

Council Agenda

Date: Thursday 17th October 2019
Time: 2.00 pm
Venue: The Ballroom, Sandbach Town Hall, High Street,
Sandbach, CW11 1AX

The agenda is divided into two 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 meetings are audio recorded and the recordings are uploaded to the Council's website

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

1. **Prayers**

2. **Apologies for Absence**

To receive any apologies for absence.

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. **Minutes of Previous Meeting** (Pages 5 - 22)

To approve as a correct record the minutes of the meeting of Council held on 18 July 2019.

5. **Mayor's Announcements**

To receive such announcements as may be made by the Mayor.

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

In accordance with paragraph 1.32 of the Council Procedure Rules and Appendix 7 to the rules, a total period of 15 minutes is allocated for members of the public to speak at Council meetings.

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.

Members of the public wishing to ask a question at the meeting should provide at least three clear working days' notice in writing and should include the question with that notice. This will enable an informed answer to be given. It is not a requirement to give notice of the intention to make use of public speaking provision. However, as a matter of courtesy, a period of 24 hours notice is encouraged.

7. **Leader's and Deputy Leader's Announcements**

To receive such announcements as may be made by the Leader and Deputy Leader.

8. **Recommendation from Cabinet: Revised Statement of Licensing Policy**
(Pages 23 - 84)

To consider the recommendation from Cabinet.

9. **Recommendation from Cabinet: Local Transport Plan** (Pages 85 - 214)

To consider the recommendation from Cabinet.

10. **Recommendation from Cabinet: Mid-Year Review (Finance) 2019/20 - Request for Supplementary Capital Estimates and Virements** (Pages 215 - 222)

To consider the recommendation from Cabinet.

11. **Review of Council and Meeting Arrangements** (Pages 223 - 228)

To consider the report regarding the arrangements for Council and other meetings.

12. **Appointment of Independent Person for Standards Matters** (Pages 229 - 234)

To consider the report of the Monitoring Officer.

13. **Audit and Governance Annual Report 2018-19** (Pages 235 - 254)

To receive the annual report of the Audit and Governance Committee.

14. **Overview and Scrutiny Annual Report 2018-19** (Pages 255 - 276)

To receive the Overview and Scrutiny Annual Report for 2018-19.

15. **Notices of Motion** (Pages 277 - 282)

To consider any Notices of Motion that have been received in accordance with paragraph 1.34 of the Council Procedure Rules

16. **Questions**

In accordance with paragraph 1.18 of the Council Procedure Rules, opportunity is provided for Members of the Council to ask the Mayor, the appropriate Cabinet Member or the Chairman of a Committee any question about a matter which the Council, the Cabinet or the Committee has powers, duties or responsibilities.

At Council meetings, there will be a maximum question time period of 30 minutes. Questions will be selected by the Mayor, using the criteria agreed by Council. Any questions which are accepted, but which cannot be dealt with during the allotted period will be answered in writing. Questions must be brief, clear and focussed.

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CHESHIRE EAST COUNCIL**Minutes of a meeting of the Council**

held on Thursday, 18th July, 2019 at The Ballroom, Sandbach Town Hall,
High Street, Sandbach, CW11 1AX

PRESENT

Councillor B Burkhill (Mayor/Chairman)

Councillor S Edgar (Deputy Mayor/Vice-Chairman)

Councillors Q Abel, S Akers Smith, M Asquith, R Bailey, J Barber, M Beanland, L Braithwaite, J Bratherton, S Brookfield, D Brown, C Browne, J Buckley, C Bulman, P Butterill, S Carter, J Clowes, S Corcoran, L Crane, A Critchley, S Davies, T Dean, D Edwardes, B Evans, H Faddes, A Farrall, JP Findlow, K Flavell, R Fletcher, D Flude, T Fox, A Gage, S Gardiner, L Gilbert, M Goldsmith, A Gregory, P Groves, S Handley, A Harewood, G Hayes, S Hogben, S Holland, M Hunter, D Jefferay, L Jeuda, A Kolker, C Leach, I Macfarlane, N Mannion, D Marren, A Martin, A Moran, R Moreton, D Murphy, J Nicholas, J Parry, S Pochin, B Puddicombe, P Redstone, J Rhodes, B Roberts, J Saunders, L Smetham, J Smith, D Stockton, A Stott, R Vernon, L Wardlaw, P Williams and N Wylie

Apologies

Councillors M Addison, M Houston, B Murphy, K Parkinson, L Roberts, M Sewart, M Simon, M Warren, J Weatherill and J Wray

19 PRAYERS

The Reverend Ralph Kemp said prayers, at the request of the Mayor.

20 DECLARATIONS OF INTEREST

Alex Thompson declared an interest in respect of item 12, regarding the recommendation from the Staffing Committee concerning the appointment of the Director of Financial and Customer Services and Section 151 Officer, and would leave the Chamber during its consideration.

Kath O'Dwyer declared an interest in respect of item 13, regarding the recommendation from the Staffing Committee concerning the amendment to Pay Policy Statement, and would leave the Chamber during its consideration.

21 MINUTES OF PREVIOUS MEETING**RESOLVED**

That the minutes of the Annual meeting of the Council held on 22 May 2019 be approved as a correct record.

22 MAYOR'S ANNOUNCEMENTS

The Mayor:-

1. Referred to the recent announcement that Jodrell Bank had been made a UNESCO World Heritage Site and asked that Members join with him in sending the Council's warmest congratulations to the staff at Jodrell Bank and to Manchester University on this tremendous achievement.
2. Reported that, since being appointed Mayor, he had undertaken almost 40 engagements and been made very welcome everywhere that he had been. He had made a very enjoyable visit to Leighton Academy in Crewe, where they were celebrating their success in teaching German to every child. It had also been his pleasure to meet a group of French exchange students from Macon, who had also visited Crewe.
3. Announced that he had been delighted to be able to welcome HRH the Duke of Kent into Cheshire East when he had visited Morning Foods and British Salt on 25 June and that he hoped that there would be future Royal visits during his year in office.
4. Announced that it had been his privilege, on 27 June, to entertain Bernard Morgan and his daughter to afternoon tea in the Mayor's Parlour in Crewe. Mr Morgan was 95 and a much decorated D-Day veteran, who had served in the RAF in the Second World War. He had gone ashore on Gold Beach on D Day back in 1944. They had been joined by children from Pebblebrook Primary and Ruskin High schools, where Mr Morgan had given talks. The Mayor had been delighted that Cllr Dorothy Flude had been able to join them.
5. Reminded Council that he had written to Members recently about his commitment to food banks and how, during his year in office, he wished to support them. He indicated that he would be pleased to hear from Members if they had a food bank in their ward and would be delighted to visit them.
6. Reported that he had received a cheque for £2,500 from the Highways team, raised through an annual football competition, to support his nominated charity to support food banks across Cheshire. He thanked the team for the money raised.
7. Announced that Julie North, Democratic Services Manager, would be leaving Cheshire East Council at the end of September. He had known Julie for many years; she had originally joined the former Macclesfield Borough Council in 1982 and had played a central role in the work of Democratic Services since the creation of Cheshire

East Council. He asked Members to join with him in wishing Julie well for the future, and presented her with a bouquet of flowers.

23 PUBLIC SPEAKING TIME/OPEN SESSION

Mrs Sue Helliwell used public speaking time to address Council regarding Hassall Road play park in Alsager, with regard to a question that she had asked at the September 2018 Council meeting. The response to the question had stated that Mrs Helliwell would be “kept in the loop” with regard to what Section 106 monies were available and anticipated for such works. She had emailed the Council in October 2018 and February 2019, but stated that she had not received a response. She asked for an approximate start date and whether all of the money had been released to the Council. Cllr Toni Fox, Portfolio Holder for Planning, undertook to look in to this matter and to provide a written response.

Ms Jane Smith used public speaking time to ask a question concerning the Council’s policy regarding 5G roll-out, and the impacts of radio-frequency electromagnetic radiation on the borough’s inhabitants. Cllr Laura Jeuda, Portfolio Holder for Adult Care and Health and Cllr Jill Rhodes, Portfolio Holder for Public Health and Corporate Services, responded.

Mrs Carol Jones used public speaking time to ask a question concerning climate change and whether the Council would consider carrying out a campaign with a view to getting cars off the road. The Deputy Leader of the Council, Cllr Craig Browne, responded.

Mr Bob Fousert used public speaking time to make a statement regarding the Notice of Motion at Item 15 of the agenda.

Mr M Unett used public speaking time to address Council about the on-line highways reporting portal, which he considered was not user-friendly. He also referred to safety concerns on Lawton Road, Alsager. Cllr Brian Roberts, Portfolio Holder for Highways and Waste, agreed to meet with Mr Unett to discuss these issues.

Mr T Wall used public speaking time to refer to a letter from a former Cabinet Member, concerning seating arrangements at Cabinet meetings, which had been published in a local newspaper. The Leader of the Council, Cllr Sam Corcoran responded.

24 LEADER'S AND DEPUTY LEADER'S ANNOUNCEMENTS

The Leader of the Council, in summary:-

1. Thanked Cllr Stewart Gardiner for agreeing to continue as Champion for Equality and Diversity, Cllr Dorothy Flude for continuing as Champion for Mental Health and Cllr Suzie Akers Smith for agreeing to be Champion for Cycling and Walking.

2. Announced that Cllr James Barber would be the Champion for Young People. (Cllr Barber spoke in respect of his new role).
3. Referred to the Mayor's announcement in respect of Jodrell Bank being made a UNESCO World Heritage Site and stated that he looked forward to working with the SKA in promoting this and Cheshire East.
4. Referred to the RHS show at Tatton Park, which would be taking place at the weekend.
5. Made reference to the LGA training event for new Cllrs across the North West, which would also be taking place at Tatton Park; and thanked the Interim Chief Executive for taking action to get the event arranged in the area, and encouraged all new Councillors to attend that event.

The Deputy Leader of the Council, in summary:-

1. Gave notice that there was to be a special meeting of the Cabinet to consider the next stage of the Local Plan, the Site Allocations and Development Policies Document, to be followed by a period of extensive public consultation. This would include provision for transit sites for gypsies and travellers.
2. Referred to the slow down in productivity, both locally and nationally. He reported that, in order to counter this, the Council would be developing an Economic Strategy and would be consulting with residents and businesses over the Summer. At the same time the Council was working closely with the Cheshire and Warrington Local Enterprise Partnership on the development of a Local Industrial Strategy at sub-regional level.
3. Reported that the Council's current Medium Term Financial forecast had a deficit of £11M for 1920/21 and that pressure on Local Authority funding had grown in recent years, with more responsibilities for services being placed on them, without adequate funding from central Government. He was concerned that this risked putting Local Authorities, such as Cheshire East, in a position where they would have to make cuts to other services, in order to balance the books. He reported that, following on from a letter sent by the previous Leader of the Council to the Prime Minister, he had written to the two Conservative leadership candidates, asking them what they intended to do to reverse this trend and any steps that they would take in order ensure that Cheshire East would get a fairer allocation of Government funding in the future.
4. Reported that Cllr Stott, as Portfolio Holder for Finance, would soon be bringing forward proposals for the following year's budget setting

process. Greater engagement from Members and members of the public was to be encouraged. A possible innovation for this would be workshops, to enable Members to develop the proposals. These would then be considered by the Scrutiny Committees, with feedback being invited on the proposals, as well as a range of other budget options. He hoped that this attempt at active engagement would be welcomed and that Members would encourage public engagement, once the proposals had been formally publicised.

25 RECOMMENDATION FROM CABINET - HIGH SPEED RAIL 2 PHASE 2A - QUALIFYING AUTHORITY

Consideration was given to the recommendation from Cabinet seeking approval for the Council to become a Qualifying Authority for the construction of phase 2a of High Speed Rail 2 (HS2).

It was noted that the report, as submitted, had been amended since the Cabinet meeting, to provide some additional clarity on points raised at the meeting.

RESOLVED

That Cheshire East Council become a Qualifying Authority, as specified in part 2 of Schedule 17 of the High Speed Rail (West Midlands - Crewe) Bill and that the Executive Director for Place, in consultation with the Monitoring Officer, be authorised to sign the Planning Memorandum to enable this to happen.

26 RECOMMENDATION FROM CABINET - OUTTURN REVIEW OF PERFORMANCE - REQUESTS FOR SUPPLEMENTARY CAPITAL ESTIMATES AND VIREMENTS

Consideration was given to the recommendation from Cabinet, requesting Council to approve fully funded supplementary capital estimates above £1,000,000, in accordance with Financial Procedure Rules, as detailed in Appendix 4, Table 6, of the Cabinet report relating to the Outturn Review of Performance.

RESOLVED

That the fully funded supplementary capital estimates above £1,000,000 be approved, in accordance with Financial Procedure Rules, as detailed in Appendix 4, Table 6 of the report.

27 RECOMMENDATION FROM THE CONSTITUTION COMMITTEE - HEALTH AND WELLBEING BOARD TERMS OF REFERENCE

Consideration was given to the recommendation from the Constitution Committee concerning a number of minor changes to the Cheshire East

Health and Wellbeing Board's Terms of Reference, as recommended by the Health and Wellbeing Board.

The changes proposed by the Health and Wellbeing Board had been considered by the Constitution Committee and had been referred to Council for approval.

RESOLVED

That the changes to the Health and Wellbeing Board's proposed revised Terms of Reference, as set out at Appendix 1 to the report to the Constitution Committee, be approved.

28 **RECOMMENDATION FROM THE CONSTITUTION COMMITTEE - REVIEW OF THE TERMS OF REFERENCE OF THE INVESTIGATION AND DISCIPLINARY COMMITTEE**

Consideration was given to the recommendation from the Constitution Committee concerning proposed revisions to the Terms of Reference for the Investigation and Disciplinary Committee(IDC), amended Employment Procedure Rules and a proposed IDC Handbook, which contained comprehensive guidance notes on the process.

It was reported that the Constitution Committee had been content with the proposed amendments to Appendix B - Employment Procedure Rules, but that further changes to the content of Appendix A – Terms of Reference for the IDC, and Appendix C – The associated document within Chapter 7 were required. These were shown as tracked changes and were circulated around the Chamber as a supplemental paper, for consideration by Members.

RESOLVED: That:

1. the revised Terms of Reference for the Investigation and Disciplinary Committee, the Disciplinary Appeals Committee and the Independent Persons Panel (Appendix A on pages 55 to 59 of the report pack, with the changes to paragraphs 53 and 62, as shown in the supplemental paper, as attached to these minutes)
2. the proposed amendments to the Employment Procedure Rules (Appendix B on page 61 of the report pack)
3. the inclusion into the Constitution (as an "associated document" within chapter 7 thereto) of the new IDC Handbook (Appendix C on pages 63 to 71 of the report pack, with the changes to paragraphs 7 and 21 shown in the supplemental paper, as attached to these minutes) be approved.

29 RECOMMENDATION FROM THE STAFFING COMMITTEE - APPOINTMENT OF THE DIRECTOR OF FINANCIAL AND CUSTOMER SERVICES (AND SECTION 151 OFFICER)

(Alex Thompson had declared an interest in this item and left the meeting during its consideration).

The Staffing Committee, at its meeting on 28 June 2019, had resolved that Council be recommended to approve the appointment of Alex Thompson to the new position of Director of Financial and Customer Services, including the Section 151 Officer role, at the inclusive salary of £86,603, subject to satisfactory references and Cabinet consultation. Subsequently, Cabinet Members had been consulted and had supported the recommendation. Satisfactory references had also been received, following the selection process on 28 June 2019.

RESOLVED

That the appointment of Alex Thompson as the Director of Financial and Customer Services (and Section 151 Officer), on an inclusive salary of £86,603 per annum be approved.

30 RECOMMENDATION FROM THE STAFFING COMMITTEE - AMENDMENT TO THE PAY POLICY STATEMENT 2019/20

(Kath O'Dwyer had declared an interest in this item and left the meeting during its consideration).

The Staffing Committee, at its meeting on 28 June 2019, had considered a report seeking approval of the arrangements to commence the process to recruit to the post of Head of Paid Service (Chief Executive). In accordance with the Employment Procedure Rules, the Staffing Committee was required to approve the job description and specification, determine whether the post was recruited to internally or externally and agree the salary for the new appointment. The Council had recently engaged Penna Executive Search to support senior recruitment to key roles across the Council and it had been agreed that Penna be used to support an external recruitment process.

Consideration had been given by the Staffing Committee to the salary range for the position. The Council's Pay Policy Statement gave the salary range for the Head of Paid Service as £156,075 to £166,075. Following discussion, the Committee had proposed that the salary range should be reduced to £151,000 to £161,000 and that Council be recommended to amend the Pay Policy Statement to reflect this.

The Committee had approved the job description and specification for the post of Head of Paid Service, as set out in Appendix 1 to the report, and that the post be advertised externally and had recommended to Council that the Pay Policy Statement 2019-20 be amended as follows:-

3.5 Chief Officer remuneration

Chief Executive – Tier 1

- The salary package of the post is within the range of £151,000 to £161,000.

RESOLVED

That the Pay Policy Statement 2019-20 be amended as follows:-

3.5 Chief Officer remuneration

Chief Executive – Tier 1

- The salary package of the post is within the range of £151,000 to £161,000.

31 POLITICAL REPRESENTATION ON THE COUNCIL'S COMMITTEES AND TERMS OF REFERENCE OF THE LOCAL AUTHORITY SCHOOL GOVERNOR NOMINATIONS PANEL

Consideration was given to a report relating to the political representation on the Council's Committees. Appendix A to the report set out the political representation on ordinary committees and sub committees, this being based on the political structure of the Council as a whole.

It was also reported that The Local Authority School Governor Nominations Panel had been established since the beginning of the life of the Council and that the Terms of Reference for the Panel needed to be included in the Constitution. These were set out in Appendix B to the report.

RESOLVED:

1. That the political group representation, as set out in Appendix A to the report, and the methods, calculations and conventions used in determining this, as outlined in the report, be adopted and the allocation of places to Committees be approved and that it be noted that the Council's Annual Meeting had appointed the listed Committees.
2. That the terms of reference of the Local Authority School Governor Nominations Panel, as set out in Appendix B to the report, be included in the Constitution.

32 NOTICES OF MOTION

Consideration was given to the following Notices of Motion, which had been submitted in accordance with paragraph 1.34 of the Council Procedural Rules:-

1 Free TV Licences for Over 75s

Proposed by Cllr Andrew Gregory and seconded by Cllr Rachel Bailey

The decision by the BBC to withdraw free TV licences for the over 75s should be condemned by this Council; The BBC (who are responsible for the decision to withdraw funding for this service) should think again and change this decision given the impact this will have on many of the most poor and vulnerable people in the borough, who rely on terrestrial television as their main means of being kept informed and entertained.

In addition this decision acts as a reminder that for many older people, access to the internet is not available to them meaning they can only rely on the national TV and radio stations. If such people cannot afford to pay the annual licence fee, then many may have no means of entertainment to enjoy in their homes in their later years.

With the D Day Landing celebrations only a few weeks behind us, it is unfortunate that the generation which gave so much to give us the freedoms we enjoy, could be penalised by such a short sighted measure.

AMENDMENT

Following the proposing and seconding of the motion, an amendment was proposed and seconded, so that the motion should now read:-

“The decision by Government and the BBC to withdraw free TV licences for the over 75s should be condemned by this Council; they should think again and change this decision, given the impact this will have on many of the most poor and vulnerable people in the borough, who rely on terrestrial television as their main means of being kept informed and entertained.

In addition this decision acts as a reminder that for many older people, access to the internet is not available to them meaning they can only rely on the national TV and radio stations. If such people cannot afford to pay the annual licence fee, then many may have no means of entertainment to enjoy in their homes in their later years.

With the D Day Landing celebrations only a few weeks behind us, it is unfortunate that the generation which gave so much to give us the

freedoms we enjoy, could be penalised by such a short sighted measure”.

The amendment was declared carried.

RESOLVED

That the motion, as amended, be approved.

2 Schools Funding

Proposed by Cllr Jos Saunders and seconded by Cllr George Hayes

That this Council recognises the work undertaken by the previous administration to counteract the continued challenges faced by our schools and colleges as a result of the inequitable National School Funding System.

Significant work has already been undertaken which has included leading a campaign lobbying local Members of Parliament and the Right Honourable Secretary of State for Education.

As a consequence we request that this Council resolves to continue lobbying and advocating for a fairer funding deal for our schools.

AMENDMENT

Following the proposing and seconding of the motion, an amendment was proposed and seconded to remove the first two paragraphs of the motion and the words and replace the third paragraph with the words “This Council resolves to lobby and advocate for a fairer funding deal for our schools. The motion to now read:-

“This Council resolves to lobby and advocate for a fairer funding deal for our schools”.

The amendment was declared carried.

RESOLVED

That the motion, as amended, be approved.

3 Cheshire East Independent Person/Independent member of the Cheshire Police & Crime Panel

Proposed by Cllr Suzanne Brookfield and seconded by Cllr Stewart Gardiner

This Council

- 1) regrets the comments made by Mr Fousert when, as then Chair of the Cheshire Police & Crime Panel, he noted that the Deputy Chief Constable had worn a rainbow lanyard, said that this was a political statement and that this was a breach of police regulations
- 2) asks the Monitoring Officer to prepare a report on whether Mr Fousert should be removed as an Independent Person
- 3) asks the Monitoring Officer to prepare a report on whether Mr Fousert should be removed as a member of the Police & Crime Panel.
- 4) asks the Monitoring Officer not to involve Mr Fousert in any complaints about councillor conduct while the above reports are being prepared.

The motion was proposed and seconded. Following debate, a requisition for a named vote was proposed and seconded and duly supported, with the following result:-

FOR

Councillors Q Abel, S Akers Smith, M Asquith, J Barber, M Beanland, L Brathwaite, J Bratherton, S Brookfield, C Browne, J Buckley, C Bulman, P Butterill, S Carter, J Clowes, S Corcoran, L Crane, A Critchley, D Edwardes, H Faddes, A Farrall, K Flavell, R Fletcher, D Flude, S Gardiner, P Groves, A Harewood, S Hogben, M Hunter, L Jeuda, C Leach, I Macfarlane, N Mannion, D Marren, J Parry, B Puddicombe, J Rhodes, B Roberts, J Saunders, D Stockton, A Stott, R Vernon.

AGAINST

None

NOT VOTING

Councillors B Burkhill, S Edgar, JP Findlow, T Fox, A Gage, L Gilbert, A Gregory, S Holland, R Moreton, D Murphy, J Nicholas, P Redstone, L Smetham, L Wardlaw.

The motion was declared carried, with 41 votes for, 0 against and 14 not voting.

RESOLVED

That the motion be approved.

4 Maximising the potential of Cheshire East Land Holdings for both efficient food production and effective carbon capture.

Proposed by Cllr Janet Clowes and Seconded by Cllr Paul Findlow.

This Council acknowledges that in May 2019 The Government's Committee on Climate Change recommended that Britain should cease its contributions to global warming by 2050 by reducing greenhouse gas emissions to "net zero". Earlier this year, in March 2019, this Council made a commitment to ensure its own activities should be carbon neutral by 2025 - a commitment that was re-iterated at Full Council in May.

In this context, land use is an essential resource that can sequester and store carbon.

However since the 1940s the United Kingdom has seen a systematic loss of its peatlands and forested areas both of which have a pivotal role in storing carbon.

The Climate Change Report highlights the need for fundamental land reform and has identified that to help meet the 2050 net zero target, there must be:

- Better soil and livestock management practices.
- Changes in agricultural practices (including healthier eating behaviours)
- The restoration of Peatlands and
- the planting of up to 1.5 million hectares of new woodland and hedgerows. This would raise the land coverage used for this purpose from 13% to 19% by 2050 and require the re-utilisation of between 26% and 35% of land that is currently used as grassland or rough grazing.

Cheshire East is a highly rural area and the Council owns or manages a range of agricultural and rural land holdings. This Council therefore has the potential to make a significant contribution to meeting both the Borough's and thus the wider UK's climate change targets.

This Council therefore resolves to:

- (1) Review its agricultural land-holdings and on-going work with farm tenants to:-
 - (1.1) Optimise Opportunities to improve soil and livestock management practices.

- (1.2) Identify appropriate grassland and rough pasture released by (1.1) for tree and hedge planting.
- (1.3) Review the terms and conditions of all new tenancies on Cheshire East Farms, as they become available, to facilitate (1.1) and (1.2) above.
- (2) Review (either through its own land ownership practice or with appropriate land-owners and Natural England) the effective maintenance and restoration of peatland areas in Cheshire East, including the nationally designated “Nature Improvement Area (Meres and Mosses)” south of Crewe.
- (3) Utilising the knowledge and experience of (1) and (2) above, this Council will work with the Boroughs’ schools, academies, colleges and associated partners to develop appropriate resources, practical educational and volunteering opportunities to ensure that Climate Change is incorporated into the wider curricula for young people and volunteers.
- (4) That the actions identified in (1), (2) and (3) are incorporated into the Cheshire East Council ‘Environment Strategy’ and the Cheshire East ‘Rural Action Plan’.
- (5) Lobby David Rutley: Member of Parliament; Macclesfield and Forestry Minister) and all other Cheshire East Constituency MPs, to support the recommendations of the Climate Change Committee and the expeditious implementation of “help with skills, training and information to implement new uses of land, and support with high up-front costs and long-term pay-backs of investing in alternative uses”. (Recommendation 2, page 11, CCC, 2019)

References:

<https://www.theccc.org.uk/wp-content/uploads/2018/11/Land-use-Reducing-emissions-and-preparing-for-climate-change-CCC-2018-1.pdf>

<https://naturalengland.blog.gov.uk/2019/06/21/natural-englands-role-in-meeting-climate-change-targets/>

<https://www.nfuonline.com/cross-sector/environment/climate-change/climate-change-news/nfu-reiterates-its-net-zero-aims-for-agriculture/>

RESOLVED

That the motion be referred to Cabinet.

5 Air Quality

Proposed by Cllr Rob Vernon and seconded by Cllr L Braithwaite

This Council notes that:

- At 2019 Annual Council we voted for strong action on the Climate Emergency through a new Environmental Strategy, recognising the urgent need to tackle the varied environment issues across our borough
- There are currently 17 declared Air Quality Management Areas (AQMA) within Cheshire East
- Public Health England have concluded that air pollution is expected to cause over 2 million new cases of disease by 2035, at a health and social care cost of £5.3bn

This Council resolves to:

- Review previous and put in place new Air Quality Action Plans (AQAPs) to tackle air quality in each individual AQMA, as well as across the wider Cheshire East borough
- Support the inclusion in AQAPs of:
 - Weight restrictions to reduce the number of HGVs passing through AQMAs
 - Establishing and promoting safe cycle routes, as well as encouraging more schools to develop walking buses
 - Any necessary review to nearby junctions with a view to reducing traffic queues
 - Contributions by developers to air quality mitigation measures in nearby AQMAs that equate to the maximum necessary for preventing any further increase in air pollution
 - Much greater expansion of green planting and the protection of green spaces
 - Changes to bus services that cater to new and in-progress developments
- Ensure air quality is an important aspect when considering environmental, transport and housing policy going forward

RESOLVED

That the motion be referred to the appropriate decision making body, with input from Overview and Scrutiny.

33 QUESTIONS

1. Cllr A Moran asked whether the Portfolio Holder would consider removing the 10p increase in Car Parking charges in Nantwich, as per the amendment moved at the budget Council meeting. \

Cllr B Roberts, Portfolio Holder for Highways and Waste, agreed to respond to this question once he had looked at the implications.

2. Cllr D Marren referred to the Staff Survey and asked whether it would be possible to see the questions asked and comments made by staff.
- The Leader of the Council and Interim Chief Executive responded and undertook to provide a written response.
3. Cllr P Findlow asked about the rationale around the grouping of responsibilities in the Health Portfolio and also the Portfolio Holder's strategy for dealing with the inherited budget. - Cllrs J Rhodes Portfolio Holder for Public Health and Corporate Services, and Cllr A Stott, Portfolio Holder for Finance undertook to provide a written response.
4. Cllr L Gilbert asked where the Council was up to with regard to the development of a policy for speed indicator devices in speeding hotspots and whether Members were involved. - Cllr B Roberts, Portfolio Holder for Highways and Waste undertook to provide a written response.
5. Cllr M Hunter thanked all those agencies involved for their hard work in helping to achieve green flag status for two areas in Middlewich. He asked whether the Council would be making a policy to work with Town and Parish Councils in the future. - The Leader of the Council responded.
6. Cllr S Akers Smith referred to the Notice of Motion relating to air quality and asked whether there would be an opportunity to speak on this matter. – The Interim Chief Executive responded.
7. Cllr J Clowes referred to supplementary capital estimates at item 9 of the agenda and asked the Portfolio Holder for Finance to clarify, by written response to all Members, where the money had come from for the A500 dualling scheme. - Cllr A Stott, Portfolio Holder for Finance, undertook to provide a written response to all Members.

The meeting commenced at 2.00 pm and concluded at 6.30 pm

Councillor B Burkhill (Mayor/Chairman)

**ITEM 11 SUPPLEMENTAL PAPER
CHANGES MADE BY THE CONSTITUTION COMMITTEE ON 15 JULY 2019**

Change No. 1 – The following paragraph replaces paragraph 53 on Page 55 of your

Council agenda report pack. “Tracked changes” are shown.

- 53 The Committee shall be politically balanced, shall consist of 5 Members of the Council of which 1 member of the Committee must be a member of the Cabinet but that member must not be the Leader or Deputy leader. Members of the Committee must have completed mandatory training. A quorum for the meeting shall be 3 Members.

Change No. 2 – The following paragraph replaces paragraph 62 on page 57 of your

Council agenda report pack. “Tracked changes” are shown.

- 62 The Committee shall be politically balanced, shall consist of 5 Members of the Council of which 1 member of the Committee must be a member of the Cabinet but that member must not be the Leader or Deputy Leader. No Member who was a member of the Investigation and Disciplinary Committee making the decision which is the subject of the appeal may be a member of the Disciplinary Appeals Committee. Members of the Committee must have completed mandatory training.

Change No. 3 – The following paragraph replaces paragraph 7 on page 63 of your

Council agenda report pack. “Tracked changes” are shown.

7. The draft filter report will be shared jointly with the Chair of the Staffing Committee and/ or the Chair of the IDC if there is a standing committee.

Change No. 4 – The following paragraph replaces paragraph 21 on page 66 of your

Council agenda report pack. “Tracked changes” are shown.

21. It may also be necessary, if an exceptional situation arises, for the Head of Paid Service, or if the DSO in question is the Head of Paid Service, the Monitoring Officer to carry out a temporary suspension of the DSO pending the convening of an IDC Committee hearing to consider the matter. In such circumstances, a decision whether or not to carry out a temporary suspension shall be taken by either the Head of Paid Service or the Monitoring Officer (as the case may be) in consultation with the Chair of Staffing and/or the Chair of the IDC if there is a standing

committee. Any temporary suspension decision will be reviewed by the Committee at the first available IDC meeting.

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COUNCIL MEETING – 17TH OCTOBER 2019**REVISED STATEMENT OF LICENSING POLICY****RECOMMENDATION**

That the draft revised Statement of Licensing Policy be approved for adoption.

Extract from the Minutes of the Cabinet meeting on 10th September 2019

49 REVISED STATEMENT OF LICENSING POLICY

Cabinet considered a report on a revised Statement of Licensing Policy.

RESOLVED

That Cabinet

1. notes the changes to the draft revised Statement of Licensing Policy as set out in Appendix 1 to the report; and
2. recommends the draft revised Statement of Licensing Policy to Council for adoption.

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Working for a brighter future together

Cabinet

Date of Meeting: 10 September 2019

Report Title: Revised Statement of Licensing Policy

Portfolio Holder: Cllr Mick Warren - Communities

Senior Officer: Frank Jordan, Executive Director Place

1. Report Summary

- 1.1. The Licensing Act 2003 requires that Licensing Authorities prepare and publish a statement of policy that they propose to apply when exercising their functions under the Act during the five year period to which the statement applies.
- 1.2. The Council is required to review its existing statement of policy and publish a revised version. In preparing a revised statement the Council must undertake a consultation exercise with stakeholders identified within the Licensing Act 2003.

2. Recommendations

- 2.1. That Cabinet
 - 2.1.1. Notes the changes to the draft revised Statement of Licensing Policy as set out in appendix 1 to the report.
 - 2.1.2. Recommends the draft revised Statement of Licensing Policy to Council for adoption.

3. Reasons for Recommendations

- 3.1. To comply with the provisions of the Licensing Act 2003, to enable the proper discharge of the Council's responsibilities for the regulation of alcohol sales, regulated entertainment and late night refreshment.
- 3.2. As part of the revision a number of changes have been proposed, including:

- 3.2.1. Updated references to other policies or procedures (e.g. Statutory Guidance issued in April 2018; Reducing Alcohol Harm in Cheshire East: Position Statement and Forward Plan; and decisions in relation to the Late Night Levy and Early Morning Restriction Orders);
- 3.2.2. Removal of out of date information;
- 3.2.3. An additional appendix explaining deregulation of entertainment;
- 3.2.4. An additional appendix setting out sample conditions; and
- 3.2.5. An additional appendix providing a matrix of area specific hours.

4. Other Options Considered

- 4.1. No other options have been considered. The Council is required by section 5 of the Licensing Act 2003 to adopt a Statement of Licensing Policy. The route for adopting this document is set out both in legislation and by virtue of the requirements in the Council's Constitution.

5. Background

- 5.1. As set out above, the Licensing Act 2003 requires Licensing Authorities to prepare and publish a statement of principles that it proposes to apply in exercising its functions under the Act.
- 5.2. The draft statement, a copy of which is attached as Appendix 1, incorporates some minor amendments (set out in Appendix 2). Whilst a number of new appendices (appendices 4, 5 and 6) have been added, in essence the policy remains substantially the same as previous iterations.
- 5.3. The Statement of Licensing Policy is the policy document that the Licensing Act Sub-Committee will use when determining contested applications under the Licensing Act 2003. Consequently, it needs to adequately guide applicants, objectors, Licensing Authority Officers, and Committee Members.
- 5.4. The policy must reflect that the Council is required to discharge its responsibilities under the Act with a view to promoting the four licensing objectives:
 - 5.4.1. The prevention of crime and disorder
 - 5.4.2. Public safety
 - 5.4.3. The prevention of public nuisance
 - 5.4.4. The protection of children from harm
- 5.5. The Statement of Licensing Policy establishes a local framework for decision-making when considering applications for relevant permissions, or variations to existing terms and conditions. The Policy is of significant importance as the Licensing Committee and Sub-Committee are required

to have due regard to it when determining an opposed application. It is therefore paramount that the Policy sets out how the objectives will be promoted. Any matters not relevant to the promotion of the licensing objectives must be disregarded.

- 5.6. In addition to having regard to the Statement of Licensing Policy, the Licensing Authority must also have regard to the statutory guidance issued by the Home Office under section 182 of the Licensing Act 2003.
- 5.7. The draft statement of principles was considered by the Licensing Committee on the 4th March 2019. The Committee considered the content of the policy and resolved that it was appropriate for it to be referred to Cabinet for consideration and to Council for adoption.
- 5.8. Additionally, the draft revised policy was subject to consultation between 8th March 2019 and 19th April 2019. These requirements included consulting those stakeholders identified in paragraph 6.1.3 . Additionally, the Licensing Team consulted every elected Member of Cheshire East Council by email.
- 5.9. A number of consultation responses have been received. These have been tabulated at appendix 3 together with Officer comments.
- 5.10. Prior to formal consultation the Licensing Team also pre-consulted the stakeholders identified as Responsible Authorities in the Licensing Act 2003. This allowed the Team to identify and incorporate any suggested improvements and changes.

6. Implications of the Recommendations

6.1. Legal Implications

- 6.1.1. In accordance with Section 5 of the Licensing Act 2003 the Licensing Authority is required to determine and publish a Statement of Licensing Policy.
- 6.1.2. The statement of policy forms part of the Council's Policy Framework. As such, the final decision to approve or revise the policy rests with full Council. In addition, in developing a revised statement of policy, the authority must comply with its Budget and Policy Framework Procedure Rules (as set out within the Constitution).
- 6.1.3. In order to comply with statutory requirements, the following agencies must be consulted:
 - 6.1.3.1. Cheshire Constabulary
 - 6.1.3.2. North West Fire and Rescue Service
 - 6.1.3.3. Planning Services

- 6.1.3.4. Trading Standards (Weights and Measures Inspector)
- 6.1.3.5. Environmental Health
- 6.1.3.6. Public Health
- 6.1.3.7. Cheshire East Safeguarding Children Partnership
- 6.1.3.8. Health and Safety
- 6.1.3.9. Representatives of the local licensing trade
- 6.1.3.10. Representatives of local businesses and residents

6.2. Finance Implications

- 6.2.1. There are no direct financial implications in relation to the decision requested. However, preparation and consultation of the revised Statement of Licensing Policy has been funded from existing licensing budgets.
- 6.2.2. The Licensing Team does generate income through the fees attached to applications. These fees are set by Government and the Council has no discretion to amend them. Accordingly, the approval of the draft revised Statement will not affect the level of income generated or the fees charged.

6.3. Policy Implications

- 6.3.1. The Council is required to revise and adopt a Statement of Licensing Policy every five years.

6.4. Equality Implications

- 6.4.1. Consideration has been given to the application of the 'public sector equality duty' (in accordance with section 149 Equality Act 2010) to the recommendation. The decision requested is likely to have a neutral effect in terms of its impact on those individuals with 'protected characteristics.'
- 6.4.2. An Equality Impact Assessment has been carried out as part of this process.

6.5. Human Resources Implications

- 6.5.1. There are no human resource implications

6.6. Risk Management Implications

- 6.6.1. It should be noted that the Licensing Act 2003 requires the Licensing Authority to have a Statement of Licensing Policy. However, there is no penalty that could be applied if the Licensing Authority did not adopt a

Statement. Notwithstanding, any decisions taken where a policy was not in place could be subject to Judicial Review.

6.7. Rural Communities Implications

6.7.1. There are no direct implications for rural communities.

6.8. Implications for Children & Young People/Cared for Children

6.8.1. There are no direct implications for children and young people. However, the policy does reference how safeguarding and prevention of exploitation will be considered when determining applications or reviewing licences.

6.9. Public Health Implications

6.9.1. There are no direct implications for public health. However, Public Health is a statutory consultee and has influenced the revision of policy.

6.10. Climate Change Implications

6.10.1 There are no direct implications for climate change

7. Ward Members Affected

7.1. The Statement of Licensing Policy is a Borough wide policy and therefore has the potential to impact on all wards.

8. Consultation & Engagement

8.1. The statement is subject to a statutory consultation process set out within the legislation.

9. Access to Information

9.1. The changes made to the Statement during the revision have been logged and are attached at appendix 2 for ease of reference.

10. Contact Information

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

Name: Kim Evans

Job Title: Licensing Team Leader

Email: kim.evans@cheshireeast.gov.uk

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CHESHIRE EAST COUNCIL
STATEMENT OF LICENSING POLICY
(LICENSING ACT 2003)
POLICY DATED 2019 TO 2024

Contents

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2. The aim of the Policy and Statutory Licensing Objectives
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Appendix 1 – Table of Delegations of Licensing Functions

Appendix 2 – Procedure at Hearings

Appendix 3 – Mandatory Conditions

Appendix 4 – Non-regulated entertainment matrix

Appendix 5 – Sample conditions

Appendix 6 – Suggested hours matrix

1. Introduction

- 1.1 Cheshire East Council (**the Council**) is the Licensing Authority for the area of Cheshire East under the provisions of the Licensing Act 2003 (**the Act**).
- 1.2 This Statement of Licensing Policy (**the Policy**) is the result of the review and is published by the Council in accordance with section 5 of the Act. The Policy provides information and guidance to applicants and persons who are likely to be affected by an application (e.g residents and businesses) and Responsible Authorities or anyone interested in these matters. It will clarify the manner in which the Council will approach matters relating to licensing. Whilst the policy provides framework guidance regarding the considerations it will take into account when determining any licence application, the Council, as the Licensing Authority, will ultimately determine each individual application on its own merits.
- 1.3 Cheshire East's mission is for 'Cheshire East to be a great place to live, work, visit and enjoy'. The mission statement complements the aims of this Policy. There are a number of Corporate Objectives some of which link with this Policy. They include:
 - Cheshire East has a strong and resilient economy
 - People live well and for longer
- 1.4 The context of the Policy includes the Council's statutory responsibility under the Health and Social Care Act 2012 for the health of the population of Cheshire East and it is noted that it is a priority of the local Health and Wellbeing Board to reduce alcohol related harm.
- 1.5 The context of the Policy includes the Council's statutory duty under the Crime and Disorder Act 1998 to have regard to the need to do all that it reasonably can to prevent crime and disorder, misuse of drugs and alcohol and reoffending in its area.
- 1.6 The Policy takes into account the guidance issued under section 182 of the Act. The latest guidance was published by the Home Office in April 2018. A copy of the guidance may be accessed via the Home Office website www.homeoffice.gov.uk
- 1.7 In accordance with section 4 of the Act, the Licensing Authority shall have regard to the Policy in the exercise of its functions in respect of Licensable Activities and qualifying Licensable Activities in accordance with Section 1 and Schedules 1 and 2 of the Act. The following is a summary of what comprises Licensable Activities:

- The sale by retail of alcohol
- The supply of alcohol by or on behalf of a club to, or to the order of a member of the club
- The provision of regulated entertainment:
 - performance of a play
 - exhibition of a film
 - indoor sporting event
 - boxing or wrestling entertainment
 - performance of live music
 - playing of recorded music
 - performance of dance
 - entertainment of a similar description to the above

There are certain exemptions to this definition, which relate to incidental live and recorded music, and spontaneous music, singing and dancing, which are set out in full in the Act. A summary of what entertainment is and is not licensable is set out at Appendix 4.

- The provision of late night refreshment (supply of hot food or drink from a premises between 23:00 and 05:00 hours)

1.8 In formulating the Policy, the Licensing Authority has consulted all Responsible Authorities, holders of licences under the Act and the public within Cheshire East.

1.9 This policy will be for a 5 year period and a review will take place in accordance with statutory procedures and will take into full account of any relevant information received by way of consultation or otherwise.

2. The Aim of the Policy and Statutory Licensing Objectives

2.1 The aim of the Policy is to secure the safety and amenity of communities within the Cheshire East area, whilst facilitating a sustainable entertainment industry. The Council recognises the need of residents for a safe and desirable environment in which to work and live and the importance of well-run licensed premises in a vibrant and diverse local economy. The Council will promote the safety of residents and visitors whilst out at night and on their journey home.

- 2.2 In accordance with the guidance issued by the Secretary of State, the Council recognises the need to encourage and promote a broad range of entertainment, particularly live music, dancing and theatre for the wider cultural benefits of our communities. A natural concern to prevent disturbance in the neighbourhood will always be balanced with the wider cultural benefits of our communities
- 2.4 The Council has a duty to protect the amenity of its residents. This extends to the business community, who can expect the Council to ensure that the environment is attractive and sustainable for the conduct of their business.
- 2.5 It is the Council's duty to exercise its licensing functions with a view to promoting the four Licensing Objectives set out in section 4 of the Act:
- **The prevention of crime and disorder**
 - **Public safety**
 - **The prevention of public nuisance**
 - **The protection of children from harm**
- 2.6 Each objective is of equal importance. There are no other statutory licensing objectives, so that the promotion of the four objectives is a paramount consideration at all times.
- 2.7 The legislation also supports a number of other key aims and purposes. These are vitally important and should be principal aims for everyone involved in licensing work. They include:
- protecting the public and local residents from crime, anti-social behaviour and noise nuisance caused by irresponsible licensed premises
 - giving the police and licensing authorities the powers they need to effectively manage and police the night-time economy and take action against those premises that are causing problems
 - recognising the important role which pubs and other licensed premises play in our local communities by minimising the regulatory burden on business, encouraging innovation and supporting responsible premises
 - providing a regulatory framework for alcohol which reflects the needs of local communities and empowers local authorities to make and enforce decisions about the most appropriate licensing strategies for their local area

- encouraging greater community involvement in licensing decisions and giving local residents the opportunity to have their say regarding licensing decisions that may affect them

2.8 The Licensing Authority will have proper regard to amongst other issues:

- Location and environmental impact of the proposed activity
- Suitability of the applicant
- Suitability of the premises to the application
- Operation and management of the premises
- Monitoring, review and enforcement

Policy Considerations

2.9 This policy does not prejudice the requirement for the Licensing Authority to consider each application on its own merits.

2.10 Nothing in the policy will

- Undermine the rights of any individual to apply under the terms of the Act for a variety of permissions and have the application considered on its individual merits; or
- Override the right of a person or a body or a Responsible Authority (as defined in the Act) to make representations on an application or to seek a review of a licence or certificate in accordance with the provisions of the Act.

2.11 All persons have equal rights to make representations concerning applications for premises licenses (and hours of trading) and to receive appropriate consideration to their representations. Irrelevant, frivolous and vexatious representations will be disregarded.

2.12 Following Relevant Representations the Licensing Authority will only depart from this Policy where there is satisfactory evidence/information that the Licensing Objectives will be met in full. In cases where a departure occurs, the Licensing Authority shall provide reasons for the departure.

2.13 If an application for a licence or certificate has been made lawfully and there have been no Relevant Representations from Responsible Authorities or other persons, the Licensing Authority will grant the application, subject only to conditions consistent with the operating schedule and any relevant mandatory conditions.

- 2.14 To achieve its aims the Council is committed to working in partnership with the Responsible Authorities, local businesses, residents and others towards ensuring the continued success of this Policy in achieving the statutory objectives of the Act. In considering these issues the Council will focus on the four statutory Licensing Objectives.

3. Matters within the Control of the Premises Licence Holder

- 3.1 The Licensing Authority recognises that licensing law is not the primary mechanism for the general control of individuals once they are away from a licensed premises, and therefore away from the direct control of the premises licence holder. Accordingly, in exercising its licensing functions the Licensing Authority will focus on matters which are within the control of the individual licensee and others who are granted relevant permissions. Nevertheless licensees should take reasonable steps to prevent the occurrence of crime and disorder and public nuisance immediately outside their premises, e.g. on the pavement, in a beer garden or in a smoking shelter, where and to the extent these matters are within their control.
- 3.2 The Licensing Authority will expect applicants to consider and make appropriate provisions to ensure that harm is not caused to the Licensing Objectives as a result of activity in, or in the vicinity of, the licensed premises.
- 3.3 It will normally be the responsibility of the premises licence holder to ensure that the managers, designated premises supervisor and door supervisors are competent and appropriately trained.

4. Planning and need for Licensed Premises

- 4.1 When exercising its licensing functions the Licensing Authority will not be influenced by questions of need. The issue of whether or not there is a need for a particular premises is a commercial matter, which is not relevant to the Licensing Authority's considerations.
- 4.2 The Planning Regulation and Licensing Regulation functions are separate statutory regimes. The Licensing Authority recognises that there should be a clear separation of the planning, building control and licensing regimes in order to avoid duplication. The Licensing Authority when exercising its licensing functions will not consider whether there has been any alleged breach of planning conditions. Planning Permission will usually be required prior to the use of premises for Licensable Activities.
- 4.3 The Licensing Authority is not bound by decisions made by the Planning Authority and vice versa.

- 4.4 There may be circumstances when, as a condition of planning permission, a terminal hour has been set for the use of premises for commercial purposes. Where these hours are different to the licensed hours, the earlier closing time must be observed. Premises operating in breach of their planning permission would be liable to enforcement action under planning law.
- 4.5 It should be noted that Building Regulations govern a variety of issues, which directly contribute to the Licensing Objectives, including means of escape, structural integrity, accessibility and public safety. Building Regulation Approval and Completion Certificates may be required prior to the use of the premises for licensable activities.

5. Integrating Strategies

- 5.1 The Licensing Authority will consider the Council's approved strategies and policies where they are relevant to the exercise of its function as the Licensing Authority.
- 5.2 The Council recognises that Licensed Premises are an important contributor to the local economy. Any licence application will be considered by taking certain factors into account. These include:
- Employment opportunities
 - The enhancement the proposal might have on the attractiveness of the wider area
 - The general impact in attracting visitors to the area
- 5.3 In undertaking its statutory licensing function the Licensing Authority may have regard to:
- Section 17 of the Crime and Disorder Act 1998 and requirement that the Council do all that it reasonably can to prevent crime and disorder in its locality
 - The European Convention on Human Rights (which is given effect by the Human Rights Act 1998), which places a duty on public authorities to protect the rights of individuals in a variety of circumstances
 - Any other relevant legislation drawn to its attention
- 5.4 The Licensing Authority will seek to discharge its responsibilities identified by other Government Strategies, so far as they impact on the objectives of the Licensing Act.

Integration with Public Health

- 5.5 The context of the Policy includes the Council's statutory responsibility under the Health and Social Care Act 2012 for the health of the population of Cheshire East and it is noted that it is a priority of the local Health and Wellbeing Board to reduce alcohol related harm. In March 2017 the Board adopted a 'Reducing Alcohol Harm in Cheshire East: Position Statement and Forward Plan' acknowledging the potential negative impacts of excessive alcohol consumption and the need to work as a system to minimise harms to individuals, communities and businesses.
- 5.6 The Position Statement and Forward Plan has been drafted to support the actions of many organisations working to reduce levels of consumption and promote safe, sensible and social drinking. It brings together national policy and local aspiration and sets a direction for activity across Cheshire East. The Health and Wellbeing Board are working with partners to focus upon activity that will bring positive outcomes to the families, communities and businesses of Cheshire East. Reducing excess alcohol consumption is the overarching aim and the priority outcomes are:
- To reduce alcohol-related health harms
 - To reduce alcohol-related hospital admissions
 - To reduce alcohol-related crime, anti-social behaviour and domestic abuse
 - To support a diverse, vibrant and safe night time economy
 - To improve our co-ordination/partnership work to ensure that all the other priorities are achieved efficiently and effectively.

Integration with Safeguarding and Exploitation

- 5.7 Contextualised safeguarding is a way of understanding how children and young people can be abused and exploited by people in their neighbourhoods and communities as opposed to this happening within their families. This would include; child exploitation, criminal exploitation and modern day slavery. The Council is mindful of its responsibility in relation to the safety of children and young people who are both living in Cheshire East and those who may be trafficked into Cheshire East as part of their exploitation. The statutory duties and responsibilities to protect children from harm are contained in the Children Act 1989 and the statutory guidance in Working Together to Safeguard Children (2018) and will look to all relevant agencies to promote the licensing objectives by making representations or calling for reviews of licenses where there are concerns around exploitation or contextualised safeguarding. The Council will also take a robust stance when considering appropriate conditions to prevent such activities taking place

6. Anti-Social Behaviour

- 6.1 The Licensing Authority recognises that in addition to the requirements for it to promote the Licensing Objectives, the Council has a duty under section 17 of

the Crime and Disorder Act 1998 to do all it reasonably can to prevent crime and disorder within its area.

- 6.2 The objective of the licensing process is to allow the retail sale of alcohol and the provision of other licensable activities in a manner that ensures the public's safety and which is neither to the detriment of residents, nor gives rise to loss of amenity. It is the Licensing Authority's aim to facilitate well run and managed premises with premises licence holders displaying sensitivity to the impact of their premises on local residents.
- 6.3 In accordance with the Guidance, the Licensing Authority does not regard this policy as a mechanism for the general control of anti-social behaviour by individuals once they have left the immediate vicinity of the licensed premises.
- 6.4 Recurring problems of alcohol-related anti-social behaviour, crime and disorder or serious public nuisance can occur in an area, which are not directly attributable to specific premises. In such cases, particularly if supported by the Police, the Licensing Authority may consider whether an Early Morning Alcohol Restriction Order (EMROs) might address the problems. These Orders are considered later in this Policy.

7. Prevention of Crime and Disorder

- 7.1 The Licensing Authority will have regard to the Crime and Disorder Act 1998 (See Section 6.1 above). Any conditions attached to the premises licence should reflect any local crime prevention strategy. Including, the Safer Cheshire East Partnership Plan or a subsequent replacement plan.
- 7.2 The Licensing Authority will consider whether the premises make or will make a detrimental contribution to levels of crime and disorder, and whether the Operating Schedule is based on an adequate risk assessment, undertaken by the applicant, of the likelihood of crime and disorder occurring as a result of the application.
- 7.3 In order to meet its duty to prevent and reduce crime this Policy will have regard to the likely impact of licensing on related crime and disorder in the area. The Licensing Authority will consider the location of the premises and the impact, operation and management of the Licensable Activities. In particular these issues may include:
- Whether the layout, lighting and fittings of the premises have been designed so as to minimise conflict and opportunities for crime and disorder
 - Whether the Operating Schedule includes appropriate management measures to prevent crime and disorder

- Door supervision together with the maintenance of an incident book
- Use of toughened glass or plastic glasses
- Mechanisms for combating drug dealing and use
- Use of CCTV cameras
- Membership of any Pubwatch or similar scheme
- Use of ID scan equipment

7.4 The Licensing Authority may impose conditions on licences or certificates. These may include the following conditions (although the list is not exhaustive). The decision to impose conditions and their extent will depend upon the risks of crime and disorder at the particular premises

- Appropriate ratio of tables to chairs to customers and for areas to be allocated for seated customers
- A requirement for Security Industry Authority door supervisors to control numbers and to deny entry to individuals who appear drunk, disorderly or intent on crime
- A requirement that drinking vessels do not form a sharp edge when broken
- Restrictions on drinking in areas within and outside the premises
- Procedures for checking the ages of young people who appear under the age 25 to ensure alcohol is not sold to those under 18 and that those under 16 are accompanied in alcohol-led premises
- Appropriate 'early warning' communication systems with the Police and with other licensed premises
- The installation of CCTV
- Clear policies and measures to prevent illegal drugs being brought onto and used on the premises
- Searching of customers and staff

7.5 The Licensing Authority will carefully consider Police representations and other conditions relating to the deterrence and prevention of crime and disorder and initiatives to reduce crime will be drawn up in liaison with the police to deal with particular premises or types of premises where concerns may arise.

Safer Clubbing

- 7.6 The Licensing Authority wishes to promote the principles of 'Safer Clubbing'. The current Home Office Guidance on the subject is recommended to relevant Premises Licence and Club Premises Certificate holders. Following relevant representations appropriate licensing conditions may be imposed to control the environment at relevant premises in support of the 'Safer Clubbing' objectives.

Drugs

- 7.7 Following Relevant Representations, conditions may need to be imposed for certain types of venues to seek to eliminate the sale and consumption of drugs and to create a safer environment for those who may have taken them. These conditions will take into account the above-mentioned 'Safer Clubbing' advice issued by the Home Office. In all cases where conditions are to be imposed advice will be sought from the Drug and Alcohol Action Team and the Police.
- 7.8 The Licensing Authority, Police and Licence Holders need to be aware that power is available under the Anti-Social Behaviour Act 2003 that allows for the closure of a licensed premises by the Police where there is production, supply or use of Class A drugs and/or serious nuisance or crime and disorder. This provides an extra tool to the Police in enabling instant action with regards to premises where there is a Class A drug problem.

Door Supervisors

- 7.9 Following Relevant Representations the Licensing Authority may consider that certain premises require supervision for the purpose of promoting the reduction of crime and disorder, and to generally provide a safer operation of the premises. In such cases licensed door supervisors (registered by the SIA) must be employed at the premises either at all times or at such times as certain licensable activities are taking place, at a number and ratio to be determined by the Licensing Authority. (This excludes stewards/glass collectors who are not involved in the security of the premises and do not therefore require registration with the SIA).

CCTV

- 7.10 Licence holders may wish to install cameras for the protection of staff, customers and for the prevention of crime on or in the vicinity of the premises. In exercising its licensing functions, the Licensing Authority may for the purpose of promoting any of the Licensing Objectives, impose as a condition of the licence the installation of a CCTV system. It should be noted that in such cases the Licensing Authority may take into account the type and quality

of recordings, the location of cameras, storage and the availability of recordings to the Licensing Authority and Police.

Cinema Exhibitions (see also under Protection of Children from Harm)

7.11 No film shall be exhibited at a licensed premises which is likely to:

- Lead to disorder
- Incite hatred or violence towards any section of the public on grounds of colour, race or ethnic or national origin, disability, religious beliefs, sexual orientation or gender

8. Public Safety

- 8.1 The Licensing Authority wishes to promote high standards of public safety in relation to premises and activities within the scope of the Act.
- 8.2 The Licensing Authority recognises that the Public Safety Objective is concerned with the physical safety of the customers using the relevant premises and not with Public Health, which is dealt with by other legislation.
- 8.3 Where the Local Authority Director of Public Health submits a relevant representation the relevant Licensing Objective is likely to be Public Safety. This may include where a premises has undermined the objectives in respect of accidents and injury and other harms that may be caused by alcohol consumption. These issues may also impact on the prevention of crime and disorder objective and/or the protection of children from harm objective.
- 8.4 Where activities are organised by volunteers or a committee of a club or a society the Licensing Authority considers it good practice that the same level of Health and Safety protection is provided as if an employer/employee relationship existed, irrespective of whether there are strict legal duties applicable under Health and Safety legislation.
- 8.5 Following Relevant Representations, where the Licensing Authority considers that general health and safety duties do not adequately cover certain Licensable Activities, conditions may need to be attached to the licence to ensure public safety.
- 8.6 Organisers of temporary/large scale events will be encouraged to seek advice and information from the Council's Event Safety Advisory Group prior to submitting any application.

Fire Safety

- 8.7 The Licensing Authority will have due regard to the representations of Cheshire Fire and Rescue Service regarding licensing applications.
- 8.8 Following Relevant Representations, the Licensing Authority may impose appropriate conditions in relation to fire safety matters in consultation with Cheshire Fire and Rescue Service.
- 8.9 The Licensing Authority will only include an occupant capacity condition on a Premises Licence or a Club Premises Certificate where there is a genuine fear or a genuine problem with overcrowding and it is considered appropriate for public safety. This figure will be arrived at in consultation with Cheshire Fire and Rescue Service. If an occupant capacity is fixed in accordance with any risk assessment required by The Regulatory Reform (Fire Safety) Order 2005 that figure will be used.
- 8.10 Where the special provisions of Section 177 of the Act (dancing, amplified and unamplified music in premises with a capacity of no more than 200 persons) are utilised, the Licensing Authority reserves the right to confirm with Cheshire Fire and Rescue Service the safe capacity of the premises.

9. Prevention of Public Nuisance

- 9.1 If Relevant Representations are received the Licensing Authority, when making an objective judgment about what constitutes a nuisance in respect of an application or review of a premises licence or certificate, will take a broad common law meaning when considering matters such as:
- Noise from premises
 - Waste
 - Litter
 - Car parking
 - Light pollution
 - Noxious odours
- 9.2 In considering the potential impact of licensed premises on the surrounding locality the Licensing Authority, when in receipt of any Relevant Representations will take into account the type of entertainment activity proposed hours of operation, the capacity of the premises, the character of the areas and the proximity to local residents. Consideration will be given to the potential steps which could be taken to reduce the risk of nuisance

occurring. This will particularly apply in areas where there is residential accommodation in the proximity of the premises.

Noise and Vibration

- 9.3 In order to enforce the provisions of the Environmental Protection Act 1990 (which relate to noise nuisance) the Police, Environmental Health Officers and Licensing Officers will liaise to ensure that adequate control measures are properly used to protect the local environment. Any action taken will be conducted in accordance with relevant enforcement policies
- 9.4 Consideration will be given to whether the operating schedule contains adequate measures to prevent noise and vibration, generated from within the premises, outside it, or from an open site, that may cause disturbance. Stricter conditions will be considered on premises in areas that have denser residential accommodation or have residential accommodation close to them. Noise includes music and human voices. Measures in the Operating Schedule may include installation of soundproofing, air conditioning, acoustic lobbies, sound limitation devices or locking doors at specified hours. If the proposed operating schedule fails to address noise nuisance issues, the Environmental Health Department may request that an independent acoustic report is conducted. Environmental Health may use any recommendations from such a report to propose amendments to the Operating Schedule or suggest conditions for the consideration of any (Sub) Committee.
- 9.5 Applicants will be expected to have included measures in their Operating Schedules that make adequate provision to:
- Restrict the generation of any noise within the premises and from activities associated with the premises in the vicinity, or from an open air site
 - Limit the escape of any noise from the premises or open air site
 - Restrict any noise emissions to below levels that could affect people in the vicinity going about their business, at work and when at home both while relaxing and while sleeping
 - Minimise and control any noise from customers arriving and departing from the premises
- 9.6 The Licensing Authority will not impose conditions on licensed premises that cannot be directly controlled, or on matters not related to the vicinity of the premises.

- 9.7 If it is considered that any noise emanating from within the curtilage of a licensed premises is causing a public nuisance, under the provisions of the Anti-Social Behaviour Act 2003, an Authorised Officer can require its immediate closure for a period of up to 24 hours. It should be noted that the 'test' is a lesser one than that required to determine a Statutory Noise Nuisance and the statutory defence of 'best practicable means' is not available.

Eating, Drinking and Smoking Outside Premises

- 9.8 The Licensing Authority will take the following into consideration:

- Whether people standing or sitting outside are likely to cause obstruction or other nuisance
- Whether premises are under or near residential accommodation
- The hours of sale of alcohol in open containers or food for consumption outside the premises
- Measures to make sure that customers move away from outside premises when such sales cease
- Measures to collect drinking vessels and crockery, cutlery and litter
- The extent and location of areas proposed to be set aside for the consumption of food and alcoholic drink for smoking
- Whether there is a need for door supervisors to prevent or to control customers congregating in outdoor areas to smoke, consume food or drink (whether supplied by the premises or not), between certain hours or at all times.

Other Environmental Impacts

- 9.9 Consideration will be given to whether Operating Schedules contain adequate measures to prevent:

- Litter, smells, fumes, dust, tobacco or other smoke, or other emissions
- Street fouling
- Light pollution
- Congestion of the pavement or roadway, impeding reasonable access

arising from the proposed licensable activity that may cause nuisance to people in the vicinity.

9.10 If the sale of alcohol in open containers or food for consumption outside the premises has been proposed, the following considerations are relevant:

- Whether measures would be undertaken to prevent nuisance caused by the storage, handling and collection of refuse and recyclable materials
- Whether late night premises are likely to generate litter and whether the sale of take-away food is proposed and the measures planned to prevent littering in the vicinity and to clear up any litter that occurs
- The steps proposed to prevent queuing or, if some queuing is inevitable, to divert queues away from residential properties and entrances to neighbouring premises, and to manage the queue to prevent disturbance and obstruction
- The steps taken to prevent disturbance by patrons arriving at or leaving the premises
- The steps taken to ensure staff leave the premises quietly
- The arrangements made or proposed for parking by patrons and the effect of parking on local residents
- Whether taxis and private hire vehicles serving the premises are likely to disturb local residents
- Whether routes to and from the premises on foot or by car or service or delivery vehicles pass residential premises
- Whether other measures to prevent nuisance such as the use of CCTV or the employment of SIA registered door supervisors are necessary
- The measures proposed to prevent the consumption or supply of illegal drugs, including any search procedures
- The likelihood of any violence, public disorder or policing problem arising if a licence were to be granted
- If the applicant has previously held a licence within the Cheshire East area, the details of any enforcement action arising from that premises
- Whether the premises would result in increased refuse storage or disposal problems, or additional litter in the vicinity of the premises.

10. Protection of Children from Harm

10.1 Protection of Children from harm includes the protection of children from moral, psychological and physical harm. This includes protection from premature exposure to strong language and sexual expletives. The Act does not prevent children having free access to premises selling alcohol for consumption on those premises, although the Licensing Authority when in receipt of Relevant Representations may impose conditions necessary for the prevention of harm to children. Where there are matters that give rise to serious concerns and the restriction of access may not ensure adequate protection of children from harm, children should be excluded. Examples of what may give rise to these concerns include:

- Where there have been convictions for serving alcohol to minors or where the premises has a reputation/evidence for underage drinking (to include any action undertaken regarding test purchases in relation to the supply of alcohol)
- There is a known association with drug taking or dealing
- There is a strong element of gambling on the premises
- Entertainment of an adult or sexual nature is provided

Note: The Act makes it an offence to permit children under the age of 16 who are not accompanied by an adult to be present on premises used exclusively or primarily for the supply of alcohol for consumption on the premises.

10.2 Matters which the Licensing Authority will take into consideration include:

- Whether there are effective measures to check the age of those young people who appear under 25, to ensure alcohol is not sold to those under 18 and those under 16 are accompanied in alcohol led premises
- Whether the supply of alcohol for consumption on the premises is the exclusive or primary purpose
- The hour to which accompanied children under 16 are proposed to be on the premises where the exclusive or primary purpose of the services provided at the premises is the supply of alcohol for consumption on the premises
- The likelihood of children being attracted to the premises e.g. by the nature of activities or facilities provided, whether or not these are licensed
- Whether there is evidence of heavy, binge or underage drinking on the premises

- 10.3 Where Relevant Representations have been received and it is considered necessary that the access of children should be restricted to protect them from harm then conditions may be attached to the licence. These may include:
- Limitation on the hours when children may be present
 - Restrictions to the age of persons on a premises (e.g. to over 18's only)
 - Restrictions on access to certain parts of the premises
 - Limitations or exclusions when certain activities may take place
 - Require an accompanying adult to be present at all times
- 10.4 Where large numbers of children are likely to be present on any licensed premises, for example, a children's show or pantomime, then the Licensing Authority may require the presence of an appropriate number of adult staff (who will have provided a satisfactory Disclosure and Barring Service check) to ensure their safety and protection from harm. The exact ratio is to be assessed in respect of each individual application and is dependent on the type and size of the premises and the control measures in place as outlined within the operating schedule, and importantly the particular group of children likely to visit the premises in question.

Cinema Exhibitions (see also under Prevention of Crime and Disorder)

- 10.5 Where the exhibition of films is permitted the Licensing Authority will expect age restrictions to be complied with in accordance with the British Board of Film Classifications (BBFC) recommendations. Where a film has not been classified by the BBFC the Licensing Authority will consider whether it is appropriate to provide a local classification. When setting a local classification the Licensing Authority will have regard to the BBFC's guidelines.
- 10.6 In considering applications, the Licensing Authority will take into account any evidence that age restrictions for cinema exhibitions have not been adhered to.

11. Cumulative Impact

- 11.1 The Licensing Authority does not consider that there are areas where Cumulative Impact occurs presently nor is there a need at this time for the Licensing Authority to adopt a special policy relative to designating 'Stress Areas'.

- 11.2 Where there is a concentration of licensed premises this can lead to serious problems of nuisance and disorder arising in the area itself and even some distance away from the premises. In such circumstances the impact of those premises when taken as a whole can be far greater than that arising from individual premises and it may not be possible to distinguish individual premises as being the sole cause or even a major contributing factor, of a particular problem. It is the **Cumulative Impact** of all the premises which causes problems for the wider area.
- 11.3 It is clear however, that the vicinity within which licensed premises are or may be located is a major consideration in determining whether a licence should be granted and what conditions should be attached to it should representation be received. Due consideration will be given to the direct impact of the operation of the premises on members of the public living, working or engaged in normal activity in the vicinity of the premises.
- 11.4 It should be noted that 'Cumulative Impact' should not be confused with the issue of 'need', which relates to commercial demand for licensed premises. 'Need' is not a matter to be taken into account by the Licensing Authority.
- 11.5 Where a particular area becomes saturated with licensed premises making it a focal point for large groups of people to congregate, this might create exceptional problems of disorder, noise and other nuisance and in such circumstances the grant of further Premises Licenses or Club Premises Certificates may undermine the Licensing Objectives.
- 11.6 Notwithstanding these concerns each application has to be considered on its own individual merits. Where an objector is seeking to establish that the grant of a licence or certificate would result in a cumulative impact which undermines one or more Licensing Objectives, the following shall apply:

Objections on the grounds of Cumulative Impact

- 11.7 In cases where objectors seek to establish that an application should be refused on the grounds that it would result in or further contribute to cumulative impact which would undermine one or more of the Licensing Objectives the objector shall:
- Identify the boundaries of the area from which it is alleged problems are arising
 - Provide full details and evidence as to the seriousness of the nuisance and disorder caused in the area
 - Identify the licensing objective(s) which it is alleged will be undermined with specific regard to:

- The occupancy figure for the proposed premises
- The nature of the licensed activity to be carried on at the premises and its patrons.

Identifying Stress Areas

11.8 Where as a result of an objection under paragraph 11.7 above and the Licensing Authority is satisfied that there is a serious or chronic concern about nuisance and disorder in a particular area and has refused an application on the grounds of Cumulative Impact the area shall be declared as a 'Stress Area'. In doing so the Licensing Authority shall:

- Follow the statutory procedures outlined in the Home Office Guidance issued under Section 182 of the Act
- Identify the boundaries of the area
- Identify the licensable activities causing the nuisance and/or disorder
- Monitor and review the 'Stress Area'

Applications for a New Premises Licence in a Stress Area

11.9 New premises licenses will not be granted for the activities identified as causing nuisance and/or disturbance in Stress Areas except where:

- No objections are received to the application, or
- The grant of the licence will not undermine the Licensing Objectives

11.10 In considering such applications the Licensing Authority will have particular regard to:

- The occupancy figure for the proposed premises
- The proximity of the premises to others in the Area licensed for similar activities and the occupancy figures for those other premises
- Whether the proposed premises will act as a replacement for others in the Area that no longer has a licence
- The proposed methods of management outlined in the applicants' operational plan
- The proposed hours of operation
- Transport provision for the Area

Existing Premises Licenses in Stress Areas

- 11.11 The above factors cannot be used as a justification for removing an existing licence. If representations are received about existing licensed premises relating to matters other than cumulative impact and which undermine the Licensing Objectives then appropriate action may be taken.

Applications for variations to existing Premises Licenses in Stress Areas

- 11.12 Applications for variations to existing Premises Licenses in Stress Areas will not be granted where modifications directly affect the issue of Cumulative Impact in the Stress Area or otherwise undermine the Licensing Objectives. An example of where a modification may directly affect the issue of cumulative impact would be where an application was received to extend premises and significantly increase the occupancy level of the premises.

12. Applications for New Grants and Variation of Existing Terms and Conditions

- 12.1 In the absence of any Relevant Representations in respect of any application made to the Licensing Authority, it is the duty of the Authority to grant the licence or certificate subject only to conditions that are consistent with the Operating Schedule and any Mandatory Conditions prescribed in the Act. This will also apply to any applications made in respect of premises within an identified Stress Area.
- 12.2 The EU Services Directive (Directive 2006/123/EC) and the Provision of Services Regulations 2009 require the Authority to enable an electronic application facility. This is available through www.GOV.uk for Premises Licence applications, renewals and variations and for Club Premises Certificates, renewals and variations. An automatic grant is not available for these applications since visits to premises are required in order to ensure the Licensing Objectives would be promoted. In addition the consideration of a licence needs to take into account the management of the premises.
- 12.3 The Licensing Authority will consider the same issues in respect of a variation and a renewal as they do in respect of an application for a new grant.
- 12.4 The Licensing Authority may take into account any non-compliance of other statutory requirements brought to its attention. Particularly where these undermine the Licensing Objectives, as non-compliance with other statutory requirements may demonstrate that the premises are unsuitable for the activities proposed or that the management of the premises is not adequate to protect the public from harm or nuisance.

- 12.5 The Licensing Authority will consider whether appropriate measures have been put into effect by the applicant to mitigate any adverse impact.

13. Temporary Events

- 13.1 Arrangements are made under Part 5 of the Act for the temporary carrying on of licensable activities which are not authorised by a premises licence or a club premises certificate.
- 13.2 The Licensing Authority will provide advice about, amongst other things, public safety. Organisers of temporary/large scale events will be encouraged to seek advice and information from the Council's Event Safety Advisory Group prior to submitting any application.
- 13.3 Legislation states that a minimum of ten working days notice should be given to the Licensing Authority of temporary events (or five working days in respect of a late temporary event). In accordance with the Act, 'Working Day' excludes Saturday, Sunday and Bank Holidays. The Licensing Authority cannot and will not accept notification of a Temporary Event Notice or a late Temporary Event Notice outside the statutory time limit.
- 13.4 The Licensing Authority acknowledges that in exceptional circumstances, some Temporary Events may and do have an impact upon crime and disorder. Therefore, in cases of large scale events, organisers should consider providing as much notice as possible. The Licensing Authority considers two months notice to be advisable in relation to such events.
- 13.5 The Licensing Authority expects organisers to give due consideration to the four licensing objectives and to consider local residents and those attending events, in areas such as:
- Health and Safety
 - Noise Pollution
 - Use of Temporary Structures
 - Road Closures
 - Use of Pyrotechnics or Fireworks
 - Controlling Anti-Social Behaviour
- 13.6 The Licensing Authority may advise applicants to consult with Cheshire Fire and Rescue Service and North West Ambulance Service for guidance with regards to assessing possible risks.

- 13.7 Applicants will also be reminded that giving a Temporary Event Notice does not relieve the premises user from planning law and any requirement to obtain the appropriate planning permission where it is required.

14. Operating Schedule

- 14.1 It is recommended that that applicants contact Responsible Authorities when preparing their operating schedules. This is likely to reduce subsequent objections.
- 14.2 This Statement of Licensing Policy sets out criteria and considerations, which relate to the Licensing Objectives, which applicants should have in mind when drawing up their Operating Schedule.

15. Hours of Operation

- 15.1 The Licensing Authority will determine licensing hours based on the individual merits of each application.
- 15.2 The Licensing Authority will consider whether longer licensing hours will achieve a gradual dispersal of people leaving licensed premises and therefore promote the Licensing Objectives.
- 15.3 The Licensing Authority recommends that applicant's indicate within the operating schedule that consideration has been given to the impact the licensing hours applied for will impact on local residents and the surrounding area.
- 15.4 The Licensing Authority will consider licensing shops, stores and supermarkets to sell alcohol for consumption off the premises at any time when the retail outlet is open for shopping unless there are good reasons, based on the licensing objectives, for restricting the hours. Consideration may be given to restricting the licensing hours of individual shops in circumstances where representations received indicate that the premises is a focus of disorder and disturbance.

16. Conditions

- 16.1 The Licensing Authority may, when considering the content of the Operating Schedule, select appropriate conditions from the Home Office Guidance, pool of Conditions, where it is deemed appropriate to ensure that the Operating Schedule reflects the four Licensing Objectives.
- 16.2 Where appropriate, following receipt of Relevant Representations, the Licensing Authority, may attach conditions to the grant of a licence which seeks to regulate the behaviour of persons as they leave licensed premises.

- 16.3 Where existing law already places statutory obligations on applicants the Licensing Authority will not usually impose the same or similar duties by way of condition.
- 16.4 In addition to the Home Office Pool of Conditions, the Licensing Authority is aware that some operators seek out further guidance on the working of conditions. This is to ensure that conditions are enforceable, practical and appropriate. Additionally, the Licensing Sub-Committee may seek to include conditions on a licence at a Hearing. In order to facilitate this, the Licensing Authority has compiled a list of frequently used conditions as a guide. It is not intended that these will form blanket conditions applied to all licenses. These conditions are set out at appendix 5.

17. Enforcement and Review

- 17.1 It is the intention of the Licensing Authority to work proactively with the Cheshire Police and other enforcement agencies. Proportionate targeting of agreed problem and high-risk licensed activities needing greater attention will be applied. A corresponding lighter touch for well run, lower risk premises will also be applied.
- 17.2 The Review of licences or certificates provides a key protection for the community where the Licensing Objectives are being undermined. The Review system should allow the Licensing Authority to apply a light touch bureaucracy to the grant or variation of a licence or certificate. The Licensing Authority may then take a more robust approach when problems relating to the Licensing Objectives arise later in respect of any premises.
- 17.3 At any stage following the grant of a premises licence or a club premises certificate, a Responsible Authority or any other person, may ask the Licensing Authority to review the licence or certificate because of a matter arising at the premises in connection with any of the four licensing objectives. The Licensing Authority shall refer to Guidance when assessing whether any Relevant Representations are irrelevant, vexatious, frivolous or repetitious.
- 17.4 Although the Act does not require premises inspections to be undertaken, they will take place at the discretion of the Licensing Officers charged with this role and will take place as judged necessary. This will ensure that the Licensing Authority manages resources efficiently and that 'effective enforcement' is directed at 'problem premises'.
- 17.5 Where any conditions have been applied to a Premises Licence or Club Premises Certificate and Authorised Officer of the Council may inspect the premises at any reasonable time for the purpose of checking that the conditions are being complied with.

Door Supervisors

- 17.6 The Security Industry Authority (SIA) plays an important role in preventing crime and disorder by ensuring that door supervisors are properly trained and licensed. Specific enquiries or premises visits may occur in order to ascertain that SIA Licenses are being executed in the correct manner and not as a tool for crime and disorder such as fronts for serious and organised criminal activity. Intelligence led operations by the SIA, Licensing Authority and/or Police will be conducted without notice
- 17.7 At all times the Licensing Authority will have regard to the Council's Enforcement Policy, which is available on the Council's website.

18. Early Morning Alcohol Restriction Orders (EMROS)

- 18.1 Under Section 172 A to E of the Act, the Licensing Authority has the power to make an EMRO prohibiting the sale of alcohol for a specified period between the hours of 24:00 and 06:00. They are designed to address recurring problems with licensed premises, serious public nuisance and other instances of alcohol-related anti-social behaviour which is not directly attributable to specific premises.
- 18.2 The Licensing Authority will consider evidence that such a decision is appropriate for the promotion of the Licensing Objectives. Consideration will be given to evidence provided by partners, Responsible Authorities and the Local Community Safety Partnership as well as evidence the Licensing Authority has gathered to determine whether an EMRO would be appropriate for the promotion of the licensing objectives. The Licensing Authority will consider the problems that have been identified. A range of evidence may be considered, including local crime and disorder statistics, statistics on anti-social behaviour offences, health related statistics (e.g. alcohol related emergency attendances and hospital admissions, environmental health complaints, complaints recorded by the Council, residents' questionnaires, evidence from local councillors and evidence obtained through local consultation).
- 18.3 It is acknowledged by the Licensing Authority that an EMRO is restrictive, whilst also being a powerful tool to address recurring problems of alcohol-related crime and disorder, serious public nuisance and alcohol-related anti-social behaviour. Prior to making an EMRO the Licensing Authority will consider whether any other measures (implemented by themselves or with partners) may address the problems that have been identified in particular other measures might include:
- Development of a Cumulative Impact Policy

- Reviewing the licenses of specific problem premises
- Encouraging the creation of business-led practice schemes
- Use of powers of the Council to designate an area where alcohol may not be consumed publicly (Designated Public Places Order)
- The confiscation of alcohol in designated areas
- Police enforcement of the general law concerning disorder and anti-social behaviour
- Prosecution for the offence of selling (or allowing such a sale) alcohol to a person who is drunk
- Use of Police powers to close down any licensed premises instantly for up to 24 hours in respect of which a TEN has effect

18.4 In taking any decision to make an EMRO, the Licensing Authority will follow the statutory process and will invite representations.

18.5 The Licensing Authority appointed a working group to consider the implementation of any EMROs. The group reported their findings to the Licensing Committee in November 2016. The findings of the working group were that EMRO(s) were not appropriate at that time. This decision was endorsed by the Committee. However, this matter can be revisited at anytime and should the evidence justify the making of an order, this will be given further consideration

19. Late Night Levy

19.1 Under Section 125 of the Police Reform and Social Responsibility Act 2011 the Council can adopt a Late Night Levy, following a consultation process, outlined by the Home Office. It allows the Council to charge an additional fee to any licensed premises that has a licence for the sale of alcohol (on and off sales) after 12 midnight and up to 06:00 in order to cover the additional costs associated with late night alcohol trading. Legislation allows this to start from midnight but it is up to the Council to decide when they wish to apply it.

19.2 Any income raised by the Levy must be split with the local Police force; the Police would receive a minimum of 70% of funds raised and the Council's 30% must be used to fund services which make the late night economy a more welcoming place.

19.3 The Licensing Authority appointed a working group to consider the implementation of a Late Night Levy. The group reported their findings to the Licensing Committee in November 2016. The findings of the working group

were that a Late Night Levy was not appropriate at that time. This decision was endorsed by the Committee. However, this matter can be revisited at anytime and should the evidence justify the implementation of a levy, this will be given further consideration.

20. The Licensing Process

- 20.1 Applications can be made on the prescribed forms that can be found on the Home Office website.
- 20.2 Applications can also be made via the government website www.gov.uk. In order to fulfil its obligations under the Provision of Services Regulations 2009 (and the EU Services Directive) the Council will continue to enable the application process and payment online. Tacit consent is however not applicable for applications under the Licensing Act 2003 since the suitability of an applicant and the suitability of premises are under consideration.

21. Delegation and Decision Making

- 21.1 One of the major principles underlying the Licensing Act 2003 is that the licensing functions contained within the Act should be delegated at an appropriate level to ensure an efficient and cost effective service.
- 21.2 The Licensing Authority is committed to the principle of delegating its powers to ensure that these objectives are met and has arranged for its licensing functions to be discharged in accordance with the Home Office Guidance. The table at Appendix 1 sets out the agreed delegation of decisions and functions to the Licensing Committee, Sub-Committees and Officers
- 21.3 The Act itself creates a presumption that applications will be granted unless a Relevant Representation (objection) is raised. Where a function is delegated to an officer, that officer will be responsible for liaising between the applicants, objectors and Responsible Authorities to ensure that any licence granted is subject to any appropriately agreed conditions and relevant mandatory conditions
- 21.4 Where objections are made, an officer of the Licensing Authority may liaise with the Applicant, objectors and the Responsible Authorities to see if a 'settlement' is possible to overcome any objections, without the need for the matter to go before the Committee or Sub-Committee. Only where objections are raised which cannot be reconciled will matters be referred to either the Sub-Committee or the Full Committee for determination.
- 21.5 Contested Licensing Applications and Review Hearings are administrative in nature and the (Sub) Committee will ensure that any meetings are conducted as informally as possible. However, some degree of formality is needed to

ensure that all parties receive a fair hearing. Procedural requirements will be established to ensure that all parties are able to express their views openly and fairly. The (Sub) Committee procedure is inquisitorial rather than adversarial and, whilst applicants, objectors and Responsible Authorities are entitled to bring legal representation with them if they wish, this is by no means a requirement or a necessity.

- 21.6 Whilst the (Sub) Committee usually meets in public, it does have the power to hear certain applications in private. The Committee, however, will always reach its decision in private. A public announcement of the decision is normally made at the end of the Hearing together with an outline of the reasons for that decision. However on occasion this may not be possible, due to time constraints and/or the complexity of the issues under consideration, in which case a written decision will be issued as soon as possible after the Hearing.
- 21.7 The procedure which will generally be used by the (Sub) Committee, unless the Chairman of the (Sub) Committee takes the view that natural justice and fairness require a change to be made to the process, is set out at Appendix 2.

22. Exclusions

- 22.1 In formulating this Statement of Licensing Policy in accordance with Guidance and recognising the need to treat each application on its individual merits the Licensing Authority makes specific exclusions, which are detailed below.

Commercial Demand

- 22.2 The commercial demand for additional premises licenses (as distinct from cumulative impact) will not be a matter for the Licensing Authority, such matters being a specific consideration for the Planning Authority.

Zoning and licensing hours

- 22.3 Fixed predetermined closing times for particular areas will not form part of the Policy and restriction on trading hours will be considered only where appropriate to meet Licensing Objectives. However, the Licensing Authority has produced a document to assist applicants, Committee Members and Responsible Authorities in considering what hours are suitable for Town Centre, Rural, or Residential locations. This is set out at appendix 6. While these times are not binding on applicants, where an applicant does apply for permissions beyond these suggestions there will be an expectation from all Responsible Authorities that additional measures to promote the Licensing Objectives will be included in the operating schedule accompanying the application.

Children

- 22.5 Nothing in this Statement of Policy shall limit or require access of children to premises unless there is an overriding necessity to prevent harm to children. Areas that will give rise to particular concern are highlighted elsewhere in this Policy.

Standardised conditions

- 22.6 The Policy does not provide for 'standard conditions' to be imposed so as to avoid the imposition of disproportionate and burdensome requirements. Conditions attached to licenses or certificates if deemed appropriate in particular circumstances will be tailored to reflect the individual operation of the premises in question. Conditions will not be imposed which are beyond the responsibility or control of the premises licence holder.

23. Consultation

- 23.1 In reviewing this Policy the Licensing Authority has consulted widely to ascertain an appropriate licensing framework for its area. Various bodies have been consulted as set out within the Licensing Act 2003.

24. Changes to Legislation

- 24.1 As changes to legislation occur the Council will implement them using the principles stated in this Statement.

Appendix 1

Table of delegations of licensing functions
 Functions under the Licensing Act will be dealt with as follows:

Matter to be Dealt with	Full Committee	Sub-Committee	Officers
Application for Personal Licence		If a police objection	If no objections made
Application for Personal Licence with unspent convictions		All Cases	
Application for premises Licence/Club Premises Certificate		If a relevant representation made	If no relevant representation made
Application for provisional statement		If a relevant representation is made	If no relevant representation is made
Application to vary Premises Licence/Club Premises Certificate		If a relevant representation made	If no relevant representation made
Application to vary designated Personal Licence holder		If a police objection	All other cases
Request to be removed as designated Personal			All cases

Matter to be Dealt with	Full Committee	Sub-Committee	Officers
Licence Holder			
Application of transfer of Premises Licence.		If a police objection	All other cases
Application for Interim Authorities		If a police objection	All other cases
Application to review Premises Licence/Club Premises Certificate		All cases	
Decision on whether a complaint is irrelevant, frivolous, vexatious, etc			All cases
Decision to object when Local Authority is a consultee and not a lead authority		All cases	
Determination of a relevant objection to a Temporary Event Notice		All cases	
Power to issue a Counter Notice in respect of a Temporary Event			All cases
Determination of a minor variation			All cases
Decision to exercise the Licensing Authority's powers as a Responsible Authority			All cases

CHESHIRE EAST COUNCIL

Procedure for Hearings – Licensing Act 2003

The Licensing Committee

The full Licensing Committee consists of fifteen elected Members of the Council. From this full Committee will be drawn sub-committees of three members to deal with licensing functions under the Licensing Act 2003. The Chairman and Vice Chairman of the Licensing Committee shall have the discretion to refer a matter up to a hearing of the full Licensing Committee.

Officers at Hearings

- **The Committee Officer** introduces all parties and records the proceedings
- **The Legal Adviser** provides independent advice to the Members on legal matters and procedure.
- **The Licensing Officer** will introduce the matter and outline the application; the officer will also answer any questions Members may have.

PROCEDURE

NOTE: If the Sub-Committee has not already elected a Chairman, that will be the first item of business.

1	Chairman	The Chairman will: (i) call the matter to be considered (ii) call for any declarations of interest (iii) ask all parties to introduce themselves (iv) summarise the procedure to be followed at the hearing (v) will consider any request made by a party for another person to appear at the hearing (v) will advise the parties of any maximum period of time in which it has to present its case (if a maximum is imposed this shall be equal for all parties)
2	Licensing Officer	Will introduce and summarise the application, highlighting areas of contention or dispute.
3	Committee Members	May ask questions of the Licensing Officer
4	Applicant	Will present his/her case, calling witnesses, as appropriate. <i>(If necessary, applicant will produce any notices required by law. Legal Adviser will draw attention to this if required.)</i>

5	Responsible Authorities (who have made representations)	Each in turn may ask <u>questions</u> of the applicant, by way of clarification.
6	Other Persons (who have made representations)	To be invited to ask <u>questions</u> of the applicant, by way of clarification. <i>It is normal practice for a spokesperson only to speak on behalf of a group of residents.</i>
7	Committee Members	Each in turn may ask <u>questions</u> of the applicant.
8	Applicant	May make a <u>statement</u> or ask his witnesses to clarify any matters which he feels are unclear, or may have been misunderstood.
9	Responsible Authorities	Will make their representations.
10	Applicant	Or his representative or witnesses to ask <u>questions</u> of Responsible Authorities represented at the meeting, by way of clarification.
11	Other Persons (who have made representations)	May ask <u>questions</u> of the Responsible Authorities represented at the meeting, by way of clarification. (Note: This is not the point at which they should be stating their objections.)
12	Committee Members	May ask <u>questions</u> of the Responsible Authorities represented at the meeting
13	Other Persons (who have made representations)	The local residents who are objecting to the application will be invited <u>to make observations on the application</u> and present the bases of their objections.
15	Applicant	Or his representative or witnesses may ask <u>questions</u> of the Local Residents, by way of clarification.
16	Committee Members	May ask <u>questions</u> of the Local Residents.
17	Chairman	To invite both Responsible Authorities and Local Residents to make their closing addresses.
18	Applicant	Or his representative will <u>briefly summarise the application</u> and comment on the observations and any suggested

		conditions.
19	Committee	<u>Will retire</u> to consider the application. The Committee may request the Legal Advisor to advise on legal issues.
20	Committee	<p>Will return to <u>give its decision</u>, with reasons, which will be announced by the Chairman and subsequently confirmed in writing to the applicant and to all the parties that made representations.</p> <p>In cases where a decision cannot be given at the end of the hearing, parties will be advised of the decision within five working days.</p>

Notes

1. The hearing shall normally be held in public. There may be occasions on which the Committee find it necessary to exclude members of the press and public; any such decision will be taken on the basis that the public interest in doing so outweighs the public interest in the hearing, or that part of the hearing taking place in public.
2. The Chairman may require any person behaving in a disruptive manner to leave the hearing and may (a) refuse to permit that person to return, or (b) permit him/her to return only on such conditions as the authority may specify, but any such person may submit in writing any information which they would have been entitled to provide orally if they had not been required to leave.
3. Prior to the hearing each party shall have given notification and served documentation (eg statements of witnesses or reports of experts) as required. Late representations and evidence will only be considered with the agreement of all parties.
4. Anyone entitled to be heard may be represented by any person, whether or not that person is legally qualified.
5. Hearsay will be permitted but the Sub-Committee will be reminded to give it appropriate weight.
6. Due note shall be taken of the provisions of the Hearings Regulations 2005.
7. The Chair may, in the interests of expediency or convenience of the parties, vary the procedure from time to time, provided notice is given to the parties and the rules of natural justice are observed.

Summary of Procedure

1. Chairman appointed (if this has not been done previously).
2. Chairman to call for declarations of interest and request that all parties introduce themselves.
3. Chairman summarises the procedure for the hearing
4. The Licensing Officer summarises the application
5. Applicant to present his/her case.
6. Applicant to be questioned by all parties (to clarify points only) following which, he/she can clarify any other matters which he/she feels may have been misunderstood when the application was presented.
7. Applicant to be questioned by the Committee.
8. Responsible Authorities to make their representations following which they can be questioned by all parties by way of clarification.
9. Other Persons will be invited to present the bases of their objections, following which they can be questioned by all parties by way of clarification.
10. The applicant will be invited to sum up his/her case
11. Committee/Sub-Committee withdraws to make its decision
12. Committee/Sub-Committee returns to announce its decision to all present.

Mandatory Conditions

Mandatory conditions where licence authorises supply of alcohol

1. No supply of alcohol may be made under this Premises Licence –
 - a) at a time when there is no designated premises supervisor in respect of the Premises Licence, or
 - b) at a time when the designated premises supervisor does not hold a Personal Licence or his Personal Licence is suspended.
2. Every supply of alcohol under this Premises Licence must be made or authorised by a person who holds a Personal Licence.

Where a Village Hall is exempt from needing DPS under s.19 Licensing Act 2003

Every supply of alcohol under the premises licence must be made or authorised by the Management Committee.

Mandatory condition where the licence authorises the exhibition of films

The admission of children to the exhibition of any film must be restricted in accordance with section 20 of the Licensing Act 2003. Admission of children must be restricted in accordance with any recommendation made by the British Board of Film Classification or the Licensing Authority.

Prohibited conditions: plays

1. In relation to a premises licence which authorises the performance of plays, no condition may be attached to the licence as to the nature of the plays which may be performed, or the manner of performing plays, under the licence.
2. But subsection (1) does not prevent a licensing authority imposing, in accordance with section 18(2)(a) or (3)(b), 35(3)(b) or 52(3), any condition which it considers necessary on the grounds of public safety.

Mandatory condition: Door supervision

Each individual engaged in security activities at the premises must either:

- a) be authorised to carry out that activity by a licence granted under the Private Security Industry Act 2001; or

b) be entitled to carry out that activity by virtue of Section 4 of the Private Security Industry Act 2001.

**LICENSING ACT 2003 (MANDATORY LICENSING CONDITIONS)(AMENDMENT)
ORDER 2014**

MANDATORY CONDITIONS

Condition 1

1. The responsible person must ensure that staff on relevant premises no not carry out, arrange or participate in any irresponsible promotions in relation to the premises.

2. In this paragraph, an irresponsible promotion means any one or more of the following activities, or substantially similar activities, carried on for the purpose of encouraging the sale or supply of alcohol for consumption on the premises:

a) Games or other activities which require or encourage, or are designed to require or encourage individuals to –

i. Drink a quantity of alcohol within a time limit (other than to drink alcohol sold or supplied on the premises before the cessation of the period in which the responsible person is authorised to sell or supply alcohol), or

ii. Drink as much alcohol as possible (whether within a time limit or otherwise);

b) Provision of unlimited or unspecified quantities of alcohol free or for a fixed or discounted fee to the public or to a group defined by a particular characteristic in a manner which carries a significant risk of undermining a licensing objective;

c) Provision of free or discounted alcohol or any other thing as a prize to encourage or reward the purchase and consumption of alcohol over a period fo 24 hours or less in a manner which carries a significant risk of undermining a licensing objective;

d) Selling or supplying alcohol in association with promotional posters or flyers on, or in the vicinity of, the premises which can reasonably be considered to condone, encourage or glamorise anti-social behaviour or to refer to the effects of drunkenness in any favourable manner;

- e) Dispensing alcohol directly by one person into the mouth of another (other than where that other person is unable to drink without assistance by reason of disability).

Condition 2

The responsible person must ensure that free potable water is provided on request to customers where it is reasonably available.

Condition 3

1. The premises licence holder or club premises certificate holder must ensure that an age verification policy is adopted in respect of the premises in relation to the sale or supply of alcohol.
2. The designated premises supervisor in relation to the premises licence must ensure that the supply of alcohol at the premises is carried on in accordance with the age verification policy.
3. The policy must require individuals who appear to the reasonable person to be under 18 years of age (or such older age as may be specified in the policy) to produce on request, before being served alcohol, identification bearing their photograph, date of birth and either -

- a) A holographic mark, or
- b) An ultraviolet feature

Condition 4

The reasonable person must ensure that –

- a) Where any of the following alcoholic drinks is sold or supplied for consumption on the premises (other than alcoholic drinks sold or supplied having been made up in advance ready for sale or supply in a securely closed container) it is available to customers in the following measures -
 - i. Beer or cider: ½ pint;
 - ii. Gin, rum, vodka or whisky: 25ml or 35ml; and
 - iii. Still wine in a glass: 125ml;
- b) These measures are displayed in a menu, price list or other printed material which is available to customers on the premises; and

c) Where a customer does not in relation to a sale of alcohol specify the quantity of alcohol to be sold, the customer is made aware that these measures are available.

The Licensing Act 2003 (Mandatory Licensing Conditions) Order 2014

1. A relevant person shall ensure that no alcohol is sold or supplied for consumption on or off the premises for a price which is less than the permitted price.
2. For the purposes of the condition set out in paragraph 1—

a) 'duty' is to be construed in accordance with the Alcoholic Liquor Duties Act 1979;

b) 'permitted price' is the price found by applying the formula—

$$P = D + (D \times V)$$

Where —

- i. P is the permitted price,
- ii. D is the amount of duty chargeable in relation to the alcohol as if the duty were charged on the date of the sale or supply of the alcohol, and
- iii. V is the rate of value added tax chargeable in relation to the alcohol as if the value added tax were charged on the date of the sale or supply of the alcohol;

c) 'relevant person' means, in relation to premises in respect of which there is in force a premises licence—

- i. the holder of the premises licence,
- ii. the designated premises supervisor (if any) in respect of such a licence, or
- iii. the personal licence holder who makes or authorises a supply of alcohol under such a licence;

d) 'relevant person' means, in relation to premises in respect of which there is in force a club premises certificate, any member or officer of the club present on the premises in a capacity which enables the member or officer to prevent the supply in question; and

e) 'valued added tax' means value added tax charged in accordance with the Value Added Tax Act 1994.

3. Where the permitted price given by Paragraph (b) of paragraph 2 would (apart from this paragraph) not be a whole number of pennies, the price given by that sub-paragraph shall be taken to be the price actually given by that sub-paragraph rounded up to the nearest penny.
4. (1) Sub-paragraph (2) applies where the permitted price given by Paragraph (b) of paragraph 2 on a day ("the first day") would be different from the permitted price on the next day ("the second day") as a result of a change to the rate of duty or value added tax.

(2) The permitted price which would apply on the first day applies to sales or supplies of alcohol which take place before the expiry of the period of 14 days beginning on the second day.

Non-regulated Entertainment

The Deregulation Act 2015 extended the deregulation of entertainment that was brought into effect by the Live Music Act 2012, Licensing Act 2003 (Descriptions of Entertainment) (Amendment) Order 2013, and The Legislative Reform (Entertainment Licensing) Order 2014. The following activities do not require authorisation under the Licensing Act 2003 (eg premises licence or temporary event notice):

Non-regulated Entertainment Matrix							
Plays and Dance	Films	Live Music unamplified	Live Music amplified	Recorded music	Boxing and Wrestling	Indoor Sport	Cross-activity Any entertainment
At any time between 0800 and 2300							
Audience up to 500		Audience unlimited	Audience up to 500		Audience up to 1000		Audience unlimited
Conditions / Restrictions							
	Consent from premises		Premises with an alcohol on-licence or		Greco Roman or Freestyle		On LA/hospital/school premises or
	Observe age ratings		Church hall, village hall or similar with the consent of person responsible or				At travelling circus provided: 1. No films, boxing or wrestling and 2. within a moveable structure accommodating audience and 3. not there for more than 28 days
	Not for profit and		Non-residential LA premises, school or hospital with the consent of body responsible or				
	on community premises		Live music only – a workplace (ie anywhere that is made available to any person as a place of work)				

Sample Conditions

Conditions attached to a licence or certificate are the steps or actions the holder of the premises licence or the club premises certificate will be required to take, or refrain from taking, at all times when licensable activities are taking place at the premises in question.

Conditions are required to be clear, appropriate and enforceable and must be expressed in terms that are unequivocal and unambiguous. Further, such conditions should be open, transparent and reasonable.

Conditions must not be applied universally and treated as standard conditions. Licensing conditions are to be tailored to the size, style, characteristics and activities taking place at the premises concerned.

The sample conditions list is neither exclusive nor exhaustive. The conditions relate to the four licensing objectives and can be used where appropriate to the particular circumstances of individual premises.

The list of sample conditions does not restrict any applicant, responsible authority, or other persons from proposing any alternative conditions nor would it restrict a licensing sub-committee from imposing any reasonable condition on a licence it considers appropriate for the promotion of the licensing objectives.

The Prevention of Crime and Disorder

CCTV

The premises shall install and maintain a comprehensive digital colour CCTV system. All public areas of the licensed premises, including all public entry and exit points and the street environment, will be covered enabling facial identification of every person entering in any light condition. The CCTV cameras shall continually record whilst the premises are open to the public and recordings shall be kept available for a minimum of 31 days with date and time stamping. A staff member who is conversant with the operation of the CCTV system shall be present on the premises at all times when they are open to the public. This staff member shall be able to show the police or the Licensing Authority recordings of the preceding two days immediately when requested

NB The above condition is an example of the wording that could be used for premises where the customers might commit serious crime. The CCTV requirements would be expected to be 'scaled down' accordingly for smaller premises or those premises which are unlikely to prove as troublesome

Incident Management

An incident log shall be kept at the premises and made available on request to the Police or an authorised officer of the Licensing Authority. The log will record the following:

- (a) all crimes reported to the venue
- (b) all ejections of customers
- (c) any incidents of disorder (disturbance caused either by one person or a group of people)

[There is no requirement to record the above incidents (a), (b) or (c) where they do not relate to a licensable activity]

- (d) seizures of drugs or offensive weapons
- (e) any faults in the CCTV system or searching equipment or scanning equipment
- (f) any refusal of the sale of alcohol during the hours the premises is licensed to sell it

There must be at the premises a lockable 'Drugs Box' to which no member of staff, save the DPS and/or xx, shall have access. All controlled drugs (or items suspected to be or to contain controlled drugs) found at the premises must be placed in this box as soon as practicable. Whenever this box is emptied, all of its contents must be given to the Cheshire Police for appropriate disposal

Door Supervisors

On any occasion that regulated entertainment is provided, not less than ** SIA registered door supervisors shall be engaged to control entry

At least ** female door supervisor(s) shall be engaged at the premises at such times as door supervisors are required to be provided.

When the premises is carrying on licensable activities after **:** hours, at least ** registered door supervisor(s) is(are) to be on duty at each door used for entry or exit.

A written search policy that aims to prevent customers or staff bringing illegal drugs, weapons or other illegal items onto the premises at any time shall be in place and operate at the premises

Late Night Refreshment

There shall be no admission or readmission of customers to the premises after **:** hours save for customers using the agreed smoking area at the premises

On occasions where licensable activities are carried on past **:** hours admission of customers will be restricted to *[enter restriction e.g. a particular entrance, a particular area of the licensed premises etc]*

Public Safety

All glasses in use at the premises shall be either toughened glass or polycarbonate material

No drinks of any sort are to be supplied to customers in glass bottles

The Prevention of Public Nuisance

Noise (regulated entertainment)

All doors and windows shall remain closed at all times after **:** hours during the provision of regulated entertainment save for entry or exit, or in the event of an emergency

Loudspeakers shall not be located in the entrance lobby, *[specify another location if appropriate]* or outside the premises

Noise (persons)

A written dispersal policy shall be in place and implemented at the premises to move customers from the premises and the immediate vicinity in such a way as to cause minimum disturbance or nuisance to neighbours

Prominent signage shall be displayed at all exits from the premises requesting that customers leave quietly

Customers permitted to temporarily leave and then re-enter the premises e.g. to smoke, shall not be permitted to take drinks or glass containers with them

There shall be no sale of alcohol in unsealed containers for consumption off the premises

The Licence holder shall make available a contact telephone number to nearby residents and the Licensing Team/Environmental Protection Team/Police to be used in the event of complaints arising

The Protection of Children from Harm

A log shall be kept at the premises and record all refused sales of alcohol for reasons that the person(s) is, or appears to be, under ** years of age. The log shall record the date and time of the refusal and the name of the member of staff who refused the sale. The log will be made available on request by the Police or an authorised officer of the Council

A 'Challenge 25' Scheme shall operate to ensure that any person attempting to purchase alcohol who appears to be under the age of 25 shall provide documented proof that he/she is over 18 years of age. Proof of age shall only comprise a passport, a photo card driving licence, an EU/EEA national ID card or similar document, or an industry approved proof of age identity card.

Children under the age of ** years shall not be allowed on the premises after **:**. hours unless accompanied by an adult.

Children under the age of ** years shall not be allowed on the premises

No single cans or bottles of beer or cider shall be sold at the premises

General

Any designated queuing area shall be enclosed within appropriate barriers to ensure that the highway is kept clear

There shall be no sales of alcohol for consumption off the premises

There shall be no self service of spirits on the premises

There shall be no admission after xx:xx other than to

- 1) Residents of the hotel and their bona fide guests
- 2) Persons who have pre-booked to attend a function at the premises

Suggested Hours Matrix

Area	Vision	Licensing Policy Direction	Premise Type				
			Restaurant	Club / Late Bar	Pub	Off Licence	LNR
The designated areas of Macclesfield and Crewe town centres	Creation of mixed use development	Our aim for this area includes: To expand the early evening offer to introduce a new customer base and to reduce the reliance on vertical late night drinking	01:30	03:00	02:00	23:00	01:30
The designated areas of Wilmslow, Knutsford, Congleton, Sandbach, and Nantwich town centres	Creation of mixed use development.	Our aim for this area includes: To expand the early evening offer to introduce a new customer base and to reduce the reliance on vertical late night drinking	01:00	02:00	01:00	23:00	01:00
All other areas	To protect the integrity of the existing community	Our aim for this area is to: To protect the integrity of the area and to encourage businesses that are consistent with the needs and expectations of the area	00:30	X	00:00	23:00	00:00

Summary of logged changes to the Statement of Licensing Policy –

Paragraph	Type of change	Change
1.6	Update	Latest version of the Statutory guidance is currently April 2018
1.7	Addition	Sentence included stating that the SOLP sets out a summary of Regulated/Non-Regulated Entertainment at appendix 4
2.12	Removal	The vicinity test was removed under the Police Reform and Social Responsibility Act 2011 it is no longer necessary to draw its specific removal to the attention of interested parties. It is now an established principle that anyone can object to any application. This removal has necessitated the renumbering of the paragraphs in the remainder of section 2
5.4	Removal	List of strategies removed. This list was not exhaustive and some have been replaced, renamed or ceased to exist. It is therefore appropriate to speak of general strategies and allow responsible authorities, other persons, or applicants to draw any relevant strategies to the attention of the Licensing Authority at the appropriate time (eg in specific representations or at Hearings).
5.5 & 5.6	Addition	New paragraphs reflecting the request from the Public Health Team to highlight the impact alcohol consumption has on the public and referencing their strategies and priorities
7.4	Change	References to challenge 21 removed as the expected standard is now challenge 25
16.4	Additional paragraph	In addition to the Home Office Pool of Conditions, the Licensing Authority is aware that some operators seek out further guidance on the wording of conditions. This is to ensure that conditions are enforceable, practical and appropriate. Additionally, the Licensing Sub-Committee may seek to include conditions on a licence at a Hearing. In order to facilitate this, the Licensing Authority has compiled a list of frequently used conditions as a guide. It is not intended that these will form blanket conditions applied to all licenses. These conditions are set out at appendix 5. (Their inclusion has been put forward by the Council's Public Health Team and CHAMPS.)
17.7	Additional paragraph	At all times the Licensing Authority will have regard to the Council's Enforcement Policy, which is available on the Council's website.
18.5	Additional paragraph	The Licensing Authority appointed a working group to consider the implementation of any EMROs. The group reported their findings to the Licensing Committee in November 2016. The findings of the working group were that EMRO(s) were not appropriate at that time.

		This decision was endorsed by the Licensing Committee. However, this matter can be revisited at any time and should the evidence justify the making of an order, this will be given further consideration.
19.3	Wording change	<p>Wording changes from:</p> <p>The Council will consider implementing a Late Night Levy if appropriate.</p> <p>To</p> <p>The Licensing Authority appointed a working group to consider the implementation of a Late Night Levy. The group reported their findings to the Licensing Committee in November 2016. The findings of the working group were that a Late Night Levy was not appropriate at that time. This decision was endorsed by the Licensing Committee. However, this matter can be revisited at anytime and should the evidence justify the implementation of a levy, this will be given further consideration.</p>
22.3	Additional wording	However, the Licensing Authority has produced a document to assist applicants, Committee Members and Responsible Authorities in considering what hours are suitable for Town Centre, Rural, or Residential locations. This is set out at appendix 6. While these times are not binding on applicants, where an applicant does apply for permissions beyond these suggestions there will be an expectation from all Responsible Authorities that additional measures to promote the Licensing Objectives will be included in the operating schedule accompanying the application.
23.1	Change of wording	<p>Each individual reference to consultees removed and replaced with:</p> <p>Various bodies have been consulted as set out within the Licensing Act 2003.</p>
24.1	Removed	<p>This paragraph (set out below) is now out of date, no longer necessary and replaced by Appendix 4 –</p> <p>This Statement of Licensing Principles reflects the law in force in June 2013. The following are some of the main changes which are currently proposed:</p> <ul style="list-style-type: none"> ▪ An authorisation for an indoor sporting event or a performance of a play or

		<p>dance may be required only when the audience exceeds a specified number (1000 for an indoor sporting event and 500 for the performance of a play or dance) or the entertainment does not take place between 8am and 11 pm on any day</p> <ul style="list-style-type: none"> ▪ It is intended that it will be made clear that a contest exhibition or display which combines boxing or wrestling with one or more martial arts (a 'combined fighting sport') is licensable under the Act as a boxing or wrestling entertainment rather than an indoor sporting event
Appendix 4	Addition	Appendix 4 is a new document that explains the changes made to the licensing of entertainment. Since various legislative changes (including the Deregulation Act 2015) the regulation of entertainment has been relaxed. However, applicants are still unclear where entertainment does or does not require authorisation under the Licensing Act 2003. This appendix is therefore added to provide that guidance for applicants.
Appendix 5	Addition	Appendix 5 is a completely new document and reflects the request from the Reducing Alcohol harm through Licensing group which is facilitated by Champs Public Health Collaborative to include sample conditions
Appendix 6	Addition	Appendix 6 is a completely new document and reflects the request from Cheshire Police to provide applicants etc with some guidance on hours for various locations. While these times are not binding on applicants, where an applicant does apply for permissions beyond these suggestions there will be an expectation from all Responsible Authorities that additional measures to promote the Licensing Objectives will be included in their operating schedules (ie conditions applied to the licence offered by the applicant).

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Statement of Licensing Policy – Consultation Responses

Person / Organisation	Response	Officer Comments
Poynton Town Council	The Town Council has no comments to make on the proposed revisions to the Licensing Policy. However, the Town Council would find it very useful if Cheshire East could notify Town and Parish Council's of licensing applications in their areas in the same way as planning applications?	<p>How applications are advertised is set out within the legislation. The Town and Parish Councils are not a 'Responsible Authority' and there are not actively consulted on applications. The Council also cannot be seen to invite objections.</p> <p>Westminster City Council was challenged through the Judicial Review process in the case of R (app Albert Court Residents Association) v Westminster City Council (2010). Part of the issue in that case (and a cause for Westminster CC losing their case) was that the Council has consulted beyond the statutory requirements.</p> <p>However, the Licensing Team does publish a notice on our website of all applications received as required. The Town and Parish Councils can monitor that page for applications received.</p> <p>Officers do not therefore recommend any changes.</p>
Public Health	On behalf of the Public Health Team we are pleased to see the reference within the revised Statement to the health issues associated with excessive alcohol consumption and the reference to the Alcohol Harm Position Statement and Forward Plan.	No comments

Pickmere Parish Council	<p>Further to the above consultation, this council considered the revised statement at its last meeting and had the following comments.</p> <p>The Cheshire Showground is close to/partly within the parish boundary and clearly parish residents are widely affected when large scale events are held on the showground. The showground site is obviously very extensive and completely out of the ordinary in that sense and in the size of events it can and does accommodate.</p> <p>Concern was expressed by the Parish Council that the opportunity for comment on licensing applications on such events, is <u>severely constrained</u> and is insufficiently advertised to allow for reasonable public comment on the licence applications. Whilst it may be that you say that you are confined by statutory requirements as to advertising, the Council would hope that a way could be found to increase the knowledge of licence applications for such large events in the local area to give the opportunity for local residents to have a reasonable opportunity to community to comment.</p>	<p>See comments in relation to Consulting applications</p> <p>It is not appropriate for Officer to comment on individual licences or applications. The consultation exercise was concerned with the content of the draft policy.</p>
Cheshire Police Licensing	No objections to the revision	No comments



Working for a brighter future together

Cabinet

Date of Meeting: 08 October 2019

Report Title: Local Transport Plan and South East Manchester Multi-Modal Strategy

Portfolio Holder: Cllr Craig Browne – Deputy Leader and Portfolio-holder for Strategic Transport

Senior Officer: Frank Jordan – Executive Director – Place

1. Report Summary

- 1.1. As a statutory Local Transport Authority, the Council is required to maintain an up-to-date Local Transport Plan that provides a strategic framework for planning and delivery of improvements in local transport provision.
- 1.2. This report outlines post-consultation changes to the draft Local Transport Plan (LTP) for Cheshire East and recommends adoption of the document.
- 1.3. Following a Cabinet resolution in March 2018, the draft LTP was subject to public consultation and a comprehensive consultation report was prepared. Revisions to the draft LTP have been made to take account of the key issues highlighted through the consultation process.
- 1.4. In March 2019, the Environment & Regeneration Overview and Scrutiny Committee considered a report on the outcomes of consultation. In addition, a Members' Briefing was held on 26th July 2019 with elected members invited to make any further comments on the revised draft LTP.
- 1.5. This report outlines the changes made to the draft LTP in response to the consultation and engagement with members. Subject to Cabinet approval of these changes, it is recommended that the LTP is adopted by Council.
- 1.6. The LTP provides a set of strategies and policies affecting local transport provision in Cheshire East. In particular, the LTP reflects emerging policy

developments including the Council's climate change declaration plus work on wider corporate strategies including the Corporate Plan, the draft Economic Strategy and the draft Environment Strategy.

1.7. The LTP strategy includes a comprehensive set of actions to address the strategic transport challenges for Cheshire East which are:

- 1.7.1. Protecting and improving our environment
- 1.7.2. Supporting growth and economic strength through connectivity
- 1.7.3. Ensuring accessibility to services
- 1.7.4. Promoting health, wellbeing and physical activity
- 1.7.5. Maintaining and managing our network assets
- 1.7.6. Improving organisational efficiency and effectiveness

1.8. Although the LTP primarily profiles transport and infrastructure needs within the Borough, the strategy also proposes actions in respect of sub-regional, regional and national infrastructure programmes where these relate to the Borough. Key examples of this include HS2; Highways England and Network Rail investment programmes; and Transport for the North and Midlands Connect investment programmes.

1.9. In parallel with development of the LTP, the Council has been working collaboratively with Stockport Metropolitan Borough Council to update the South East Manchester Multimodal (SEMMM) Strategy. The original SEMMM Strategy, published in 2001, outlined a 20-year transport plan for the South East Manchester area, incorporating neighbouring areas in Cheshire East. The SEMMM Strategy is currently being finalised and is awaiting approval from partners. This also reflects the revised 2019 draft of the Greater Manchester Spatial Framework and adopted Cheshire East Local Plan Strategy.

1.10. During the development of the LTP, there has been active engagement with Town and Parish Councils representing the key local service centres throughout the Borough. This has informed preparation of a set of Local Area Profiles which detail specific transport challenges and opportunities for each locality.

1.11. The public consultation sought views on:

- 1.11.1. The overall strategic approach required to meet the transport challenges facing the Borough, as informed by the evidence base.

1.11.2. The draft SEMMM strategy in order to address future transport challenges in the North of the Borough.

1.11.3. The challenges and issues that have been identified for each of the principal towns and key service centres.

1.12. Following consideration by Cabinet and subject to approval by Council, the LTP will become an adopted Plan for Cheshire East over the period 2019-2024 outlining how transport will contribute to and support the longer-term aspirations of the Borough.

1.13. This updated LTP will provide a framework for the development of Area Plans. Area Plans will be produced for the two principal towns and nine key service centres in the Borough. The Plans will set out the potential schemes that will be planned or delivered throughout the lifetime of the LTP.

2. Recommendations

2.1. That Cabinet:

2.1.1. Recommends to Council that the Local Transport Plan (as outlined at Appendix 1) be adopted.

2.1.2. To note the development of the emerging South East Manchester Multi-Modal Strategy document.

3. Reasons for Recommendations

3.1. The revised Local Transport Plan reflects current national, regional and local policy change and takes account of local issues identified through the consultation process.

3.2. In addition, the original SEMMM Strategy was adopted in 2001. In order to properly plan for key 'cross boundary' transport challenges in the future this work is currently being updated to take account of the schemes delivered by the original SEMMM Strategy and the context of new and emerging development pressures. The draft executive summary is included as Appendix 3.

4. Other Options Considered

4.1. As the LTP is a statutory document, no options other than to approve a new policy document have been considered.

5. Background

5.1. The LTP brings together strategies for all modes of transport to ensure there is a coherent approach to meeting the Council's wider objectives for the economic, environmental and social well-being throughout Cheshire East.

5.2. To inform development of the LTP, the public and stakeholders were engaged as part of an 8-week consultation period from the 1st May to the 25th June 2018 that included:

- 5.2.1. Borough-wide circulation of consultation materials through libraries, customer contact centres and other key venues.
- 5.2.2. Web-based consultation questionnaires to enable feedback on the draft document.
- 5.2.3. Staffed drop-in sessions for face-to-face discussion in each of the 12 main towns and local service centres.
- 5.2.4. Media releases, including social media, to publicise the consultation.

5.3. A table of the main changes to the LTP following the consultation are included in Appendix 2. Key themes from the consultation feedback include:

- 5.3.1. Buses – reliability/efficiency, lack of services and reduction of supported services.
- 5.3.2. Poor punctuality of rail services.
- 5.3.3. Pollution and air quality issues.
- 5.3.4. Congestion and traffic problems.
- 5.3.5. Car parking for access to services.
- 5.3.6. Road maintenance and condition of road surfaces.
- 5.3.7. Importance of sustainable travel.

5.4. The feedback from the consultation has been analysed and changes have been reflected in the LTP strategy.

6. Implications of the Recommendations

6.1. Legal Implications

- 6.1.1. As the statutory Local Transport Authority, the Council is required to maintain an up-to-date Local Transport Plan that provides a strategic framework for planning and delivery of improvements in local transport provision. It must develop and implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within Cheshire East. "Transport" includes transport to meet the needs of people living, working, visiting or travelling through Cheshire East, the transportation of freight and facilities & services for pedestrians.
- 6.1.2. In developing and implementing its LTP policies, the Council must have regard to the transport needs of disabled persons and of persons who are elderly or have mobility problems. Development of the new LTP will need to be in accordance with statutory and legal requirements for Community Engagement, Equalities Impact Assessment and Strategic Environmental Appraisal.
- 6.1.3. Members must be fully aware of the equalities implications of the decisions they are taking. This will ensure that there is proper appreciation of any potential impact of any decision on the Council's statutory obligations under the Public Sector Equality Duty. As a minimum, this requires decision makers to carefully consider the content of any Equality Impact Assessments produced by officers.
- 6.1.4. 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.
- 6.1.5. The responses to the consultation need to be taken into account when Cabinet makes any decisions on the Local Transport Plan.

6.2. Finance Implications

- 6.2.1. Upon adoption by the Council, the new LTP will provide a policy framework to inform the annual capital programme for transport and highways. The LTP will be implemented utilising funding from a range of sources including: LTP Integrated Transport Block funding; Community Infrastructure Levy; Section 106 & 278 Agreements; the Council's capital and revenue funding, one-off funding programmes and external funding. All funding approvals for LTP schemes will be made through the Council's existing budgetary procedures.

6.3. Policy Implications

- 6.3.1. Adopting the LTP will ensure that the Council maintains a current statement of Local Transport Strategy in accordance with its responsibilities as the Local Transport Authority.
- 6.3.2. Development of the LTP has been undertaken to ensure there is a consistent policy-fit with all relevant adopted and emerging local policies including: Education Travel Policy; 'Sustainable Modes of Travel to School' Strategy; and Car Parking Strategy.

6.4. Equality Implications

- 6.4.1. An Equality Impact Assessment has been completed for the LTP to ensure that the needs and impacts on all residents are understood, especially individuals or groups with identified protected characteristics.
- 6.4.2. The Equality Impact Assessment notes that the LTP has been designed to support delivery of the Council's outcomes stated in the Corporate Plan, which aim to achieve the best outcomes for all local residents.
- 6.4.3. The LTP strategy provides a strategic framework for a range of schemes and investment for the future. As such future work will be conducted to implement schemes and investment programmes. Further Equality Impact Assessments will be undertaken for specific schemes and investment programmes as they come forward.

6.5. Human Resources Implications

- 6.5.1. There are no direct implications for Human Resources.

6.6. Risk Management Implications

- 6.6.1. A Project Board has been established chaired by the Director of Infrastructure and Highways to ensure appropriate project governance and strategic direction. A project risk register is maintained detailing mitigation measures.
- 6.6.2. Officer steering groups from both the Place and the People Directorates have been convened to inform the production of the new LTP. This approach ensures that relationships with policies in other service areas are fully understood.

6.7. Rural Communities Implications

- 6.7.1. The LTP has been aligned with the Rural Action Plan for Cheshire East. 57% of the Cheshire East highway network is classed as rural serving over half of our population. The quality and availability of the rural transport network is vital to the local economy, not just in rural areas. Rural transport provision needs to take account of the needs of

rural residents and visitors, enabling rural areas to be well-connected to services and opportunities. The extent of rural connectivity has a direct impact on the Borough's overall 'Quality of Place'.

6.7.2. The LTP includes detailed consideration of transport issues in rural areas throughout the Borough. In principal, the policy objectives and issues highlighted in the Plan apply throughout the Borough, including all of our rural areas. However, it is also recognised that there can be specific challenges that are of heightened importance in rural areas. Consideration of these is aided by the place-based approach to the planning process. This has put greater emphasis on how our key towns act as service centres which must be accessible to residents of rural areas. As part of the place-based approach, we have prepared a specific Local Area Profile within the plan focussing on the challenges and opportunities arising in our Rural Areas.

6.7.3. As part of the development of Area Plans, rural areas in the Borough will also be covered and any issues and opportunities will be identified.

6.8. Implications for Children & Young People/Cared for Children

6.8.1. Specific transport issues relating to children and young people are incorporated into the LTP. Strategy development has taken full account of the Sustainable Modes of Travel to Schools (SMOTS) strategy.

6.9. Public Health Implications

6.9.1. The LTP has been aligned with the Council's stated policies and action plans relating to Air Quality management. The LTP considers the impact of transport on issues affecting public health, most notably Air Quality and the contribution that Active Travel – walking and cycling – can make to health & wellbeing. The LTP has been coordinated with the Council's wider strategic approaches to addressing public health outcomes. A Sustainability Appraisal has been completed for the updated LTP.

6.10. Climate Change Implications

6.10.1. The Council has committed to becoming carbon neutral by 2025 and to encourage all businesses, residents and organisations in Cheshire East to reduce their carbon footprint. The LTP has been aligned with wider Council strategies and includes the key objective 'protecting and improving our environment'. The LTP includes a wide range of actions to reduce the need to travel and to promote greater reliance on sustainable travel including walking, cycling, public transport and zero emission vehicles. The LTP is closely aligned with the Council's draft Environment Strategy to ensure effective delivery of actions to address climate change.

7. Ward Members Affected

- 7.1. All wards in Cheshire East.

8. Consultation & Engagement

- 8.1. From the 1st May to 25th June 2018 the LTP went through a public consultation, as agreed at Cabinet in March 2018. The consultation sought the views of residents and stakeholders on the strategic framework for local transport, to inform further development of both the strategy and associated delivery plans. The approach to community engagement was informed by the Council's best practice guidance from the Corporate Research and Consultation Team.
- 8.2. The consultation was publicised through the Cheshire East Council website, direct emailing, information brochures, press releases and questionnaires. The questionnaires were available online and also at libraries in key service centres and information points. Brochures were also available and posters displayed at these locations. Town and Parish Councils were emailed at the beginning of the consultation and ahead of their local drop-in event. The consultation was also publicised through social media such as Facebook and Twitter. Two all member briefings were also undertaken.
- 8.3. Twelve drop-in sessions were also held throughout Cheshire East. Paper copies of the questionnaire and brochure were made available at these events. Staff were also in attendance to answer questions on the strategy. Additional posters were distributed at local shops, information points and bus stops on the day of the drop-in events.
- 8.4. The LTP consultation overlapped an additional consultation which was also held alongside Stockport Borough Council on the SEMMM Strategy. This was held for for 8 weeks between the 21st May to the 16th July 2018.
- 8.5. A Member Briefing was held on 26th July 2019 with members invited to make any further comments on the revised draft LTP.
- 8.6. Appendix 2 outline the changes made to the LTP in response to these consultations.

9. Access to Information

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

Documents are held on file at:

\\ourcheshire.cccusers.com\East\LTPEast\LTP Rewrite 2017\Briefing Notes

Sustainability Appraisal – Available on Request
Equality Impact Assessment - Available on Request

10. Contact Information

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

Name: Richard Hibbert

Job Title: Head of Strategic Transport (interim)

Email: Richard.Hibbert@cheshireeast.gov.uk

List of Appendices

Appendix 1 – Local Transport Plan Strategy

Appendix 2 – LTP Strategy Changes

Appendix 3 – SEMMM Strategy Executive Summary

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Cheshire East Local Transport Plan 2019-2024

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1 Setting the Scene

1.1 Introduction

This document is the second Local Transport Plan (LTP) to be developed for Cheshire East following the re-organisation of local government in Cheshire in April 2009, which created the unitary authority of Cheshire East Council (CEC).

The LTP seeks to build on past achievements; including those guided by the previous LTP period whilst also responding to local, regional and national changes since the previous LTP was published in 2011. This LTP aligns with the Council's Corporate Plan for 2016-2020 and the six outcomes it identifies are embedded at the heart of our vision for transport. To ensure the robustness of the LTP and its alignment with national policy it has been developed in accordance with the Department for Transport (DfT) document 'Guidance on Local Transport Plans', whilst also clearly reflecting local priorities.

The importance of transport is clear and well understood by the Council. An effective transport network presents significant opportunity for both economic and sustainable development, allowing Cheshire East to thrive and develop across the borough. Transport supports sustainable communities by providing access to services, opportunity, friends, and family. Alongside this, transport is an enabler of new development and urban regeneration which contributes to the delivery of much needed jobs and homes in the Borough, directly supporting the Council's priority of jobs-led growth. The LTP also plays a role in promoting improved public health and safeguarding the environment by reducing the negative impacts of transport.

1.2 What is a Local Transport Plan?

This LTP is a strategic plan for the development of transport within Cheshire East over the period 2019-2024, outlining how transport will contribute to and support the longer-term aspirations of the Borough. The LTP will be supported by a series of topic-specific supporting documents which will address detailed or technical issues relating to transport in Cheshire East.

The LTP will remain a live document and will therefore be subject to ongoing review and development. As new national and local policies, strategies and priorities emerge and new challenges are identified, the LTP suite of documents will be reviewed and updated as required. The LTP is a vital tool to help the Council work with stakeholders to strengthen its place shaping role and its delivery of services to the community. This live document will enable the flexibility required to adapt to and capitalise upon new opportunities as they arise, to allow Cheshire East to remain an influential authority regionally and nationally.

1.3 The need for a new LTP

The Transport Act 2000 introduced a statutory requirement for local transport authorities to produce a LTP every five years and to keep it under review. Following this the Transport Act 2008 updated statutory requirements to give local transport authorities more flexibility about how and when they updated their LTP. Local transport authorities are now free to replace their LTP as they see fit.

Cheshire East's LTP requires updating in part due to the substantial progress which has been made since the previous plan was published in 2011, including major investment in the Borough's transport network. Following several successful funding applications, a number of major highway schemes have either been completed or are under construction, enhancing the transport network across Cheshire East.

In addition, the local, regional and national policy context has evolved with a new Local Plan for Cheshire East and the government placing renewed emphasis on Local Economic Partnerships (LEPs) to drive economic growth. The Cheshire East Local Plan contains a number of housing developments across the Borough which requires an integrated sustainable transport network. This creates an opportunity to work alongside the Cheshire and Warrington LEP and in partnership with major organisations such as Transport for the North and the Midlands Engine to deliver an efficient and effective transport network across the Borough. Major projects such as High Speed 2 (HS2) have the potential to deliver significant benefit to the Borough if supported locally and influenced nationally. There is also a need to respond to the growth in the Greater Manchester Spatial Strategy and, in parallel, consider the outcome of work on a 'refresh' of the South-East Manchester Multi Modal Strategy.

The refreshed LTP provides an updated plan and vision which captures the Borough's priorities in the best interests of local residents and businesses. This will support:

- Cheshire East Council's refreshed corporate objectives and adoption of the principles of 'Quality of Place' as a key driver of strategy;
- Delivery of the new Local Plan which defines a forward looking spatial strategy for the Borough;
- Development of a number of specific local transport strategies, including the Cheshire East Cycling Strategy and Sustainable Modes of Travel to School Strategy;
- Development of new infrastructure programmes by Highways England and Network Rail;
- Emerging evidence and strategy at the sub national level under the auspices of both Transport for the North and Midlands Connect;
- On-going work at the regional level to deliver the Strategic Economic Plan and the Industrial Strategy, and support this through LEP-wide strategies such as the Cheshire and Warrington Transport Strategy;

- Progress on neighbouring authorities spatial and economic strategies, notably the new Greater Manchester Spatial Framework, with implications for the north of the Borough and the need for an update to the South-East Manchester Multi-Modal Study;
- New legislation in the Buses Act 2017, which conveys new powers to Local Transport Authorities around bus regulation such as Enhanced Quality Partnerships;
- Adoption of Neighbourhood Plans within Cheshire East, which help to define local expectations and concerns regarding transport provision;
- The Council's Medium Term Financial Strategy which requires the Council to increase revenue and increase value for money;
- Long term plan led programmes such as HS2 and the Constellation Partnership growth strategy;
- Government's new Clean Air Zones Framework and the Clean Growth strategy;
- Impacts on travel behaviour and opportunities regarding the wider adoption of smart technologies and infrastructure;
- The requirements for active lifestyles, accessibility and wellbeing of an aging population; and
- A need to support businesses in Cheshire East to promote sustainable transport and manage travel demands by car, thus reducing the pressures on the road network and parking.

1.4 Supporting documents

The transport priorities of the final LTP will be reflected in a series of technical, topic specific, supporting documents. The scope of these documents will be separately determined for each, but will consider the Council's approach to both statutory and non-statutory duties in the context of wider priorities.

The list of supporting documents below is not exhaustive, but helps communicate the interconnection of these documents with the LTP and their importance:

- Sustainable Modes of Travel to School Strategy;
- South East Manchester Multi Modal Strategy Refresh;
- Network Asset Management Plan;
- Rail Strategy;
- Parking Strategy;
- Public Rights of Way Improvement Plan;
- Cycling Strategy;
- Road Safety Strategy; and
- Town Delivery Plans.

1.5 Approach to developing the LTP Strategy

In order to ensure that the LTP reflects the diversity of Cheshire East whilst ensuring Borough wide consistency, a two phase approach to the LTP has been adopted. This approach ensures due consideration is given to local area issues and priorities, including through the participation of local stakeholders.

To achieve this, a Borough wide strategy has been developed identifying the aims and challenges on a Borough wide scale. This will be supplemented by a second phase to develop Town Delivery Plans for key locations (two Principal Towns and nine Key Service Centres) which will be developed as a means of both identifying and shaping local transport characteristics and priorities and identifying potential packages of solutions to meet local objectives. The Council intends to produce Town Delivery Plans across the Borough over the lifespan of the LTP, which will have a greater focus on the opportunities, challenges and solutions in each individual area. Phase 2 of the LTP to develop the Town Delivery Plans is detailed in section 11.

1.6 Process

In line with DfT guidance, a six stage process will be undertaken to develop this LTP. Some of these stages have been completed as part of this document for the Borough wide LTP and some will be undertaken on a place specific basis as part of the development of the Town Delivery Plans as identified below:

Borough wide LTP

- 1 **Identify challenges and develop vision:** production of a baseline evidence report drawing together the evidence base for the development of the LTP and subsequent identification of transport challenges and vision.
- 2 **Develop the strategic response:** production of a Borough wide strategy highlighting the overarching goals and objectives for transport in Cheshire East.

Town Delivery Plans

- 3 **Generate options to resolve challenges:** through examination of the evidence base and detailed stakeholder engagement, including meetings with Town and Parish Councils options will be identified.
- 4 **Appraisal of options:** the feasible policy options will be appraised and their likely effects predicted through stakeholder workshops, policy refinement and filtering.
- 5 **Select preferred options:** the strongest set of preferred policy options and priorities will be identified as influenced by stakeholder input workshops, the evidence base and emerging draft strategy consultation feedback.
- 6 **Strategy delivery:** the preparation of an Implementation Plan which identifies priorities and delivery phasing.



The initial high-level vision document which informs the LTP was developed in line with the Council's Corporate Plan and following engagement with stakeholders. The process sought to identify genuine priorities for transport across a range of stakeholder and partnership opportunities - not only those projects that the Council has the potential to support financially. In many cases external funding from both the public and private sector will be required.

To inform the development of the LTP, data was gathered from a variety of sources to identify trends and issues in wider social, economic and environmental circumstances. Existing transport infrastructure and service performance has been assessed, and travel patterns analysed to build up a picture of current and future transport challenges, and how they relate to the wider outcomes which transport can either support or constrain.

2 Our Vision

2.1 Developing the vision

The LTP has been developed in partnership with stakeholders informed by analysis of key evidence concerning transport issues and opportunities across the Borough. This process has fed into the development of the following Vision for transport:

Cheshire East's transport network will enable growth through improved connectivity, a better quality of life and enhanced quality of place

2.2 The Corporate Plan

The LTP will be guided by the Council's Corporate Plan¹ which identifies six outcomes all of which transport can make a significant contribution towards. This section identifies what transport success will look like against each of the six outcomes identified below.



2.2.1 Transport as a contributor to overall success

¹ Cheshire East Council, *Corporate Plan 2016 - 2020*

Below we identify what transport success will look like against each of the Corporate Outcomes:

Outcome

1

**Our local communities
are strong and
supportive**

What will success look like?

- All residents have access to services and leisure opportunities, including older people and those living in more rural areas.
- Communities are not severed or otherwise negatively impacted by road traffic.
- Road users act in a safe and courteous manner no matter which mode of transport they are using.
- Residents feel confident to travel by the transport mode of their choice.

Outcome

2

**Cheshire East has a
strong & resilient
economy**

What will success look like?

- The transport system drives sustainable growth.
- The transport network supports sustainable development as identified in the Local Plan.
- Improved transport connectivity positions Cheshire East in the heart of globally competitive Northern and Midlands economies.
- High quality public realm and green infrastructure encourage inward investment.

Outcome

3

**People have the life
skills and education
they need in order
to thrive**

What will success look like?

- Young people and adults have safe, affordable travel options to access skills, education, and opportunity.
- More children are able to walk and cycle to school.
- Young people and adults have access to travel information and training as required.

Outcome

4

**Cheshire East is a green
& sustainable place**

What will success look like?

- Cheshire East maximises the value of its natural landscape.
- All residents have access to places of recreation, leisure, and the countryside.
- The negative impact of the transport network on the natural and built environment is minimised.
- Air quality is improved.
- Residents have the option to travel by walking, cycling, and public transport.
- The transport network is resilient to the impacts of weather events and a changing climate.

Outcome

5

**People live well
and for longer**

What will success look like?

- Residents have access to physical activity opportunities to make both leisure and everyday journeys.
- Our streets are safe for all, especially the most vulnerable users.
- Residents have access to services and leisure opportunities, including older people and those that live in more rural areas.
- The transport network does not negatively impact health.

Outcome

6

**A Responsible, Effective
& Efficient
Organisation**

What will success look like?

- Investment in the transport network provides excellent value for money.
- Transport management and investment decision making is equitable and transparent.
- The transport network responds to resident need.
- The Council works effectively with partners at all scales to bring about the best outcomes for Cheshire East.

3 Defining the challenge

3.1 The challenge of connectivity

Our Plan identifies six key areas of 'connectivity' that are critical to deliver our strategic objectives. Achieving these 6 levels of connectivity will contribute to Cheshire East reaching its full potential, by connecting people, businesses, customers and freight.

1. Connected Neighbourhoods

To ensure our neighbourhoods succeed we need to invest in 'quality of place'. Designs for local areas must create a quality of place that encourages people to be active and healthy. Our neighbourhoods must be high quality for residents and visitors alike. All journeys start locally and we must ensure our neighbourhoods are connected in ways which support their overall success, delivering:

- Good quality public spaces;
- Local roads which are safe and fit for purpose;
- Parking which supports local communities and the local economy;
- Walking and cycling facilities which encourage people to travel actively; and
- Reliable public transport.



2. Connected Cheshire

To deliver on our ambitious plans for growth we need to make sure that our rural areas, towns and neighbouring centres are efficiently connected via rail, road and bus. We will work with partners to provide:

- New rail infrastructure e.g. supporting services to Middlewich;
- New trains;
- Improved rail stations;
- A reliable bus network; and
- Efficient road connections.



3. Connecting to the North and the Midlands

Cheshire East needs to maximise the benefits from its location by building links with key economic centres such as Manchester, Liverpool, Merseyside, North Wales, the Potteries and the wider Midlands. Investment in these connections will be increasingly important as it is likely that by 2030 we could see 30-40% more traffic on the M6, M62, M56 and key corridors such as Crewe-Congleton-Macclesfield, Crewe-Middlewich, and Alderley Edge-Manchester. Without investment it is likely that links between Cheshire East and key neighbouring destinations on which our residents and economy rely will get worse.



The Council is working to future proof the road and rail networks by delivering major projects such as A6 to Manchester Airport Relief Road, Congleton Link Road motorway, and rail improvements. We are also working with Highways England to improve motorway links through schemes such as the M6 Junction 16-19 Smart Motorway. However, further investment will be needed which will require close working with a variety of partners, including the Cheshire and Warrington Local Enterprise Partnership, Transport for the North, Highways England and Network Rail.

4. Connecting to the UK

For Cheshire East to succeed its residents and businesses must be able to efficiently and affordably access locations across the UK. We need to improve existing links to Birmingham and London to ensure that connectivity of the borough nationally contributes to future successes, addressing issues which cause poor connectivity. We aim to bring key national locations within the critical one hour door to door travel time. The proposed HS2 Hub and transport improvements to improve access to Crewe station will improve connectivity. Our partnership working with Highways England will improve motorway links increasing access to the national network.



5. Connecting to Global Gateways

We must support our residents and businesses by providing efficient links to 'global gateways' such as Manchester Airport, the Port of Salford and the Port of Liverpool. We must improve access to other significant gateways such as London Heathrow and the Port of Dover. This will encourage investment in Cheshire East helping our businesses thrive.



6. SMART and Digital Connections

High quality digital connections are just as important as transport connections. We must continue to improve broadband provision in the Borough as this will help our businesses, particularly those in more rural areas, and support communities. We also need to investigate the opportunities that technology will bring for us to travel less, improve communication with the travelling public and even to change how we travel. We are already investigating opportunities to use technology to better manage traffic lights and have installed electric vehicle charging points as a way of encouraging the use of less polluting vehicles. But there is much more to do and we will trial new approaches to ensure maximum benefits from new technologies.



3.2 Challenges to achieving our vision for transport

We face a number of challenges to achieving our vision for transport within the Borough and, in turn, delivering against the Council's corporate objectives. The main transport challenges faced by the Borough have been identified through a review of key evidence and are summarised below, namely:

- Supporting growth and economic strength through connectivity



- Ensuring accessibility to services
- Protecting and improving our environment
- Promoting health, wellbeing and physical activity
- Maintaining and managing our network assets
- Improving organisational efficiency and effectiveness

The Corporate Outcome(s) which will be contributed to by addressing each challenge are also identified below against each challenge.

3.3 Supporting growth and economic strength through connectivity

Cheshire East makes an impressive economic contribution: its GVA is around £9.2bn² (2012 estimate), which equates to 7.0% of the North West region's economic output, and was the 6th fastest growing economy in the UK. Whilst an internationally facing economy with strong foundations in advanced manufacturing, life sciences, digital and energy technologies, and research allows Cheshire and Warrington together as an integrated economic region to outperform Manchester, Liverpool, or any other area in the North in terms of GVA per head³.



Despite this excellent past performance, Cheshire East will not continue to thrive with a 'business as usual' approach to transport. The sustainable growth aspirations set out in the Local Plan and the government's UK Industrial Strategy are key elements in meeting Cheshire and Warrington Local Enterprise Partnership's ambition for a transformed economy. Strategic transport investment will be central to achieving these wider ambitions for Cheshire East as outlined below:

- Unlocking development sites – Improved transport connectivity enables economic growth by opening up key sites for housing and employment development. The Local Plan makes provision for 36,000 new homes and 31,000 new jobs in the Borough by 2030. Providing transport connectivity which makes these sites viable propositions is a key consideration as part of the planning process. This is set within the context of a transport network which is already congested in parts.

The South East Manchester Multi-Modal Strategy refresh is important to help identify where investment will be needed to support growth in the borough and wider south Manchester. The Council is supportive of on-going work to develop traffic models of the north of the Borough and south Manchester to inform where transport issues are likely to arise due to population growth and development, as planned by the Local Plan and the Greater Manchester Spatial Framework. It is important that the Council continues to work with neighbouring authorities, including Greater Manchester to ensure that plans are joined-up and cross boundary issues resolved.

² Cheshire East Council (2016) *Local Plan Strategy proposed Changes (2012 estimate)*

³ Cheshire and Warrington 871 LEP (2016) *Sub-regional Transport Strategy*

- **Transport as an enabler for growth** – Longer term transformative economic programmes such as the Constellation Partnership which includes the proposed HS2 Hub in Crewe will be underpinned by strategic transport improvements. The provision of a HS2 Hub combined with complementary infrastructure improvements could lead to an additional 120,000 jobs in the sub-region by 2040 and inject £10 billion per year in to the local economy. There is also real potential for job creation in our rural areas as demonstrated by Alderley Park and Waters Corporation and transport will play a role in ensuring that rural areas continue to offer opportunity for both land and non-land based businesses.

In order to unlock the ambitious growth planned for the sub region the transport network must be able to cater for up to a 35% increase on current demand for movement between key economic centres by 2040³. Investment is needed to facilitate this growth planned for the sub-region; including capitalising on the transformational opportunities presented by the Constellation Partnership, the Cheshire Science Corridor Enterprise Zone and the Atlantic Gateway.

- **Keeping our economy moving** – Cheshire East will be an engine for Northern growth and will promote a dynamic and prosperous economy. We have a wide variety of successful industries in the area including advanced engineering e.g. Bentley Motors and the pharmaceutical industry e.g. AstraZeneca. However, we must build on our current successes and create an environment that is attractive for business investment and growth, not just in our larger towns but across our smaller towns and rural communities.

More must be done to ensure that everyone in Cheshire East has access to education, skills and employment. A key challenge to achieving this will be ensuring that connectivity across the transport networks supports the efficient movement of people and goods. This will ensure that businesses can count on reliable and efficient networks which in turn will support their operations and future prosperity. There are already significant pinch points on our network, particularly in respect of road and rail links, which will need to be addressed to keep our economy moving.

- **Supporting the UK Industrial Strategy** – Our approach to transport will support the development of local and national industrial strategy challenges to build a modern innovative economy through capitalising on digital technologies, clean growth, and opportunities for smart mobility. We need to ensure that the Borough attractive for investment, and is enabling the emergence of new and innovative approaches to mobility locally. Underpinned by strong digital infrastructure, the adoption of smart technologies has the potential to play a significant role in modernising our transport system so it is effective and efficient in meeting growing demands. Alongside this we will need to reduce the carbon intensity of transport, supporting the development of electric and autonomous

technologies, and mobility services, alongside offering traditional active and sustainable modes of travel.

- **Quality of place** – Providing attractive and vibrant built and natural environments will encourage inward investment through businesses and people choosing to live and work in Cheshire East. There is an opportunity to increase the visitor economy to a value of £1bn per year by 2020. The LTP has a key role to play in supporting the provision of high quality, attractive environments which encourage walking, cycling, and public transport whilst also effectively mitigating potential negative impacts of transport infrastructure. It also has a role to play in encouraging sustainable connectivity between our urban centres and their surrounding rural settings.

3.4 Ensuring accessibility to services

Cheshire East is a diverse Borough characterised by its large number of towns, each with its own distinctive history and character and all located in a largely rural setting. These towns

and rural communities lie at the heart of the Borough, and their vitality and growth is essential for our prosperity. The transport network plays a role in creating sustainable communities with access to vital facilities and services as well as friends and family. The transport network must support these everyday journeys and deliver for our smaller towns, villages, and rural communities in addition to larger towns.



Growth in accessible employment is good for peoples' health and wellbeing. Generally, residents of Cheshire East lead longer, healthier lives than regional or national averages. Cheshire East is one of only two local authorities in the North with a significantly higher healthy life expectancy than the state pension age of 65⁴. However, our population is also older than regional and national averages with people aged over 60 outnumbering children and young adults. This ageing population will present challenges which the transport network must respond to. With this trend forecast to continue we must cater for changing demographics and support mobility for all. To achieve our ambition, we must ensure that transport supports:

- **Public transport accessibility** – Providing public transport accessibility for residents, especially those in rural locations, is a key challenge in the context of wider financial constraints and as a result of reduced budget availability for supported bus services. The impact of this is especially relevant in light of Cheshire East's ageing population, with 22% of our population aged over 65⁵ and with the knowledge that the damaging impact of social isolation which can be as

⁴ Office for National Statistics (2015) *Healthy Life Expectancy at Birth for Upper Tier Local Authorities, England: 2011 to 2013*

⁵ Office of National Statistics (2016) *Mid-2015 Population Estimates. Release: MYE9AT1*



harmful to health as smoking fifteen cigarettes a day⁶. The Council will maximise the impact and efficiency of our public transport budgets and seek innovative ways to provide services in a cost effective way.

- **Accessibility to education and skills** - The transport network must support improved connectivity at these locations and provide access to the skills, education, and opportunity needed to succeed.

Children and young people must be able to access local schools safely and sustainably. Around 65% of Cheshire East's children currently travel to school by foot, cycle, or public transport and there is an ambition for this number to increase. The Council will promote policies and interventions which encourage journeys to be made on foot or by cycle where possible as a means of reducing congestion, increasing physical activity, and improving air quality. More information on how the Council will support children and young people to access schools and educational sites safely and sustainably is provided in the Sustainable Modes of Travel to School Strategy.

The Council has a responsibility to provide home to school travel for children and young people under certain circumstances as directed by national legislation. The Council is committed to supporting access to school and education, however the way in which these services are provided and funded requires review as identified in the Council's Medium Term Financial Strategy. The Council will work to explore a number of options to ensure most efficient travel assistance is provided and explore ways to provide greater cost effectiveness. This financial necessity will be linked to the stated ambition to encourage more children and young people to access schools by walking and cycling due to the large number of benefits which accrue.

- **Accessibility for vulnerable people** – Those who are vulnerable need to be able to live fulfilling lives which are as independent as possible. Access to transport is a fundamental part of this. The Council will work with partners across the Borough as well with neighbouring authorities to offer transport choices to vulnerable people and their carers. This can be particularly challenging in some of our rural areas and we will work with communities to find the right solutions to support accessibility for all.
- **Rural accessibility** – Good accessibility is vital to ensuring that our rural areas continue to thrive economically and socially. Rural land-based and non-land based businesses require connections to labour, markets and suppliers whilst rural residents need access to jobs, services, friends and families. However, providing rural accessibility raises different issues than in towns and cities due to low population densities for example. Rural schools tend to have larger catchment areas making the provision of efficient transport more complicated whilst

⁶ Holt-Lundstad et al (2015) *Loneliness and social isolation as risk factors for mortality: A meta-analytic review*

low population densities tend to make bus services more expensive and more likely to require financial support from the Council. The Council will explore innovative ways of ensuring rural connectivity, including supporting community organisations to provide transport services.

3.5 Protecting and improving our environment

The biggest contributor to air pollution within Cheshire East is road transport. This impact on air quality is indicative of high car ownership in Cheshire East with 40% of households having two or more cars against a UK average of 29%.



The decarbonisation of the Borough is critical to tackling the affordability and availability of energy to support growth and well-being. Although significant activity to decarbonise will be lead nationally, we have a role to play in aiming to minimise the carbon intensity of our growth ambitions through the adoption of new fuels, vehicles, smart technologies and encouraging active travel. One way of alleviating transport impacts is by encouraging residents, businesses and visitors to utilise more sustainable and less polluting forms of transport such as walking, cycling, electric vehicles and public transport. The Council will work with partners to explore ways to positively influence the ways in which we travel and to support:

- **Improved air quality** – The Council is committed to creating high quality walking and cycling environments, increasing use of public transport and encouraging the use of low and zero emission technology e.g. electric vehicles, as a means of supporting improvements to the quality of our natural and built environments. Technological development will also present opportunities to increase the efficiency and sustainability of the transport network.

Modal shift towards more sustainable transport modes will improve air quality. The health impact of poor air quality can be significant and across Cheshire East and there are currently eighteen Air Quality Management Areas (AQMAs) where emissions, particularly of nitrogen dioxide, are considered to be in breach of guidelines. We will continue to monitor air quality and take action in accordance with the Council's Local Air Quality Strategy. The Local Air Quality Strategy recognises that traffic accounts for the main source of pollutant emissions across Cheshire East, and also recognises that links with the LTP are fundamental to both the improvement of local air quality and maintenance of air quality across the Borough.

The Council also published a Low Emissions Strategy (LES) in March 2018 which aims to minimise demand for travel via private motor vehicles and encourage transport by low or zero emission modes, and subsequently improve health and wellbeing. The LES outlines the support for the CEC LTP given the overlapping policies of reducing the need to travel and the encouragement of walking and cycling.

- **Tackling climate change** – Cheshire East has a higher than average per capita carbon emissions, at around 7.5 tonnes per person, which reflects the rural nature of the Borough. Due to Cheshire East being a predominantly rural area, a high proportion of trips are made by private transport methods, hence why public transport usage is relatively low compared to densely populated areas such as Greater Manchester, where there is a greater demand for public transport. The UK has already seen a 40% decrease in carbon emissions since 1990, and in line with the Climate Change Act we will see continued reductions though to 2050 when the economy will need to be almost totally decarbonised. Transport accounts for a significant amount of the reduction required and we will need to work with national and regional partners to ensure that we facilitate the introduction of low carbon technologies, make better use of the infrastructure that we already have where this is applicable, and encourage more sustainable modes of transport.
- **High quality green infrastructure** - As well as high quality built environments we value green infrastructure. Cheshire East sits in the heart of the beautiful Cheshire landscape, with 6% of the Peak District National Park (with its 10 million visitors per year) sitting within our administrative boundary. However, green infrastructure links within and between our urban and rural environments offer scope for improvement. Improving these connections through investment in green infrastructure will bring numerous quality of life and economic benefits. The Council will support innovative ways of connecting our urban and rural environments and utilising the transport network as a means of supporting tourism, regeneration, and improved quality of life. This is because high quality environments bring quality of life benefits, can encourage investment and can also provide direct traffic free transport corridors for walking and cycling.

3.6 Promoting health, wellbeing and physical activity

The transport network can play a key role in promoting health and physical activity. In the UK, physical inactivity causes around 37,000 preventable premature deaths amongst people aged 40 – 79 per year⁷ and it is forecast that by 2030 around half of the UK's population could be obese⁸. If current trends in Cheshire East, where a higher proportion of adults are overweight than nationally, are to be reversed then the Council must promote physical activity.



Increased participation in active transport can significantly improve wellbeing and community cohesion. Walking and cycling routes using well designed transport routes incorporating green spaces have been shown to increase the emotional wellbeing and resilience of those using them. There are additional benefits of more attractive communities and transport networks with associated reductions in crime and antisocial behaviour.

Accordingly, we will work with partners across health, transport, and education to tackle these important issues which will support:

⁷ Cycling UK (2016) *Cycling and Health*

⁸ Swinburn, Boyd et al (2011) *The global obesity pandemic: shaped by global drivers and local environments*

- **Walking and cycling for local journeys** – The Cheshire East Cycling Strategy sets out an ambitious plan to double levels of cycling by 2026. This will be supported by the provision of high quality infrastructure, travel information and training which can enable people to travel in more sustainable and cost effective ways such as walking and cycling. The Council and key partners will build on successful previous sustainable travel initiatives such as those funded through the Sustainable Travel Transition Year (STTY) to improve and support sustainable travel options.

3.7 Maintaining and managing our network assets

Ensuring the transport network performs efficiently and is well maintained is vital to both connectivity and safety. Reduced Council budgets combined with a greater number of transport network users and an increased incidence of extreme weather events is likely to make maintaining the transport network and ensuring its resilience more difficult in the future. Subsequently it is therefore important that the Council works to deliver:



- **Effective asset management** - Transport infrastructure is expensive with the gross replacement value of all the Council's highway assets estimated at £5.68 billion⁹. The Council needs to maintain and invest in transport infrastructure as efficiently and effectively as possible to maximise the lifespan of assets. Cheshire East's Highways Investment Programme is an excellent example of our evidence led approach to transport asset maintenance. This evidence led approach means that the Council is well placed to qualify for central government funding which incentivises this approach.
- **Safety for all** - Our transport system must be safe, and be perceived to be safe so that everyone feels confident to travel on our roads and use public transport. We must ensure that safety is designed and engineered in to our transport system and work towards a safe systems approach to road safety. Furthermore, anti-social behaviour and fear of crime can dissuade people from travelling in certain ways and at certain times of the day. We will work to address these issues so residents feel safe and confident to travel by public transport, on foot, or by cycle.
- **Transport resilience** - There is a broad scientific consensus that in the future we will see an increasing incidence of extreme weather events¹⁰. Ensuring the transport network is well maintained and resilient to these events and that their impact is minimised will be increasingly important. The Council will seek to ensure that our infrastructure continues to be secure. For example, the new Congleton Link Road will be designed to withstand 1 in 100 year rainfall events with an additional 20% allowance for climate change.

⁹ Cheshire East Council (2016) *Highway Asset Management Strategy*

¹⁰ Department for Transport (2014) *Transport Resilience Review*



- **Technological innovation** – Improvements in technology will provide opportunities to better manage our transport network and communication with the travelling public, including through the use of big data. Making best use of digital connections and technological innovations will be important to the continued success of Cheshire East and we are exploring the very real opportunities available through our work around the Crewe Smart Region for example.
- **Effective partnership working** - The maintenance and improvement of parts of the transport network is outside direct Council control e.g. the rail and motorway networks. In these instances, we will work with partners to ensure an integrated approach is taken to network performance and asset management across the Borough and to identify opportunities for value added delivery.

Efficient joined-up delivery will require strategic partnerships with government agencies, neighbouring local authorities and the private sector. Working alongside the private sector will be increasingly important in the future as companies progressively focus on low carbon travel behaviours as part of the wider corporate social responsibility agenda.

3.8 Improving organisational efficiency and effectiveness

Cheshire East Council is responsible for over 500 services, with a population of 378,800. Our annual turnover exceeds £700m and our resources are well-managed through our budgetary framework. Ensuring the Council operates in an efficient and effective manner is vital for the delivery of all Council functions, including the delivery of transport services and infrastructure. The Council's Medium Term Financial Strategy and our budget setting process ensure that the Council invests in priority areas and maintains its financial health.



In the coming years there will continue to be challenges and opportunities relating to how we manage and fund our transport network. The Council will work with central government and other partners to identify how priority transport infrastructure is maintained, how transport and local government services are provided and how new infrastructure is delivered and paid for; in what is likely to be a competitive funding environment. The Council has a history of successfully securing significant external funding to invest in transport infrastructure and services. There will be a need to continue this excellent track record if the Council is to deliver the transport network that will support the growth targeted for Cheshire East.

It is vital that the Councils' decision making is transparent and equitable as difficult decisions around where and where not to invest will need to be made. Subsequently, the Council's transport priorities must be clearly communicated. The LTP is the vehicle for this and informs our residents, businesses and partners of our priorities and vision for transport in Cheshire East.



One way in which we can support delivery against the challenges identified above is through effective partnership working with neighbouring highway and planning authorities e.g. Greater Manchester, Cheshire West and Chester, The Potteries, Derbyshire County Council, Warrington to ensure a joined up approach. This partnership, in addition to our involvement in Transport for the North and the LEP will help manage the potential impact of their plans on our transport network.

4 How we will meet the challenge

In order to meet our six defined objectives, we must have a clearly developed approach to identifying, sifting and appraising potential interventions. This will help guide the activities of the Council and partners and deliver the vision for transport, while maintaining full and appropriate consideration of the opportunities and constraints in which interventions must be considered.

In this section we set out a hierarchy which means that we will plan for balanced investment which maintains our existing assets while also ensuring the delivery of new infrastructure where maintenance or service redesign is not sufficient. We subsequently set out how we will decide which specific interventions will be taken forward once considered under this hierarchy, and what the outputs of this decision-making process will be.

4.1 Hierarchy of Provision

In order to improve efficiency and effectiveness the Council has identified a hierarchy of provision where our first priority will be the maintenance and management of our current assets to maximise their utility. Where our existing assets are being maintained and managed to their maximum utility, we will then seek to optimise the ways in which transport services and infrastructure are delivered. Finally, where our service design and delivery are already optimised, we will seek to deliver new infrastructure. This approach is intended to ensure the efficient use of resources while allowing for investment in new services and infrastructure where this is the optimal option.



4.1.1 Priority one - Maintenance and asset management

There is little value in investing in the delivery of new transport infrastructure without effectively maintaining the current transport network; including roads, footways, cycleways, shared use paths, bus stops, structures and necessary street furniture e.g. street lighting and signage. Furthermore, both planned and reactive maintenance as well as asset management is vital to ensure safe and efficient movement on the transport network. The Council's first priority will be to maintain and improve our existing transport assets where cost effective. However, it is likely that this will entail difficult decisions around prioritising maintenance budgets where they can bring most benefit to the Borough.

The Council invested an additional £30million improving the condition of Cheshire East's transport assets over the last three years through the Highway Investment Programme reaffirming our strategic commitment to maintenance and asset management. Furthermore, another £5million was invested in 2016-2017 in transport infrastructure improvements. This investment has led to an overall improvement in our transport assets, including over 500kms of road being treated since 2013 which has delivered a significant improvement in network



condition together with an 83% reduction in potholes, a 72% reduction in third party claims and a 98% reduction in compensation pay-outs.

At the same time, the cost effectiveness and level of disruption to road users has been minimised by better coordination of works e.g. by installing ducting for high-speed broadband whilst delivering highway works. Another example of harnessing innovation is our focus on the opportunities presented by smart technology across the Borough.

4.1.2 Priority two - Service Redesign and Delivery

The Highway Investment Programme described above is an excellent example of high-quality service design providing residents and businesses with investment in the transport network which provides value for money. Continuing this intelligence-led delivery will require further integration between transport, health, land use planning, and economic development. Subsequently, the Council's second priority is to improve services and our delivery processes as a means of delivering increased efficiency and effectiveness across the Borough.

A recent example of the Council making changes to service delivery to ensure organisational efficiency is the recent review of local supported bus services. The Council identified a need for significant savings in its supported bus budget; to reflect the relatively high costs, low value-for-money and low usage of some services. The focus of the review was on providing the greatest value for money for residents with some poorly used services costing over £5 of subsidy per passenger journey. This example shows how the Council is prepared to make difficult decisions when required to ensure cost effectiveness.

In some instances the Council can work alone to deliver excellent services however in many areas service improvements require closer integration between the Council and its delivery partners. For example, the Council will increasingly work with central government and train operating companies to influence the franchise specifications of rail services operating in Cheshire East to improve services. Indeed, the recent example of the Northern Rail refranchise shows that service improvements can be brought about by effective joined-up advocacy through multi-agency bodies such as Transport for the North. Likewise, we need to work closely with bus operators to sustain local bus services, ensuring they connect people and remain efficient and equitable in the light of cost pressures affecting both commercial and supported bus services.

4.1.3 Priority three - Delivery of New Infrastructure

Once it has been established that an issue cannot be adequately resolved through neither improved asset management nor service redesign, the Council will look to promote the delivery of new infrastructure to meet the identified need. The provision of new infrastructure can provide enormous benefit to our residents, businesses and visitors but it must be demonstrated that the costs of infrastructure investment are warranted after alternative, lower cost options have been fully explored.



The requirement for new infrastructure will often be associated with new developments and, as set out in Local Plan Policy IN 2, developer contributions will be sought to make sure that the necessary physical, social, public realm, economic and green infrastructure is in place. Subject to satisfying the three-part test set out in Regulation 122 of the CIL Regulations 2010, the Council will aim for the delivery of new infrastructure to be funded by developers to the greatest degree, as and where possible.

An example of where investment in new infrastructure has the potential to bring significant benefit to Cheshire East includes government plans for transformational national investment in rail services. HS2 and the planned Hub Station at Crewe, supported by the regional rail enhancement proposals from the Constellation Partnership and Growth Track 360, will place Cheshire East in the centre of a high speed, high capacity, high quality UK wide rail network. Complementary improvements to the strategic road network will bring additional benefit to Cheshire East and the wider travel-to-work area. Investment in new and improved road infrastructure in the Borough may be required to cater for up to a 40% increase in forecast demand for vehicles on strategic and local road networks. Recent investments including the A6 Manchester Airport Relief Road (A6MARR) and Congleton Link Road will bring benefits but more investment is needed to relieve congestion, reduce environmental impacts and support economic growth. The Council is delivering plans for major highway investments, such as Middlewich Eastern Bypass and Poynton Relief Road; and will continue to support targeted investments in major highway schemes where required.

4.2 Delivering the vision

The interventions and priorities identified in the LTP, delivered via the prioritised framework identified in section 4.3 will support the Borough to meet the transport challenges introduced and discussed in section three. Below we give a summarised overview of cross cutting actions which will take place over the life of this strategy to meet these challenges. Further detail for specific modes is provided in sections 5 to 9.

4.2.1 Supporting growth and economic strength through connectivity

The importance of efficient connectivity to economic growth and success is well established. The Council will work with partners to ensure that the growth benefits of improved connectivity are maximised. The Council already works with a range of partners across both the public and private sectors to support the Borough's economic success and this will continue and increase over the life of this strategy. We will seek to contribute towards the implementation of the UK Industrial Strategy locally in line with the Local Plan and wider corporate plan.

The Council has identified that the success of specific locations of real economic importance to the Borough and the wider sub-region is being impacted by sub-optimum connectivity; our focus will



be on working with partners, including businesses at these strategic locations e.g. the Science Corridor, town centres and Crewe Business Park to deliver improved transport efficiency. Specific actions will include focusing on improving multi-modal connectivity by delivering improved access on foot, by cycle and to the rail network. We will also explore ways in which vehicular access and parking can be improved to key strategic sites whilst seeking to minimise any adverse impact on the local highway network. We will also explore how smart digital technologies can be trialled and implemented to make our networks more accessible, efficient and ready for future transport technologies and trends.

Supporting our businesses to succeed is also of vital importance for the long-term health and sustainability of the Borough. Businesses need seamless access to workers and materials if they are to compete nationally and internationally. The Council will work with partners, including the business community to improve accessibility in support of continued success.

The Council will continue to work closely with the Cheshire and Warrington Local Enterprise Partnership (the LEP) to identify opportunities for and constraints to growth and to subsequently agree sub-regional priorities. Cheshire East has formally joined Transport for the North (TfN) and is currently working closely with TfN and constituent partners to shape the agenda and priorities for transport across the North. Working alongside TfN there is a real opportunity to shape strategic transport across the North whilst also working closely with national partners such as Network Rail and Highways England to ensure Cheshire East gets the investment needed to build upon previous economic success.

There is also a large role for improved local transport and public realm to support economic growth as identified in the Council's priority to deliver "quality of place". The Council will work to ensure that future development brings benefits to neighbouring localities and that a joined-up approach is taken to the management of the transport network in support of economic success.

Action 4.1 – We will work with the LEP and other bodies (e.g. TfN) to agree sub-regional transport priorities

Action 4.2 - We will lobby central government and its agencies (e.g. Highways England and Network Rail) for investment that brings most benefit to Cheshire East

Action 4.3 – We will support the implementation of the UK Industrial Strategy locally including contributing towards meeting the grand challenges for clean growth, mobility, and a data driven economy.

4.2.2 Ensuring accessibility to services

The transport network supports all aspects of our daily lives. It should enable our residents, businesses and visitors to access economic opportunities, skills and training, shopping, healthcare services, leisure destinations, family and friends. Our approach to supporting home-to-school



journeys will promote sustainable travel, including walking and cycling wherever possible. Travel habits are often formed at a young age; thus the choice of travel mode has broad implications for the future. Just as for other groups, greater use of more sustainable alternatives provides environmental, health and well-being benefits; including improved fitness, road safety skills and an increased sense of independence. Our approach to supporting these journeys is identified in the Sustainable Modes of Travel to School Strategy (SMOTS).

The Council has a duty to provide home to school / college travel for eligible children and young people in certain circumstances. The Council updated our Home to School Travel Policy to ensure that we are meeting our statutory duties and this was finalised in September 2018.

All residents need to be supported to achieve levels of connectivity which facilitate their daily lives. The Council understands that for vulnerable people in our communities assisted and accessible, door-to-door transport can be a lifeline. This is why the Council is seeking to maximise the use of available budgets and continue to work in partnership with others. We also appreciate that access to transport and services can be more challenging for those in our rural areas and need to ensure we have the right transport options in both rural and urban areas for both residents and visitors.

One key way of supporting our aims above will be through ensuring that new development, as directed by our Local Plan, is delivered in such a manner to support accessibility.

Action 4.4 – We will seek to ensure that development delivered in line with the Local Plan is accessible by different transport modes

Action 4.5 – We will support activities which reduce the carbon intensity and resilience of our transport system.

4.2.3 Protecting and improving our environment

Transport has the potential to negatively impact the environment. In particular, reliance on the private car is linked to numerous environmental and health issues as a result of emissions. The Council undertakes annual reporting of air quality within the Borough following a process defined by government. In Cheshire East the main pollutant of concern is nitrogen dioxide as a result of emissions from road traffic. The Council's focus on promoting sustainable transport aims to reduce reliance on the car which will deliver related health and environmental benefits. Likewise, targeted investment in the transport network has the potential to deliver improved air quality and the Council will pursue these improvements wherever feasible.

One way in which transport can support environmental improvements is by supporting investment in, and the creation of green and blue infrastructure. By this we mean the green and blue spaces such as rivers, canals, parks which bring a wide range of benefits e.g. water storage, increased bio-



diversity, improved well-being and can also support active travel corridors. Linear transport features (such as canal towpaths, public rights of way, road verges, cycle routes and railway embankments) are well suited to enhancing wildlife connectivity across the countryside, as well as providing areas for carbon storage, enabling better water conservation, and in towns and cities, providing valuable cooling systems. Improved blue and green infrastructure is just one way in which we are committed to Quality of Place.

Action 4.6 – We will review and update our Local Air Quality Strategy

Action 4.7 – We will support the delivery of green and blue infrastructure improvements

4.2.4 Promoting health, wellbeing and physical activity

The transport network has the capacity to improve the health and wellbeing of our residents and visitors by reducing emissions and their impacts on air quality and supporting increased levels of physical activity through the support and promotion of active transport for a greater number of journeys. Embracing the potential of the transport network as a tool for supporting improved public health is vital due to the large impacts air quality and physical inactivity can have on public health. Technological change and new technologies also offer opportunities to reduce the carbon intensity of the transport network. Further detail on these themes are provided in following sections of this strategy.

Increasing participation in both walking and cycling can improve both physical health and emotional health and wellbeing. Being active can help to reduce the number of people who are overweight and obese and also reduce the risk of heart disease, lung disease, type 2 diabetes and cancer. There are also significant benefits to mental and emotional health and wellbeing, particularly when travel routes incorporate green spaces.

Through the Council's focus on active transport, as identified in the recent Cycling Strategy, the Council will support journeys to be made actively wherever possible through a combination of maintenance of active travel infrastructure, delivery of walking and cycling promotion and training as well as the delivery of targeted infrastructure. We will work with a range of partners, including those in Public Health to implement the Cycling Strategy and other active travel measures such as the high quality infrastructure promoted by the government through Local Cycling and Walking Investment Plans. The implementation of this kind of high-quality provision will support our commitment to Quality of Place.

Action 4.8 – We will support increased levels of active transport, including through delivery of the Cycle Strategy

4.2.5 Maintaining and managing our network assets



Our first priority in terms of supporting connectivity is the effective maintenance and management of our transport assets, as discussed earlier in this section. The Council has developed an Asset Management Policy that defines how the implementation of asset management will support CEC in delivering its corporate vision. The Highway Asset Management Strategy (HAMS) sets out how the Council will best manage the transport network taking into consideration customer needs, local priorities, asset condition and the best use of available resources through invest to save initiatives to realise the benefits of early intervention. This strategy will be used to inform priorities in the Business Planning Process and will be used to support the continuous improvement of our transport asset management by capturing the outcomes of using the optimum treatments or interventions over the whole life cycle of the different asset groups.

A good example of this intelligence-led approach to asset maintenance is the Highway Investment Programme which is an investment programme informed by significant data on asset condition ensuring that greatest financial efficiency and effectiveness are achieved. This approach to asset management and maintenance will continue with regards to all of the Borough's transport infrastructure. We will also have regard to embedding the need for increased resilience and adaptation into the management of our transport network. Where infrastructure is the responsibility of other organisations e.g. Network Rail (rail infrastructure), Train Operating Companies (rail rolling stock) or Highways England (strategic road network) we will work with our partners to ensure a joined-up approach to maintenance in the best interests of our residents and visitors.

Action 4.9 – We will deliver our Highway Asset Management Strategy and adopt Well Managed Highways policies and procedures.

Action 4.10 – We will work closely with partners to support maintenance of transport infrastructure which falls outside our remit

4.2.6 Improving organisational efficiency and effectiveness

Our resources are well-managed through our budgetary framework. However, despite our well managed finances there is a constant requirement to improve organisational efficiency and effectiveness. We strive to ensure value for money, as this enables more to be done despite continuous pressure on resources. Overall the Council is expecting to see on-going financial pressures as resource costs increase whilst available funding is expected to be subject to budgetary constraints throughout the plan period.

The approach to prioritising investment and ensuring organisational and financial effectiveness is identified in the Council's Medium Term Financial Strategy. This identifies the priorities and budgetary allocations to different activities; outlining some of the key activities identified in the strategy as they relate to our priorities for transport delivery:

Maintenance and asset management



Highway Maintenance - utilising the Council's approved Asset Management approach, maintenance investment will be allocated using an evidence-led assessment process whilst considering priorities across all highway assets including roads, footways, structures, and street furniture. Capital investment will be targeted to deliver maximum value by adopting the right treatment at the right time with an emphasis on preventative maintenance.

Delivery of New Infrastructure

High Quality Infrastructure – the Council and partners will deliver an investment programme in major infrastructure projects such as the Connecting Cheshire Broadband scheme, the M6 Smart Motorway project, the Congleton Link Road, Macclesfield Movement Strategy, the Poynton Relief Road and the Middlewich Eastern Bypass.

Action 4.11 – We will deliver a major rolling infrastructure investment programme

High Quality Town Centres – we will focus on securing investment in our key towns to create high quality places for residents, visitors and businesses which will include:

- A long-term regeneration strategy for Crewe Town Centre which will stimulate investment and development in retail, culture, leisure, residential and employment facilities;
- Developing a strategy for the revitalisation of Macclesfield Town Centre; including, a capital investment programme to significantly enhance the quality of the public realm of the town centre with an ambition to enhance: the pedestrian experience, legibility, cycling experience; town centre character; quality of place and general visitor experience."
- Working with partners to create a hub station which will connect Crewe through High Speed rail and the existing rail network to key centres in the UK including London, Birmingham and Manchester;
- Through the Constellation Partnership, an economic partnership between seven local authorities and two Local Enterprise Partnerships, we will deliver sustainable plan-led growth in the Borough on the back of HS2 investment at Crewe;
- Delivering improvements and supporting the marketing of Middlewich town centre as well as pushing for the reopening of the rail station; and
- Investing in Congleton town centre's public realm.

Action 4.12 – We will support investment in quality of place and the creation of high quality town centres

4.3 How we will decide what to do

We will engage with our communities, businesses, stakeholders and central government and its agencies to identify issues which need addressing and subsequent related interventions.

Once we have identified potential areas of investment in line with our 3-stage approach, as described above, we will complete a sifting process using an objective-led appraisal tool. The aim of this is to ensure confidence in delivery, in phasing and in the benefits that investment brings to Cheshire East relative to our LTP priorities. The process of engagement and consultation that has been undertaken as part of the borough-wide LTP has identified issues and potential schemes already, and some of the locally-specific interventions will be outlined within the phase 2 of the LTP within the Town Delivery Plans. From a long-list of schemes, a short list will be developed for subsequent sifting and appraisal. The two stages of the sifting and appraisal process are set out below.

4.3.1 Stage One

Stage One of the sifting and appraisal process involves scoring each intervention on a five-point scale against their expected benefit to each of the six transport objectives previously discussed, taking in to account contributing factors as shown below:

1. **Support growth and economic strength through connectivity**
 - a. Secure investment opportunities, including through funding from central government, the private sector and other sources in ways that ensure transport investment is affordable and financially sustainable.
2. **Improve access to services**
 - a. In both rural and urban rural areas
 - b. Increase independence for younger/older/vulnerable people
3. **Protect and improve the built and natural environment**
 - a. Contribute to improved quality of place
 - b. Contribute to improved air quality and reduced carbon intensity
 - c. Reduces carbon intensity of the transport network
4. **Promote health, wellbeing and physical activity**
 - a. Prioritise sections of the population / locations most at risk of health inequality
5. **Improve the maintenance and management of the transport network**
 - a. Ensure alignment with Highway Asset Management Strategy
6. **Improve organisational efficiency and effectiveness**
 - a. Ensure investment demonstrates value for money
 - b. Ensure programmes and interventions are evidence based, including through actively engaging local communities to understand their needs and priorities

In scoring schemes against the above objectives, cognisance will be made of the Actions set out under each objective throughout section 4. Once schemes have been scored in this way, they will be subject to a series of further considerations under Stage Two.

4.3.2 Stage Two



Stage Two in this sifting and appraisal process which will take place once an intervention has been scored against each of the criteria set out in Stage One and will consider the practical requirements to take an intervention from being a possibility through to a potential scheme.

The practical requirements comprise of: technical feasibility, value for money, affordability, and acceptability and are given equal importance as part of the Stage Two Appraisal. This is detailed within the table below.

Technical Feasibility e.g. physical constraint, land availability or design issues	Value for money e.g. perceived value for money	Affordability e.g. funding opportunities	Acceptability e.g. politically and stakeholder views
Yes, technically feasible	Likely VfM	Council/LTP funding (under £100k)	Yes, stakeholder support
No, technically infeasible	Unlikely VfM	External funding opportunities	No stakeholder support
		No financial support	

The feasibility of a potential intervention from a technical perspective will be considered. This will include considerations such as physical and engineering constraints, land availability, or design issues; with potential schemes ranging from 'yes, technically feasible' to 'no, technically infeasible'. Schemes that are considered at this stage to be unfeasible would be discounted from further consideration.

Schemes are considered to be technically feasible will be considered from a value for money perspective, i.e. whether they are likely to deliver value for money, or are unlikely to deliver value for money. This assessment may be supported by cost engineering or economic analysis.

It is recognised that not all schemes that represent value for money are necessarily financially deliverable, in light of internal and external funding constraints. Consequently, opportunities for funding would need to be considered for all schemes that have been considered to be likely or potential value for money. Funding sources to be considered would include, but not be limited to, internal Council funding, external funding opportunities or no financial support. Where no immediate funding sources are identified, we will work with partners to understand the opportunity for forthcoming funding opportunities, and a balanced approach to scheme funding, e.g. funding from developer contributions to accompany public funding.

The degree of internal and external stakeholder support will also be considered. Some of this consideration may occur as part of addressing the first three criteria, particularly if external funding has been considered; however, this stage would be formally undertaken at the end of the



process, in order that all available feasibility, value for money, and financial availability considerations are available to stakeholders.

4.3.3 Outputs

The outputs of Stage One and Two will be a list of potential interventions which have been scored against their expected benefit to Cheshire East's six transport objectives, and against the practical requirements. This list will inform the phasing of investment and delivery to ensure delivery on the LTP priorities. Records of any interventions sifted out in Stage One and Stage Two, along with the reasons why, will be kept to ensure that these can be appraised again in the future if the situation or evidence available changes.

4.4 Joined-up delivery

New government initiatives, including the Northern Powerhouse and Midlands Engine for Growth, place emphasis on the role of transport as a means of driving increased output and productivity. This is because transport and the economy are closely linked, with employment acting as a fundamental driver of transport demand and better connectivity driving increased productivity and development. It is for this reason that ensuring an efficient transport system which supports success for all will be increasingly vital to maximising Cheshire East's potential.

However, improved transport connectivity will not deliver on the ambitious plans for Cheshire East on its own. Transport must be delivered in partnership with spatial planning, urban development, public health, economic, environmental and social programmes to ensure maximum benefit for Cheshire East's residents and businesses. Ensuring this integrated approach will be vital to maximising the contribution of transport investment. Subsequently, the LTP will not just focus on nationally significant projects but will identify links between all scales and types of interventions including: new small and large scale infrastructure, new ways of delivering services, partnership working, better communication and technological innovation.

4.5 Consultation process

Stakeholder consultation was undertaken to inform production of the LTP through initial workshops (with stakeholders and Council Members) in Autumn 2017. In order to reflect the place-based nature of this LTP, meetings with representatives from the two Principal Towns and nine Key Service Centres were also facilitated. These meetings, supplemented by analysis of existing town and parish plans, identified local issues and challenges, and enabled attendees to propose policy priorities.

Following this, CEC held an eight week public consultation from 1st May 2018 to 25th June 2018. A Summary of Results report was produced which provides an overview of all feedback received throughout the consultation period. The report also includes the key themes raised throughout the consultation period.



Alongside the LTP consultation, the South East Manchester Multi Modal Strategy was also consulted upon in conjunction with Stockport Metropolitan Borough Council from 21st May 2018 to 16th July 2018. Feedback from both the results of the LTP and SEMMMS were analysed holistically.

As part of the consultation process, a draft version of the LTP was made publicly available alongside an information booklet, which informed responses to the LTP questionnaire. The consultation was advertised through the CEC website, direct emailing to local MPs; through a press release; and via Social Media. Paper copies of the questionnaire were made available at Cheshire East libraries and key contact centres in Principal Towns and Key Service Centres, and completed paper forms could also be returned.

There was also the option to complete the questionnaire online, and any additional feedback could be electronically sent. Town and Parish Councils were emailed at the beginning of the consultation and ahead of their local drop-in session, and letters were distributed to all CEC MPs. All neighbouring Council and Local Transport Authorities were notified of the consultation via email. In total, approximately 85 emails were distributed to specialist groups and transport operators, including bus operators, emergency services, and schools.

Drop in sessions were attended by a total of 195 people. At the sessions, paper copies of the questionnaire and brochure were made available. Staff were also in attendance to answer any questions from stakeholders. Additional posters were distributed at local shops, information points and bus stops on the day of the drop-in events. In total, approximately 2500 resources (i.e. leaflets, brochures and posters) were distributed to stakeholders at pick-up locations, drop-in events, or by request.

In accordance with Best Practice, equality champions within the Council provided advice on forums and groups to contact and engage with during the consultation.

By close of the consultation, 261 responses were received. A further 37 responses were received via email and an additional 16 responses were received via other means (including letters, a petition and enquiry forms).

From the above process, the Summary of Results report was produced which summarised the outputs of all feedback received, including quantitative data from the questionnaires and key themes were identified from verbal feedback and qualitative data. Feedback has been fully reflected in this final LTP.

4.5.1 Sustainability Appraisal Process

Government guidance and legislation relating to transport planning, requires that all new LTPs should be subject to:



- Strategic Environmental Assessment (SEA)
- Health Impact Assessment (HIA)
- Equality Impact Assessment (EqIA)
- Habitats Regulations Assessment (HRA)

A Sustainability Appraisal (SA) has been prepared in parallel with the LTP in order to inform its development. The SA documents each of the elements above and sets out how the LTP contributes to meeting environmental, health, equality, social and economic objectives.

5 Active and Smarter Travel

Active travel such as walking and cycling, complementing an effective bus and rail network, should be central to any transport strategy aiming to achieve a transport system which offers travel choice. The public health, environmental, economic and transport benefits of active travel have been consistently confirmed and many places are already benefiting from a larger share of walking and cycling. In line with the national governments cycling and walking investment strategy, the Council aims to “make cycling and walking the natural choice for shorter journeys, or as part of a larger journey.”¹¹

Smarter travel means offering travel choices which are healthier, less expensive and with reduced environmental impact. Smarter choices, which cover a range of policy measures, can be a valuable toolkit in achieving this transition and reducing the need to drive.

The following section will outline smarter choices measures initiated by the Council, such as travel planning, school travel planning, and promotion and engagement. Thereafter the current state, challenges and initiatives are assessed separately for walking and cycling. Finally, the integration of active travel with the other existing modes and its interplay with land use is addressed.

5.1 Smarter Choices

Smarter Choices are transport policy measures including promotion, marketing, information and training aimed at helping people to choose to reduce car use while enhancing the attractiveness of alternatives. Smarter choices include a variety of measures such as workplace and school travel plans, personalised travel planning, travel awareness campaigns and public transport information and marketing, as well as car clubs and car sharing schemes, working from home and teleconferencing. It has been shown that applying these policies and initiatives in a concerted way also has the potential to reduce local traffic levels and there is an important role to play in the Borough’s transport strategy.

Promoting active travel and engaging with employers and employees, pupils and students as well as the public is a proven method of effectively influencing travel behaviours. Travel plans are also a key element in the promotion of more sustainable travel. A travel plan is a set of measures that are designed to help promote sustainable transport within a school, a business or a residential development, with the main aim of reducing travel by single-occupancy vehicles. A successful travel plan will give anyone travelling to or from their place of work, education or home a choice of travel options and provide encouragement to use more sustainable methods. Effective travel plans often also include measures to manage parking on site.

¹¹ Department for Transport (2017) Cycling and Walking Investment Strategy



In many cases, a travel plan will be required as a condition to planning permission. However, many schools and businesses choose to prepare their own plans, often in response to, but sometimes to pre-empt problems associated with congestion and parking.

In 2012, the Council received a grant through the Local Sustainable Transport Funding (LSTF) for a three-year programme to promote and support sustainable travel. Through the LSTF, £120,000 of the funding was awarded to businesses to address accessibility barriers, including the provision of 329 cycle parking spaces.

Building on this success, Cheshire East secured £350,000 of funding from the Department for Transport's Sustainable Travel Transition Year (STTY) Grant to provide travel planning support for businesses in Crewe.

The programme focuses on access to skills and employment, enabling active travel and targeted active travel promotion. This included 'Smarter Ways to Travel' business travel planning sessions, business grants to improve sustainable travel options for their employees, travel planning for businesses and education providers, targeted marketing of active travel through interventions in companies and education providers, as well as signage and wayfinding to South Cheshire College and University Technical College.

Travel Cheshire¹², an online platform developed by the Council, offers a range of travel advice for all modes and personalised travel planning services. In order to support travel planning efforts by businesses and organisations in the Borough, the Council has developed a toolkit for travel planning, funded through the Sustainable Travel Transition Year Grant, which is available online via the Travel Cheshire website.

Cheshire East hosted stage 3 of the 2016 edition of the Tour of Britain, UK's largest cycling competition. The Tour of Britain attracted thousands of spectators from its start point in Congleton to the finish line in Knutsford. Such events help to promote cycling and active travel as recreational and everyday activity, with 59% of spectators stating that they were inspired to cycle more often following the event.

Action 5.1 - We will continue to support the promotion of smarter choices as a means of enabling leisure, commuter and business journeys to be made in more sustainable ways

Action 5.2 – We will continue to support employers, schools and other trip generators to develop, implement and monitor effective travel plans

5.1.1 School travel

Travel to and from school is of particular importance. Children are more vulnerable and exposed to the dangers of road traffic, accounting for 10.5% of all people killed or seriously injured (KSI)

¹² <http://www.travelcheshire.co.uk/>



on Cheshire East's roads, with collisions with vehicles the most likely type of accident. Slightly below half of school attendees walk to school, whereas a third travel by car and about 15% travel by public transport, with levels of cycling remaining relatively low.

When comparing this against the national figures, Cheshire East has a higher percentage of children travelling to school by car. Indeed, research would indicate that levels of childhood inactivity is linked to increasing levels of obesity, leading to associated health problems. This highlights the need to foster sustainable modes of travel to school and improve walking and cycling infrastructure and journeys to and from schools.

We recognise that to achieve our targets there needs to be coordinated action by a wide range of stakeholders. School communities are best placed to identify the particular measures which will enable more sustainable journeys to their location. Schools will therefore be encouraged to update their School Travel Plans and implement appropriate measures. We will work alongside our delivery partners to provide a range of advice, resources and funding to support schools in updating and implementing School Travel Plans.

A Travel Plan is a document which sets out the measures and initiatives a school or college will use to reduce car journeys and promote other ways of getting to school in safer, healthier and more environmentally sustainable ways. School Travel Plans have an important role to play in promoting these alternatives. We will support Cheshire East schools to develop their own Travel Plans to help facilitate sustainable access to schools and these should be monitored on an ongoing basis, usually yearly or more frequently. As part of the effort to promote safer and more sustainable travel to school, the Council has assessed home to school travel and transport needs and the Sustainable Modes of Travel to School Strategy (SMOTS) was approved for adoption by Cabinet in July 2018. SMOTS aims to increase the number of schools participating in promotional campaigns and increase engagement in Modeshift STARS; an online system which supports schools in producing a School Travel Plan and implementing active travel activities. Through encouraging sustainable shorter journeys, SMOTS aims to reduce vehicle emissions, improve road safety and increase educational attainment and offer health benefits.

Action 5.3 – We will support children and young people to access schools and education sites via sustainable modes wherever possible. Our approach to this has been identified in our Sustainable Modes of Travel to School Strategy.

5.2 Walking

Between 2012 and 2015, walking has increased by 13% in Cheshire East, the highest increase in any local authority outside of London.¹³ This is very good news, as for short distances below 400 metres, walking is the ideal mode to access services, education and employment. It does not produce any emissions or any type of pollution, uses very little space, its speed allows for social

¹³ <http://www.bettertransport.org.uk/media/12-july-2016-walking-and-cycling-statistics-published>



interaction with other pedestrians and it is affordable for everyone, making it, together with cycling, the most sustainable way to travel in Cheshire East. Besides, walking has been shown to improve overall health and mental well-being by reducing the risk of cardiovascular disease and cancer while strengthening bones, joints, mood and mental health as well as boosting the immune system; thus we can say that walking supports people in the Borough to be happier, healthier and independent for longer.

In addition, walking is not only limited to utilitarian purposes such as trips to shops, doctor, work or school, but it is enjoyed by many for its own sake. Walking and hiking are important leisure and recreational activities in Cheshire East and therefore the existence of designated, maintained, safe and scenic walking trails and routes contributes to quality of place in the Borough and the local visitor economy.

5.2.1 Current Context

In 2015, people in the UK walked 22% of their trips, which accounted for 3% of the total distance travelled. Regarding travel to work, about one in ten residents in Cheshire indicated that they walked to work in 2011, a small increase of one percentage point compared to 9% in 2001 and equal to the national average.¹⁴ Walking is also a popular recreational activity in Cheshire East with visitors attracted to areas of countryside within rural Cheshire which contributes to the rural and visitor economy.

The existing network for pedestrians in Cheshire East comprises more than 1900 km of public rights of way (public footpaths, bridleways, restricted byways and byways open to all traffic), with the most important asset for pedestrians accessing services being the highways network and associated footways.

People's satisfaction with the existing pavements and footpaths was rated at 51% in 2016, therefore below the national average of 55%. Satisfaction with rights of way was somewhat higher at 59%, in line with the 58% nationally.¹⁵

5.2.2 Past Measures and Initiatives

During the previous LTP period, measures have been taken to improve footways and footpaths such as verge improvements, removal of litter, provision of lighting and seating, but also resurfacing and decluttering i.e. removal of barriers and obstacles. New routes have been provided and existing bits of infrastructure have been connected to allow for better pedestrian movements. Safe crossing points, dropped kerbs and wide pavements have been provided to improve perceived safety and increase accessibility for disabled people. Signs relaying destination, distance and time information for dedicated pedestrian routes have also been provided.

¹⁴ NTS 2015 and Census 2011

¹⁵ NHT Survey 2016



Yet despite these efforts, issues with pedestrian infrastructure persist which need to be addressed. These include the provision and safety of crossing points, signage and wayfinding, pavement condition in urban areas, the width of footpaths and their proximity to motorised traffic, the lack of provision in rural areas as well as the perceived safety of pedestrians and accommodation of users with mobility impairments.

5.2.3 Priorities for Improvement

On the local level, walking policies are jointly delivered across the Rights of Way Improvement Plan (ROWIP)¹⁶ and the Local Transport Plan and their respective implementation plans.

Cheshire East benefits from an extensive public rights of way network with generally good provision for walkers. However, gaps continue to exist and for cyclists, horse riders and users with mobility impairments in particular, the network remains fragmented. Therefore, the priorities for improving the public rights of way network are to improve, upgrade and connect up the existing network by:

- Filling gaps in the existing network;
- Improving access opportunities for horse riders, cyclists and people with reduced mobility;
- Providing information and signs to inform use;
- Partnering with local businesses and the visitor economy to promote routes and trails; and
- Maintaining the network and improving surfacing.

The current ROWIP implementation plan for 2015 to 2019 puts forward ten interventions, including three upgrades and five improvements of existing footpaths and towpaths, and the development of two new off-road links. Likewise, the Council's latest Infrastructure Delivery Plan outlines seven walking infrastructure priorities; as well as the creation of new walking and cycling links in Middlewich and between Wilmslow and Manchester Airport.

Walking, just as cycling and horse riding, is a popular leisure activity not only for residents but also for many visitors coming to Cheshire East. Therefore, popular routes such as the Sandstone Trail and the Gritstone Trail are to be supported and facilities for walkers and cyclists will benefit from further improvement. This would also support the local visitor economy and enhance biodiversity levels. A particular beneficial investment are routes that serve a dual purpose as both everyday walking and cycling links for commuters and local residents while at the same time serving as recreational routes or trails.

¹⁶ Cheshire East Council (2011) *Rights of Way Improvement Plan*, available at: https://www.cheshireeast.gov.uk/leisure,_culture_and_tourism/public_rights_of_way/improving_public_rights_of_way.aspx



Overall, the pedestrian network would benefit from:

- Continuing highway footpath and public rights of way path improvement and surface maintenance;
- Removing access barriers for users with reduced mobility;
- Linking existing pieces of infrastructure and closing gaps in the network;
- Improving rural provision, in particular to and from trip attractors and areas of interest; and
- Providing safe pedestrian crossing points.

Action 5.4 – We will work to improve the quality of our footpaths and pavements, including through targeted investment as part of our asset led approach to highway maintenance

Action 5.5 – We will connect existing parts of the pedestrian network, close gaps and address safety concerns at identified hotspots

5.3 Cycling

Cheshire East's relatively compact settlements and mostly flat terrain lends itself to cycling as a low-cost, healthy, energy efficient and enjoyable way of travelling. Using the bike not only helps to easily achieve recommended levels of physical activity which many people throughout the Borough struggle to maintain, but also improves physical and mental health and reduces the probability of cardiovascular diseases and cancer.¹⁷

Modal shift from car travel to cycling reduces local air pollution and lowers the carbon footprint of travel in Cheshire East, while also reducing levels of congestion¹⁸ which currently affects both the local and strategic road network in the Borough. Each cycle journey that replaces a car trip benefits all residents, businesses and visitors to Cheshire East.

Considering the wide range of important benefits and the government target to double levels of cycling, the Council is committed to enable more people to cycle in safety, more often and with confidence for everyday and leisure journeys.

5.3.1 Current Context

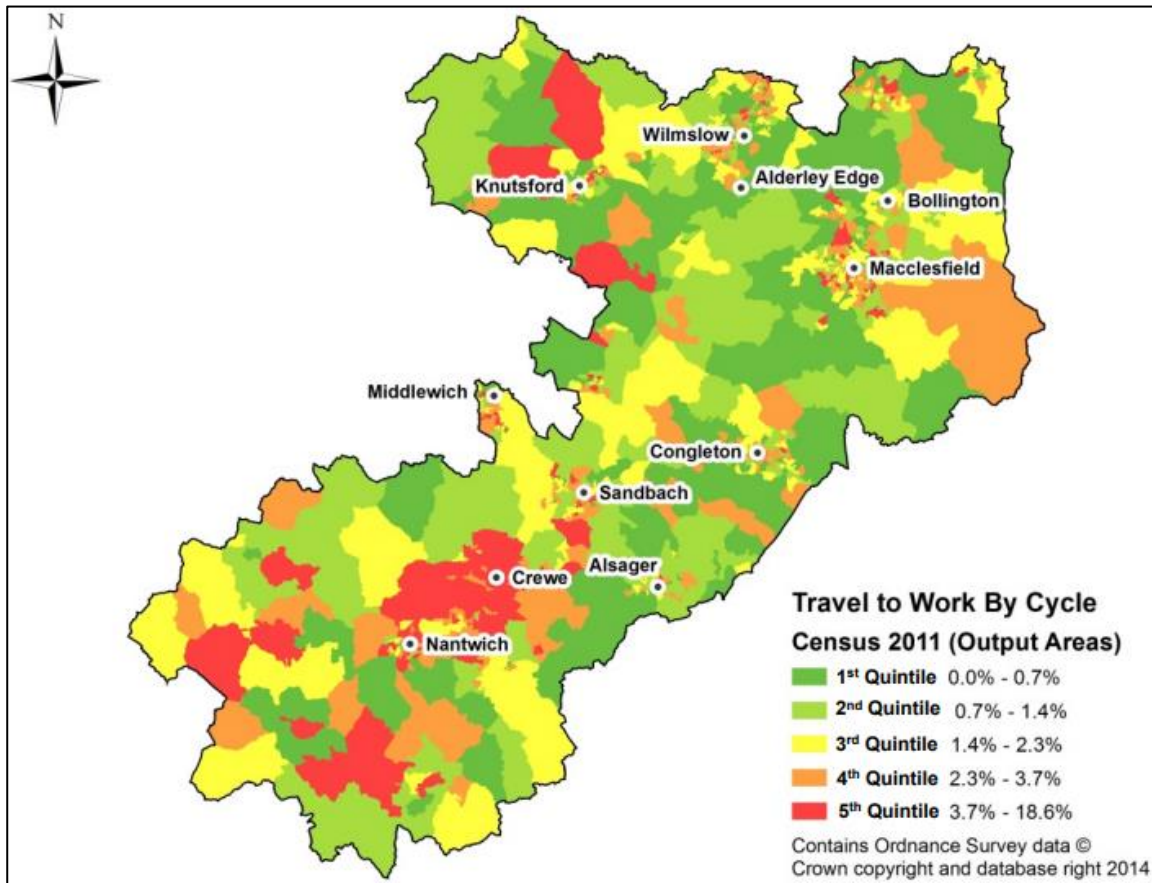
On a national level, cycling accounts for only 2% of overall trips and for a mere 1% of the total distance travelled. In Cheshire East, 3% of all commuters cycle to work, about the same as in England and Wales as a whole. However, this hides important local variation throughout the borough, as displayed in the figure below. In fact, levels of cycling to work range from below 2% in Wilmslow and Congleton to more than 6% in Crewe.¹⁹ On average, cycling to work is more

¹⁷ Oja et al (2011) Health benefits of cycling: a systematic review

¹⁸ Crawford and Lovelace (2015) The benefits of getting England cycling

¹⁹ Census 2011 QS701EW Method of travel to work

prevalent in built-up areas than in rural areas, reflecting shorter distances and existing infrastructure in the key service centres.



Travel to work by cycle (Lower Super Output Areas, Census 2011)

While utility cycling is in line with the national average, the latest available data indicates that the number of people cycling five times per week for leisure purposes is significantly higher than in England as a whole.²⁰ It is recognised that cycling is a popular recreational activity in Cheshire East with visitors attracted to areas of countryside within rural Cheshire which contributes to the rural and visitor economy.

People's satisfaction with the cycle routes and facilities was rated at 48% in 2016, therefore below the national average of 52% and a 3% decline from 2015.²¹ The provision of cycle routes where needed and location of cycle routes/lanes received the lowest scores, which were also rated worse than in England as a whole. In contrast cycle training, cycle facilities at work, condition of cycle routes and direction signing received better scores and were rated on the same level as the national average.

²⁰ Active People Survey 2014

²¹ NHT Public Satisfaction Survey 2016



Based on user satisfaction, the provision of cycle routes stands out as an area with potential for improvement. According to stakeholder feedback, the lack of a coherent and consistent network and perceived safety constitute major barriers to increased cycling levels. While on-road cycling is common, there is only a limited amount of segregated cycle lanes or off-road cycle routes in the Borough. Most of the local cycle infrastructure is concentrated in the key service centres of Crewe, Nantwich and Wilmslow.

5.3.2 Past Measures and Initiatives

The previous LTP aimed to provide appropriate highway improvements and off-road routes for cyclists, as well as junction improvements. Moreover, it sought to provide greater access to cycling facilities, to improve signage and to undertake surface and lighting improvements on existing links.

Several cycling projects have been successfully delivered in recent years, including conversions and extension of cycle paths in Crewe; the installation of cycle parking in Crewe, Alsager and Nantwich; accessibility improvements to Congleton town centre and railway station; improved links between existing routes (in Ettiley Heath) and the railway station (in Macclesfield) and the installation of cyclist counters. Young person and adult cycle training, ranging from learn to ride and bikeability level 1-3 training to bike maintenance, commuter confidence and cycle ride leader qualification has also been delivered throughout the Borough.

In March 2013 a major cycleway project linking Crewe and Nantwich was officially opened, providing a car-free route cycle route between the two towns. The scheme cost £1.6m and was funded by Sustrans' Connect2 programme, delivered by Cheshire East Highways and supported by a Big Lottery Fund grant. The project directly benefits Reaseheath College, Leighton Hospital and a number of major employers within the local area. Initial monitoring shows a 43% increase in cyclists, using the route, 60% increase in pedestrians delivering a very high benefit to cost ratio of 4.0. There are plans to extend this route through LGF funding.

5.3.3 Priorities for Improvement

The UK government published its Cycling and Walking Investment Strategy and technical guidance for local authorities on Local Cycling and Walking Infrastructure Plans in April 2017. The strategy presents the government's ambitions and the actions to achieve them and provides guidance on the cycling infrastructure investment process. The strategy, together with the technical guidance for local authorities on Local Cycling and Walking Infrastructure Plans, inform and guide the Council's investment in cycling infrastructure.

Cheshire East Council adopted a Cycling Strategy in 2017 as part of the transport strategy framework. Driven by the vision to enable more people to cycle safely, more often and with confidence for everyday and leisure journeys, it sets out guidelines for future cycling investment for the 2017 – 2027 period. The main targets are to double the number of people cycling, to improve public perception of cycling and to increase leisure cycling within the Borough. The strategy's objectives to improve cycling are outlined below:



Objective 1	Create and maintain safe, attractive, cohesive, direct and adaptable networks and infrastructure
Objective 2	Ensure cycling is integrated with other transport modes, transport networks, the public realm and new developments
Objective 3	Ensure high quality facilities are in place to support people who cycle and that will attract people to live work in the area
Objective 4	Use targeted cycle promotion, education and training
Objective 5	Integrate and align policies, procedures and practices to encourage cycling
Objective 6	Provide residents, officers and organisations of Cheshire East the tools to deliver cycle-friendly infrastructure & initiatives

Objectives of the Cheshire East Cycling Strategy

A perceived lack of safety, together with the fragmented cycling network are consistently identified as the main barriers to higher levels of cycling in the Borough. Building a cohesive and high quality network of cycle lanes and paths, and ensuring these connect with major trip destinations, is therefore key to making cycling more attractive in Cheshire East. Delivering this cycle-friendly environment will rely on cycling infrastructure which is safe, attractive, cohesive, direct and adaptable.

The strategy will therefore support delivery of a network of key routes for cycling that link with existing local routes in order to connect residents and visitors to jobs, skills, schools, services and leisure opportunities. The integration of the envisaged network of strategic cycle routes is displayed in the figure below.



In order to make cycling the natural choice, cycling needs to be integrated with other modes, in particular public transport by bus and rail, but also with the wider transport network, which can – in the form of the major road network – represent a barrier to local cycling trips. Similarly, cycling and cyclists' needs ought to be considered when designing the public realm and new developments. Doing so will reduce barriers for cycling, create more seamless journeys and facilitate cycling as part of a longer, multi-modal journey.

The continued, targeted promotion of cycling in businesses, schools and communities and the provision of cycle education and training ought to complement the creation of high quality infrastructure. Together with the integration and alignment of policies, procedures and practices



to encourage cycling, this will ensure the most efficient use of existing infrastructure and resources for cycling in Cheshire East.

As laid out in the Cycling Strategy, Town Cycling Plans will be developed under the lead of local cycling groups, who possess in-depth knowledge of existing conditions and needs. Plans will illustrate existing routes and propose new local routes with the purpose of becoming adopted as part of the Neighbourhood Plan and provide guidance on future planning and infrastructure proposals. Moreover, cycle proofing training is being rolled out to ensure that cyclists' needs are fully considered as early as possible in the planning of new transport schemes and developments.

The delivery of major highway schemes can also provide opportunities for improved walking and cycling provision. This may take the form of improved provision delivered alongside as part of the scheme itself or creating opportunities for the Council and partners to take advantage of road space released by the delivery of major schemes to implement walking and cycling measures e.g. if a bypass reduces town centre traffic levels to allow sufficient capacity to support the delivery of segregated cycle ways.

In 2017, Cheshire East became the first local authority to formally support the Space for Cycling campaign promoted by Cycling UK by allocating 8.5% of its own local transport budget to active travel for the year 2017/18. For 2017/2018, funding for cycling infrastructure was secured from diverse sources, including from the Local Growth Fund allocated to the Cheshire and Warrington LEP (share of £5m.), Local Growth Fund match funding by the council (£0.5m) and £0.6m secured from the DfT to fund Bikeability cycle training for children.

The 2015 to 2019 Rights of Way Improvement Plan Implementation Plan puts forward five measures relating to cycling infrastructure, including upgrades of footpaths and improvement of existing trails and bridleways. Likewise, the latest Infrastructure Delivery Plan features ten interventions aimed at cycling, including new links, the creation of shared spaces, improvements of existing leisure and utilitarian cycle paths and promotion of routes.

Doubling the number of people cycling, improving public perception of cycling and increasing leisure cycling are ambitious targets that will require dedicated and continuous efforts to improve the cycling network and cyclists' safety. But work is already underway to support achieving these ambitions, including the completion of the final stage of the cycle facilities along the A538 to create a route between Wilmslow and Manchester Airport, and the extension of the Leighton/North West Greenway linking to new developments in Leighton and Leighton Hospital.

Cheshire East Council is currently in the process of developing a Local Cycling and Walking Infrastructure Plan (LCWIP) which is intended to sit alongside the LTP and the existing Cycling Strategy. The LCWIP assigns equal importance to both walking and cycling and recognises that both pedestrians and cyclists have different infrastructural needs. The LCWIP focuses on the north of the borough, incorporating the towns of: Wilmslow, Macclesfield and Congleton. It provides an opportunity to identify key areas of improvement for walking and cycling, particularly since current cycling levels within the identified towns are amongst the lowest across the Borough.



Through the identification of Core Walking Zones and cycle desire lines within the Plan, future funding opportunities can be directed towards sustainable travel schemes, as and when such funding becomes available. This is intended to ensure that investment is directed to those areas which are most likely to generate the greatest level of uptake and enhance connectivity.

Alongside this, there are ongoing plans to develop an East-West Greenway link as part of the development of the Congleton Link Road. The Greenway aims to provide a key sustainable link between existing and planned developments located along the route which will assist in overcoming perceived barriers to walking and cycling.

The South East Manchester Multi-Modal Strategy (SEMMMS) outlines active travel schemes considered for short-term implementation, including the completion of a fully signed Wilmslow to Manchester Airport cycleway, and improvements to the Middlewood Way walking and cycling route within Macclesfield. Since both Wilmslow and Macclesfield are within the LCWIP area, these strategies directly complement one another.

Future capital investment will be guided by the vision for the strategic cycle routes defined in the cycle strategy and the priority routes identified by the Town Cycling Plans, alongside the walking/cycling zone and route improvements identified in the LCWIP. Specific cycling infrastructure schemes will be put forward in each of the Town Delivery Plans, based on the principles outlined in the cycle strategy and identified local needs and requirements.

Action 5.6 - We will continue to maintain and improve the existing cycling infrastructure and develop a network of strategic high quality cycle routes connecting the Borough with reference to appropriate Design Guidelines such as LTN02/08 or any subsequent versions.

Action 5.7 – We will support the development of Town Cycling Plans and their integration in the Neighbourhood Plans for all towns and key service centres in the Borough

Action 5.8 – We will support the delivery of improved walking and cycling infrastructure as part of the delivery of other major transport schemes

Action 5.9 – We will seek to ensure that developments are planned in a sustainable way through the inclusion of active travel facilities and linkages

5.4 Other vulnerable road users

Equestrianism is a popular leisure activity throughout Cheshire East, as the rural character of the Borough lends itself to horse riding; with a number of promoted horse riding routes available.

Recent work to improve the number of available paths for horse riders was delivered as part of the Connect2 Crewe to Nantwich Greenway, which includes a section suitable for horse riding along Middlewich Road, and the creation of a new bridleway in the Carrs Park in Wilmslow. The popular leisure aspect of equestrianism is recognised, and it is important that this continues to be an area of consideration in sustainable infrastructure developments.



Different transport users have different needs and thus it is essential that our highway network and wider transport system is suitable for all, including those with disabilities who may or may not be using mobility aids or vehicles, as well as children and those with buggies etc. The transport system should not contain any barriers which may prevent people from travelling and overcoming any barriers to create a sense of safety and security is therefore of upmost importance. Future sustainable travel improvements must cater for a range of users in both their design and implementation.

Action 5.10 - We will maintain, improve and promote the paths available for leisure use, including horse riding

Action 5.11 – We will seek to ensure that the publically accessible highway and transport network supports accessibility for all and does not exclude anyone

5.5 Integration with other modes / land use

Walking and cycling trips often form part of a longer journey which includes different modes. The possibility to seamlessly change from one mode to another, such as to cycle from home to the rail station to then take the train and then walk from the station to work, increases the attractiveness of walking and cycling, including improving the appeal of available routes and facilities which effectively enables people to shift from the car to more sustainable modes of travel.

The integration of walking stands or falls with the accessibility for pedestrians of stations and stops, and with the quality, comfort and safety of footpaths.

To better integrate walking and cycling with bus and rail transport, stations and stops need to be accessible and should cater for the particular needs and requirements of mobility-impaired pedestrians, including elderly, disabled and pushchair users.

The provision of secure and accessible cycle parking that provides a safe and weatherproof place to store bikes at trip end points such as bus stops, stations, interchanges, businesses, education providers, shopping and service centres, is key for the integration of cycling with walking, public transport and rail travel. Increasingly, the provision of charging infrastructure for e-bikes should also be considered as e-bikes can benefit many users through reducing the impediment of distance, gradient and physical limitations.

Often, leisure cycling, hiking, walking and horse riding goes in hand with a private vehicle ride from and back to home. Measures to promote the use of alternative modes to reach recreational areas should therefore be considered. An often neglected aspect of promoting sustainable leisure travel is encouraging accommodation providers to provide facilities and services for walkers and cyclists. The absence of station transfer services, the option to transport bicycles via rail, or secure cycle parking can discourage potential cyclists or walkers. Providing for these customers is also in the interest of the local visitor economy, as there is the potential to discourage these visitors through a lack of facilities.



For a range of popular attractions that are in some distance of the next interchange or rail station, such as Jodrell Bank or Tatton Park, cycle routes and footpaths linking these attractions with the nearest public transport hub would provide an incentive for choosing sustainable transport options and render routes more attractive and safer for those that already use them.

Rental bikes available at rail stations provide users with the choice of using a bike for their onward journey without the need to own a bike or to carry it on the train, significantly reducing barriers to cycling as part of multimodal trips. Bike & Go is currently operating such a scheme at both Knutsford and Wilmslow rail stations.

Road improvement schemes should not only provide high quality cycling and walking infrastructure as part of the scheme but traffic reduction on parallel roads which can be repurposed to provide improved facilities and routes for pedestrians and cyclists. With lower traffic flows enabling traffic calming measures, the creation of cycle lanes or improvement to foot and cycle paths, provide a safer and more attractive environment for active travel. Additionally, routes for walking and cycling should, where feasible, be more direct and seamless than the alternative car route, for instance by selectively closing roads for cars but enabling pedestrians and cyclists to use them as shortcuts. As such as will seek opportunities to reallocate space from general highway purposes to walking and cycling, with the scope for this and designs considered on a case by case basis.

As stated in the Local Plan, developments should take place where infrastructure for active travel already exists or can be supplied. If not, developers will be encouraged to provide or support the creation of walking and cycling infrastructure connecting to and within sites. The provision of daily services, employment and education within walking or cycling distance encourages active travel and reduces the need for longer distance travel. With public transport stops and interchanges reachable by foot or bike, walking and cycling are also likely to be considered as part of longer, multimodal journeys. Together, this diminishes the demand for travel in the first place and reduces the need for car use. To achieve this, it is important that public transport services and active travel modes complement one another, for example through active travel facilities at public transport interchanges.

We are committed to improving and introducing walking and cycling links within Cheshire East. It is recognised that in order to achieve this, there may need to be reallocation of highway space for pedestrians and cyclists. On a borough-wide basis, we will seek opportunities to reallocate road space from general highway uses to facilities for pedestrians and cyclists. Detail in respect of particular sites will be determined during the next phase of the LTP as part of the Town Delivery Plans and also as part of individual scheme design.

Action 5.12 - We will continue to reduce barriers for multimodal active travel and improve the accessibility to and facilities at rail and bus stations for pedestrians and cyclists



Action 5.13 - We will facilitate the use of walking and cycling to access leisure destinations and for leisure trips

Action 5.14 – We will seek external funding from all sources to support active and sustainable travel interventions

Action 5.15 – We will seek opportunities to reallocate road space to pedestrians and cycling

6 Bus

Bus services in Cheshire East provide access between and within the major settlements, and have an important role in connecting users to local services including employment, schools and recreation. The Cheshire East bus network comprises a mix of commercial and supported services with Cheshire East Council responsible for coordination and, information provision. These functions are delivered through our Council owned arms-length specialist transport company, Transport Service Solutions (TSS). Working closely with a range of private bus operators across the Borough, the Council aims to meet the needs of passengers through providing as a comprehensive a network as possible whilst operating within budgetary constraints.

6.1 Current Context

In 2016/17, there were approximately 4.5 bus passenger journeys per resident across the Borough which is reflective of a figure where patronage has declined in recent years. Bus patronage declined by 22% between 2009/10 and 2016, with Cheshire East within the bottom five Local Authorities for the lowest number of passenger journeys per head (12 passenger journeys per head)²².

Cheshire East therefore has amongst the lowest number of trips per head of resident population in England²³. Usage of the network is also characterised by a high proportion of trips undertaken by concessionary pass holders – equating to 49% of all trips in 2016/17, the second highest proportion in the country.

The decline in bus patronage causes commercial services provided by private operators to be less viable and thereby places further pressure on the Council's budget for supported/subsidised services.

6.2 The Bus Network

The local bus network in Cheshire East is comprised of a mixture of:

- Commercial bus services – where all details of the service including the route, frequency, hours of operation, etc. are determined by the private operator;
- Supported (subsidised) services which are socially necessary and are funded by the Council and provided by a private operator; and
- Partly supported services – commercial services for which the Council pays to extend the service, most usually to extend the hours of operation into the evening.

Commercial bus routes currently form the 'backbone' of the network, operating along corridors with the highest levels of demand. Within the Borough this typically includes some inter-urban

²² DfT Annual Bus statistics January 2019

²³ Table BUS0110: Passenger journeys on local bus services per head by local authority (2017/18)



routes with strong commuter flows (e.g. Macclesfield to Wilmslow and between Crewe and Nantwich) as well as the more intensively used town services within Crewe and Macclesfield.

The decline in bus patronage across the borough is placing pressure on the viability of commercially operated services. Accordingly, during this LTP period, the Council will seek to work with operators to maximise coverage and encourage uptake of these services.

The Council also provides financial support to provide a network of socially-necessary supported bus services throughout the Borough. These supported services enable residents to benefit from local bus services in areas where commercial services do not operate.

The Council has recently completed the Supported Bus Service Review which has carried out a comprehensive assessment of the local supported bus network to assess whether the services best met the needs of residents and represent value-for-money.

The outcomes of the Supported Bus Service Review were implemented in April 2018, which has reduced the number of services subsidised by the Council. In order to achieve best value, the Council does not support Sunday services in order to allow more resources to be available for evenings and particularly daytime services when usage is greater.

Whilst the implementation of the Supported Bus Service Review saw the supported bus budget reduced by £1.176m, large parts of the Borough continue to benefit from local bus services. Across Cheshire East, 93% of residential addresses have access to a Key Service Centre or Principal Town within a 60-minute public transport journey during a weekday off-peak period (09:30-16:00), and 90% of residential addresses have access within the weekday morning peak period (06:00-09:00) and evening peak period (16:00-19:00).

As a result of the bus service review, the percentage of residents which could access a Key Service Centre or Principal Town within a 60-minute public transport journey during the weekday morning/evening peak and the weekday off-peak period did not alter, since the greatest decrease occurred amongst weekday evening services and Sunday services. Following the bus service review, 67% of residents have access to weekday evening services (decrease of 12%), and 61% have access to a Sunday service (decline of 10%).

In the future and as the context surrounding the bus sector develops at all spatial scales, this focus may change and will need to be reviewed in the future with consideration of current context and how this impacts upon particular services.

In addition to public bus services, the Home to School Travel Policy sets out how the Council will assist children of statutory school age with travel between home and school. This includes the assistance which the Council will provide for those children with specific special educational needs, disability or other mobility difficulties. To meet such policy requirements, bus services will continue to meet the needs of those children which require home to school travel, which is directly supported through SMOTS and the encouragement of increasing the number of schools which hold an enforced Travel Plan.



Further, the Council will look to draw closer ties with Bus User Groups (BUGs), including agreeing a Memorandum of Agreement in order to manage the bus network through a cooperative partnership which reflects the needs of users. Such a partnership will greatly assist in ensuring the routing and frequency of services meets the needs of residents. Alongside this, the Council will continue to communicate with bus operators to develop the bus network as a cooperative partnership.

Action 6.1 –We will support socially-necessary bus services where possible within budgetary constraints.

Action 6.2 – We will consistently review the supported bus service provision to provide as wider coverage as possible to meet the needs of users whilst operating within budgetary constraints.

Action 6.3 – We will look to draw closer ties with Bus User Groups (BUGs), including agreeing a memorandum of agreement.

6.3 Flexible Transport

The Council recognises that traditional, scheduled bus services may not be feasible in all areas of the Borough or meet the needs of all residents and communities in Cheshire East. Where bus services are not the best solution, it may be advantageous to consider 'demand responsive' flexible transport solutions.

The Council has provided a flexible demand responsive transport service for a number of years. This service provides a 'safety net' for residents who are not able to use conventional public transport for reasons of disability or living too far from a fixed route. The service is presently regularly used by a relatively small group of users with particular needs. Those users typically comprise of vulnerable users across the borough, including the elderly and mobility impaired. Following the Bus Service Review, the Council continues to offer a flexible demand responsive transport service, branded 'FlexiLink', operating from 9:30am to 2:30pm, Monday to Friday excluding Bank Holidays. A limited service is available for group bookings between 8:30am and 9:30am and 2:30pm and 4.30pm.

Action 6.4 – We will look to maximise the availability and usage of the flexible transport service within the budget available.

6.4 Community Transport

Community transport can offer an alternative mode of transport, particularly in more rural areas. A number of such schemes are in place across the Borough including dedicated parish minibuses and community car schemes.

The Council has previously supported such schemes through the Transport and Accessibility Grant Scheme and the Vehicle Gifting Policy which sees the Council donate former fleet vehicles



for use by communities. In 2017/18, five mini buses were gifted to a range of Charity Organisations.

The scheme is intended to support local people to develop community-led initiatives which improve access to essential services such as healthcare, retail and leisure. Local communities are often best placed to identify their own transport needs and in some cases have the capacity to develop local solutions. Through the Grant Scheme, the Council is seeking to support innovative community transport solutions which are operated “by the community, for the community” and are tailored to local needs.

Further, in recognition of declining public sector funding, the Council recognises the value of community transport schemes and will aim to support local solutions such as community transport to integrate with the existing network to maintain access, where possible. The Council also recognises the importance of “partner agencies” in providing access for residents to local service centres.

Action 6.5 – We will maximise opportunities to work with and alongside our communities to encourage community led transport initiatives.

6.5 Bus Services Act

In April 2017, the Bus Services Act 2017 received Royal Assent presenting a number of opportunities for the bus sector. Bus operators have an obligation to disclose information on routes, timetables, fares and ticketing, to allow bus passengers to make travel decisions based on a complete and accurate data source. It is also proposed through the Act that Accessible Information Regulations will be introduced which will require the provision of audible and visible information on all local bus services, which will identify the route and direction of respective services, each upcoming stop and points at which diversions start or end. This is intended to remove any barriers to bus travel which currently exist for disabled users.

Within Cheshire East, there is a heavy reliance on small to medium sized operators and therefore the Council recognises that any changes generated by the Act must be proportionate to what smaller operators can reasonably be expected to deliver. Additionally, the Act provides mayoral authorities, such as Greater Manchester, powers to improve bus services through granting them the authority to reform the current bus market. The Council will work alongside neighbouring authorities to ensure cross boundary bus services with Cheshire East operate effectively.

Action 6.6 – We will continue to work alongside neighbouring authorities to ensure cross boundary services with Cheshire East operate effectively.

6.6 Infrastructure and Development

The Council will work alongside bus operators to integrate the proposed housing and employment development sites included within the Cheshire East Local Plan into existing bus services to meet the demands of new development areas. This is intended to encourage sustainable journeys from new development sites.



The development of Bus Rapid Transit (BRT) also provides an opportunity to extend the provision of commercial services. BRT is under consideration for cross boundary travel to/from the Greater Manchester conurbation. Routes noted in the SEMMM Strategy for future consideration broadly include:

- Stockport – Hazel Grove – Woodford – Handforth – Stanley Green – Heald Green – Manchester Airport.
- Wilmslow – Handforth – Stanley Green – Heald Green – Manchester Airport.
- Wilmslow – Handforth – Stanley Green – East Didsbury Metrolink stop.

This is intended to improve cross-boundary connections between Greater Manchester and key hubs within Cheshire East, with the ambition to extend the services across the wider Borough in the future where feasible. The Council will seek to fund and deliver infrastructure to support the introduction of BRT as a potential mode of travel both within Cheshire East and to neighbouring authorities. Infrastructure to support this network would consist of dedicated bus lanes and/or guided tracks where possible, with frequent services and off-board fare collection. It is considered to be more reliable, convenient and faster than regular bus services due to the priority offered by infrastructure. The North Cheshire Garden Village provides an early opportunity to integrate bus priority measures into the development and adjacent infrastructure.

The Council are progressing with a town centre regeneration programme for Crewe. The regeneration for the Royal Arcade site is a mixed-use development. This will have a retail offering in the heart of the town centre, along with a cinema and restaurants with the provision of a new bus interchange. The scheme is pivotal to the town's centre's regeneration and future success and the new bus interchange will support bus provision through improved bus facilities in Crewe.

The arrival of HS2 in Cheshire East at stations in Crewe and Macclesfield, and the development opportunities this brings, presents an opportunity to strengthen the commercial bus network in these areas as part of an integrated transport network. The Council recognise the importance of ensuring that a high-quality bus interchange is provided at the station entrance, along with clear information and signage in order to integrate these modes.

Action 6.7–We will work with the development planning process to provide bus accessibility for new developments, seeking to establish commercially operated services through securing developer contributions to support initial operation of bus services.

Action 6.8–We will work alongside Stockport Council and Transport for Greater Manchester to examine the feasibility of developing of Bus Rapid Transit system in the north of Cheshire East.

Action 6.9 – We will work to ensure that Crewe bus station is delivered.

Action 6.10 – We plan to ensure that bus services are integrated with HS2 connections.

7 Rail

7.1 Introduction

The Cheshire East area plays an important role in rail connectivity, with Crewe providing a nationally significant hub for connections on the West Coast Mainline with London, Birmingham, North Wales, Manchester, Liverpool and Scotland. The Borough also possesses access to inter-city services from Macclesfield and Wilmslow, and a number of inter-urban connections that are essential to the ongoing vitality of the economy.

7.2 Current Context

The rail market has seen huge growth in recent years with 1.69 billion passenger journeys being made in Great Britain in 2015-16, an increase of 129.8% since the railways were privatised in 1994²⁴. However, on a number of routes across northern England it is clear that demand remains suppressed by a lack of capacity (of track and available rolling stock) resulting in heavily loaded services during peak periods, allied to a poor perception of rolling stock quality on local routes. Within Cheshire East, the majority of rail connections between service centres operate at a frequency no greater than hourly, apart from key inter-city and local connections from Crewe, Wilmslow and Macclesfield on the West Coast Mainline.

It is recognised that investment is needed to support growth aspirations within Cheshire East, both to improve the quality and frequency of services. In the short to medium term, this relates to infrastructure improvements delivered by Network Rail, and service enhancements specified by the Department for Transport (DfT) and delivered by Train Operating Companies (TOCs) through the franchising process. In the longer term, opportunities exist to maximise the reach of the High Speed Rail Network, both through improved coherency with local services at Crewe, and released capacity for passengers and freight on the existing network elsewhere within the Borough.

The SEMMM Strategy notes a recent significant increase in the popularity of rail travel, particularly by commuters. As a result, some cross-boundary rail services experience overcrowding on peak services and subsequently have a lack of capacity to accommodate new users. The SEMMM Strategy outlines an ambition to increase capacity on rail services and improve rail line speed with plans for platform lengthening at major commuter stations between Stockport and Macclesfield. Alongside planned improvements to station facilities, such measures are intended to improve the overall experience of using rail stations and therefore maintain the momentum of increased popularity in rail travel whilst providing the necessary increase in capacity to support the growing demand.

²⁴ Office of Rail and Road (2016) *Passenger Rail Usage 2015-16 Q4 Statistical Release*

The existing rail connections are summarised below by franchise and route:

Franchise	Incumbent	Renewal Date	Route	Stations served	Intermediate Links	Frequency
Intercity West Coast	Virgin Trains	N/A (this will be replaced by the West Coast Partnership franchise in December 2019)	London – Scotland / North Wales / Liverpool / Manchester	Crewe, Wilmslow	From Crewe: Warrington, Chester, Runcorn, Wigan Stockport (from Wilmslow and Crewe)	4 tph to London & 1 tph each to Scotland / Chester (N. Wales) / Manchester / Liverpool
			London – Manchester	Macclesfield	Stoke, Stockport	Hourly
West Midlands	Abellio West Midlands Trains Ltd.	March 2026	London – Crewe	Alsager	Stafford, Stoke	Hourly
			Birmingham – Liverpool	Crewe	Wolverhampton, Stafford, Runcorn, Liverpool South Parkway (for John Lennon Airport)	Half Hourly
East Midlands	Abellio	2027	Derby – Crewe	Alsager	Stoke, Kidsgrove	Hourly
Crosscountry	Arriva Crosscountry	October 2019	Bournemouth - Manchester	Macclesfield	Birmingham, Wolverhampton, Stafford, Stoke, Stockport	Hourly
Wales & Borders	Transport for Wales (KeolisAmey)	October 2033	Crewe – Chester	Crewe		Hourly
			Cardiff - Manchester	Nantwich, Crewe, Wilmslow	Stockport, Shrewsbury	Hourly (2 hourly from Nantwich)
			Crewe – Shrewsbury	Nantwich, Wrenbury	Whitchurch	
Northern	Arriva Rail North	October 2025	"Mid-Cheshire Line" Chester – Manchester	Plumley, Knutsford, Mobberley, Ashley	Northwich, Altrincham, Stockport	Hourly
			Crewe – Manchester (via Airport)	Sandbach, Holmes Chapel, Alderley Edge, Wilmslow	Manchester Airport,	Hourly
			Crewe - Manchester	Sandbach, Holmes Chapel, Goostrey, Chelford, Alderley Edge, Wilmslow, Handforth	Stockport	Hourly
			Stoke – Manchester	Congleton, Macclesfield, Prestbury, Adlington, Poynton	Stockport	Hourly
			Buxton – Manchester	Disley, Middlewood	New Mills, Stockport	Hourly (2 hourly from Middlewood)

7.3 Existing Constraints

The existing rail network is predominantly of two-track configuration, which inherently limits the ability to successfully segregate fast and slow passenger services on the same corridor, and constrains the ability to accommodate growth areas for freight. The diagram below summarises the current track configuration within Cheshire East.

7.3.1 Number of Tracks



Crewe Station acts a regional hub for rail connectivity, providing interchange between local and long distance rail services. The convergence of a number of routes to the immediate north and south of the station serve to limit the resilience of the network through the necessity for movements across the layout, which in turn increases the hourly track occupancy. Delays occurring at Crewe can serve to import performance issues onto services across the WCML.

Elsewhere within the Borough, there are physical constraints that limit opportunities to introduce or intensify service provision without physical improvement to track capacity (on single track sections), junctions and line speed, notably at the following locations:

- The Mid-Cheshire Line between Chester & Manchester;
- The Crewe – Stoke – Derby line; and
- The Crewe – Sandbach – Middlesbrough – Northwich line (currently freight only).

Action 7.1 – We will lobby for investment in rail infrastructure where it will unlock opportunities for improved rail services within the Borough

7.4 Existing Connections

The direct connections between the two Principal Towns and nine Key Service Centres of Cheshire East are summarised for Monday – Saturday (including peak) and Sundays within the figures below. The geography of the existing rail network limits the ability to make direct journeys between the Principal towns of Crewe and Macclesfield, as they are on parallel branches of the West Coast Mainline; both routes provide connections to Manchester and Stockport. The most consistent service pattern within Cheshire East is between Crewe and Wilmslow (4tph); however, outside the peaks, links between Key Service Centres (apart from Crewe – Sandbach) services do not exceed an hourly frequency, and many links are only possible with an interchange at Crewe, or outside the Borough (such as Cheadle Hulme). Middlewich is the only key service centre without an existing rail service.

CREWE										
	MACCLESFIELD						1	Direct Rail Link per hour		
2		Alsager						No direct Rail Links		
	1		Congleton					Not currently served by rail		
1				Handforth						
					Knutsford					
						Middlewich				
1							Nantwich			
	2		1					Poynton		
2				1					Sandbach	
4				2			0.5		2	Wilmslow

Daily Sunday Rail Services



CREWE									
	MACCLESFIELD								
21		Alsager							
	6		Congleton						
5				Handforth					
					Knutsford				
						Middlewich			
7							Nantwich		
	6			6				Poynton	
6					5				Sandbach
17					17		4		6 Wilmslow

1	Sunday Services per day
	No direct Rail Links
	Not currently served by rail

7.5 Existing Franchise Position

The Council recognises the importance of influencing the franchising process in order to achieve the best possible service provision for users and maximum investment into the local rail network. The Council (as part of Cheshire & Potteries) are members of the Rail North Partnership, who jointly specified the new "Northern" and "Transpennine" franchises with DfT. This relationship will also be important in making representation on franchises that are notionally controlled in other regions, but have a direct bearing on service provision within the district, notably East Midlands and Wales & Borders. The importance of working with sub-regional partners and stakeholders is recognised, as well as the role of Community Rail Partnerships and local user groups in understanding local needs and developing grassroots initiatives.

The Mid-Cheshire Community Rail Partnership works closely with five local authorities: Cheshire East, Cheshire West & Chester, Trafford, Stockport and Transport for Greater Manchester, and also with Knutsford and Northwich Town councils and Parish Councils along the line. The line links Chester and Manchester and the service stops at sixteen stations in rural Mid Cheshire and the outskirts of Greater Manchester. Cheshire East, as one of the partners of the Community Rail Partnership, recognises the needs and potential of the rail line as part of the development of rail infrastructure.

In Cheshire East, the Northern Franchise will deliver the following direct benefits to rolling stock and service provision:

- The delivery of 281 new carriages (as 2,3 and 4 carriage formations);
- The removal of all existing "Pacer" trains by the end of 2019;
- The provision of an additional hourly (Mon-Sat) service between Greenbank and Manchester Piccadilly, resulting in 2 trains per hour (tph) from Knutsford alongside the existing Chester – Northwich – Manchester service. Introduction of an hourly Sunday service across the full route;
- The provision of an additional hourly (Mon-Sat) service between Macclesfield and Manchester, supplementing the existing hourly Crosscountry, Virgin, and Northern services, and resulting in 2 tph from Poynton. Provision of an hourly Sunday service between Stoke and Manchester, calling at all stations; and



- The provision of an additional service (resulting in 2 tph) and faster journey times between New Mills Newtown and Manchester, serving Disley.

From December 2019, the InterCity West Coast franchise will be replaced with a new franchise in combination with HS2: The West Coast Partnership rail franchise (WCP). This franchise will begin in December 2019 and will design and run the initial HS2 services across the country from 2026. The franchisee will also deliver the transition of the timetable on the West Coast Main Line as it is revised to take advantage of the extra capacity provided by HS2.

Rail lines serving Cheshire East into Manchester are focussed into Stockport Station and its approaches. Stockport Station approaches are a pinch point for rail lines including those serving: Crewe-Manchester, Buxton – Manchester, Stoke – Congleton-Macclesfield- Manchester, and the Mid-Cheshire Line linking Chester - Knutsford – Manchester. All of these routes pass through Stockport Station. During the development of timetable enhancements for December 2019, Network Rail has commented that additional train paths are constrained by the track and signalling layouts at Stockport Station / Edgeley Junction. Without a clear plan of infrastructure improvements, there is concern that future rail service improvements to serve Cheshire and the Potteries authorities are undeliverable – including service enhancements bid as part of the current Northern rail franchise. The Council will work with partner authorities and the rail industry to seek a timely resolution to these constraints.

Action 7.2 – We will continue to work with Transport for the North (TfN) and partners at the sub-regional and national level to influence the specification of rail franchises in the best interests of the Borough

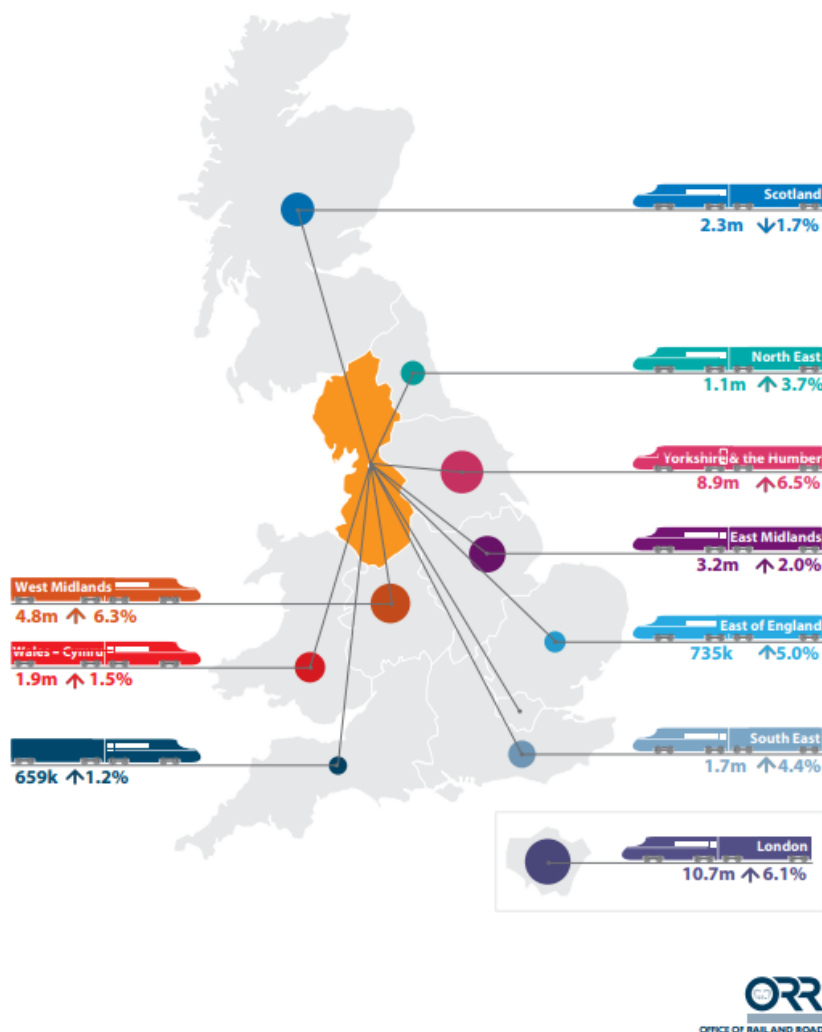
7.6 Growth Trends

7.6.1 Passenger Growth

Patronage figures obtained from the Office of Rail and Road (ORR) indicate a trend of rising demand for rail travel in the North West. In 2015/16 a total of 36 million rail journeys were made to/from the North West, an increase of 2 million against the previous year (2014/15), and 92 million rail journeys were made within the North West, an increase of 1 million²⁵. With regard to strategic connections, there was significant growth in movement with the key markets of London (6.1%); the West Midlands (6.3%); and Yorkshire and the Humber (6.5%), as demonstrated by the figure below. This rising trend has placed further limitations upon the ability of existing rolling stock to accommodate demand, notably on peak time commuter services into major cities from districts such as Cheshire East.

²⁵ Office of Road and Rail (2017) *Regional Rail Usage*

North West rail passenger growth from 2014/15 - 2015/16



7.6.2 Station Usage

The National Rail network is accessible from 22 railway stations across Cheshire East. The number of passengers carried by rail services serving Cheshire East continues to show strong growth, though it is noted that growth in certain instances has been limited by the availability and capacity of services, especially at stations where there is currently an hourly frequency. A comparison of Passenger Footfall data (ORR) between 2012/13 and 2015/16 at stations relating to the two Principal towns and nine Key Service Centres shows an increase in passenger numbers by at least 11%: Crewe and Alsager have increased by 16%; Macclesfield and Wilmslow by over 20%; Nantwich by 30%; and, Sandbach by 40%²⁶. The top five busiest stations in Cheshire East are Crewe, Macclesfield, Wilmslow, Knutsford and Congleton.

Two stations that have demonstrated progressive growth within the top five will benefit from additional service provision as a result of the new Northern franchise, with an additional service

²⁶ Office of Rail and Road (2016) *Passenger Rail Usage 2015-16 Q4 Statistical Release*



every hour at Macclesfield (to Manchester); Knutsford (between Greenbank and Manchester). Additional growth opportunities will also be presented by new services in each hour at Poynton (Macclesfield to Manchester) and Disley (New Mills to Manchester).

Action 7.3 – We will work to support additional rail services in the Borough where they will bring most benefit

7.7 Priorities for Improvement

The Council will focus on specific improvements that are necessary to deliver better rail services within the district, and meet aspirations for growth over the next 30 years. Research has highlighted the importance of small and medium sized cities and large towns, the role of which is too often overlooked nationally²⁷. As such, improving rail connectivity between the Principal Towns and Key Service Centres must be a priority.

Collaboration will be required with the DfT to maximise the benefit to be accrued from the delivery of nationally significant infrastructure such as HS2, and with TfN (incorporating Rail North) for the delivery of complementary interventions on the existing network, both from the perspective of reutilising released capacity, and improving overall coherency and interchange opportunities. The interface with Welsh Government and Midlands Connect will also be critical in understanding how mutual aspirations can be achieved through better cross-border travel opportunities.

Action 7.4 – We will work with partners to renew and improve rail stations and facilities, including at Macclesfield

7.7.1 National Passenger Growth

The emerging vision of Northern Powerhouse Rail (NPR) presents an opportunity to increase the rail connections across and beyond the north of England. Despite the relatively low proportion of travellers that use rail on average across the North compared to the road network at this time, there is significant potential for rail to increase its share in the growing demand for transport which is required to unlock transformational economic growth. The Council will work alongside TfN to benefit from opportunities arising from NPR.

The delivery of High Speed 2 to Crewe will have a major influence on the economic progress of the district over the next 30 years, particularly the realisation of the Constellation Partnership growth strategy for north Crewe and beyond, and the forecasts for additional development that are incumbent within it. Phase 1 of the scheme (London to Birmingham) received royal assent in February 2017, and the Hybrid Bill for Phase 2a as far as Crewe is currently going through Parliament with royal assent expected in late 2019. The development of HS2 Phase 2a is

²⁷ IPPR (2016) *The role of small and medium sized towns and cities in growing the Northern Powerhouse*



supported in the TfN Investment Programme (2019) alongside multi modal access improvements to ensure Crewe HS2 Hub and neighbouring developments are well connected.

The HS2 Hub has the ability to transform Crewe through attracting investment and growth in the region. Current plans are for two trains per hour to stop at Crewe. However, in order to achieve the full economic potential of HS2 across the borough, the network, frequency and capacity of local rail services will need to increase to improve access to Crewe Hub from areas of North Cheshire, which would release additional benefits of HS2 coming through Crewe and growth for the regional and local economy.

In March 2018, the Secretary of State for Transport published results of the Crewe Hub consultation undertaken in 2017. Recommendations for specific changes to the Phase 2a scheme included the provision of 400m platforms at Crewe station to allow for the splitting and joining of HS2 services, a more efficient design for the proposed platform on the Manchester-independent lines incorporating a transfer deck to the main station. The recommendations also include a change to the design of the southern connection from HS2, to form a connection in which the HS2 line intersects and goes ahead of the central two lines on the existing network. The provision of 400m platforms at Crewe station supports a service to Stoke-on-Trent and Macclesfield from 2027 and 2033. The integration of Macclesfield presents an opportunity to extend the interconnections and economic benefits of HS2 to the north of the Borough. As such, future transport developments will seek to support the connections through increasing a number of multi-modal travel options between HS2 stations to principal towns and transport interchanges across the Borough, whilst also improving access to Crewe as a principal town.

The Crewe Station Hub Area Action Plan (CSHAAP) will establish a development framework which will facilitate and manage development around Crewe Hub Station. Consultation on the CSHAAP was issued for public consultation in February 2019 and the consultation closed on the 26th March 2019. A second round of consultation took place between 22nd July and 2nd September 2019. The Plan will be updated in light of the feedback received during the public consultation. Once finalised, the Plan will set out a vision for the area, a series of policies and a development strategy which will include a series of ideas of how development could take place around the future HS2 hub station.

Action 7.5 – We will work to achieve maximum Borough wide benefit from HS2 whilst achieving mitigation measures to minimise negative impacts on residents

Action 7.6 – We will use HS2 as an opportunity to drive substantial investment and improvement in Crewe, including through the development of the Crewe Masterplan



7.7.2 Regional Passenger Growth

In order to enhance the success of HS2 hub and maximise benefits of the project in Cheshire East, rail improvements are fundamental across the sub-regional rail network, increasing connectivity to adjacent destinations within the North West such as Liverpool, Chester and Warrington. Services on the classic network need to be robust, with the relevant service frequency and journey times in order to improve the ease by which passengers can access HS2 services at Crewe. Investment will be required in order to bring forward any works that may be required in order to improve this connectivity, and should avoid any deprecation of existing connecting services that may result from the delivery of works to accommodate HS2. As detailed above, HS2 will be a component of discussions not only for the West Coast franchise, but also for franchises that have an interface at Crewe, notably East Midlands (to Stoke and Derby); and Wales and Borders (to Cardiff, Chester, and Manchester).

Noting the symbiotic labour markets that exist across the Welsh Border, and the significant volumes of commuters that travel into Cheshire East from North Wales, the Growth track 360 Strategy was launched in 2016 by the Mersey Dee Alliance. It has the complementary aim of securing £1bn of rail improvements to transform the Cheshire and North Wales economy, linked to the delivery of an additional 70,000 jobs over 20 years. It aims specifically to maximise the benefits of interface with HS2, including electrification of the line from Crewe to North Wales, and identifies the need for investment in rolling stock to improve the quality of trains and train services.

The proximity of Cheshire East to Manchester Airport presents an opportunity to benefit from economic growth and global connections since the Airport is a major economic hub and trip attractor. A central component of the original SEMMM Strategy was the A6MARR which is now open to traffic and provides a complete route between Hazel Grove and Manchester Airport. However, the public transport connections between Manchester Airport and north Cheshire are limited, and car mode share for travel to the Airport is therefore expectedly high.

Under current rail provision, a service exists between Wilmslow and Manchester Airport, and a direct hourly service exists from Crewe to Manchester Airport. The recent upturn in the popularity of rail travel has, however, resulted in overcrowding on some peak services, and rail is not always a realistic transport mode if travelling at weekends or during evenings as services do not always operate frequently during these periods. As such, there is scope to improve the frequency and extent of direct rail services to Manchester Airport from towns across Cheshire East, which will assist with access to employment opportunities, contribute to the visitor economy and strengthen economic growth through global connections.

Action 7.7 – We will work to ensure that HS2 does not detrimentally impact conventional services linking to the Borough

Action 7.8 – We will support delivery of Growth Track 360



7.7.3 Local Passenger Growth

As plans for the Crewe Hub station are developed, sufficient capacity and flexibility should be included to enable full realisation of the wider aspirations and benefits to Cheshire East. Revision of West Coast Mainline services post HS2 offer opportunities to develop new local service patterns.

The railway line through Middlewich is currently used solely for freight. Re-opening the Northwich to Sandbach line for passenger services would increase travel choice, improve accessibility and enable sustainable growth in Middlewich. An area of land has been safeguarded to explore the potential delivery of a new station. Network Rail have a long-term plan which has identified the need for an additional service to be delivered post-delivery of HS2, which may serve the mid-Cheshire towns amongst other places along this route. Five authorities, including Cheshire East, are working alongside the Mid-Cheshire Community Rail Partnership to raise the profile of the Mid Cheshire Line, and work towards behavioural change in travel choices and promoting sustainable tourism. The Mid-Cheshire Rail Partnership actively seeks to promote increased usage, and develop facilities along the route, and is cited within the TfN Transformational Programme (2019).

The Cheshire and Warrington LEP has recently commissioned a feasibility study to investigate the re-opening of the Sandbach to Northwich line for passenger services, the potential to provide new stations at Middlewich and Gadbrook Park, and the option to improve passenger services along the Mid-Cheshire railway line. Such improvements would also improve access to Manchester Airport from surrounding areas and create opportunities for economic growth. The Mid-Cheshire rail line is located within the TfN West and Wales strategic corridor and is therefore a focus for developing transport links across the North. The Study provides an opportunity to investigate the potential for the re-opening of the line with further development dependent upon the outcomes of the study.

The section of the railway between Crewe and Alsager requires investment; double tracking this section of railway would enable service increases on the Crewe to Derby line. The current hourly service does not meet existing need. Upon completion of HS2 in 2033, the Crewe to Derby railway line will be in a unique position to link the two sections of the HS2 'Y' network. The route will join up key economic centres across the midlands; the HS2 hubs at both Toton and Crewe amplify the importance of this railway. The route provides significant inter-regional east-west movement potential linking the main towns and cities in the midlands and North West.

The Cheshire Science Corridor Enterprise Zone is led by the Cheshire and Warrington Local Enterprise Partnership (LEP) and presents a significant growth area in Cheshire East, attracting 20,000 jobs and 500 businesses to Cheshire and Warrington. Ensuring that areas within the Enterprise Zone are connected with regional rail links is essential to gaining the greatest economic benefit from such an opportunity.



Action 7.9 – We will work with partners with the aim of reopening the Northwich to Sandbach rail line to passenger traffic

Action 7.10 – We will work with partners with the aim of double tracking the section of line between Crewe and Alsager

7.7.4 Rail Freight Growth

Rail freight is a successful aspect of the UK rail network, with over £2bn invested in the rail network by rail freight operators; supporting growth of over 70% in the last 20 years. The Council is supportive of rail freight in its role to reduce the number of HGVs on the roads.

The freight sector has an opportunity to capitalise on capacity freed by HS2, as a means to accommodate projected growth on the West Coast Mainline, notably between Crewe and Warrington. The port of Warrington is aiming for growth in addition to the delivery of Liverpool 2, which would increase demand for rail freight paths along this route. General improvements on the Crewe to Warrington route would benefit freight trains as well as passenger services.

Action 7.11 – We will promote rail freight as a more sustainable method of haulage except in instances where there are conflicts with passenger services

8 Public Transport Information and Ticketing

8.1 Ticketing

Technology and innovation are becoming more prominent in terms of the role they play in the transport network, and this is likely to increase. Technology enables the facilities that are required in order to develop, expand and link different modes of transport, for example dealing effectively with the complex arrangements for information and pricing structures for seamless organisation of the bus network. It is important that methods adopted are consistent with changing lifestyles and predictions around the future uses of technology that will be used to purchase tickets.

Transport for the North (TfN) have been working in partnership with operators and transport authorities to deliver an integrated ticketing scheme that will make it easier for passengers to travel seamlessly using a payment method of their choice. As outlined in the TfN Strategic Transport Plan (STP), the “Integrated and Smart Travel” programme will aim to support and encourage those journeys undertaken via multiple transport modes. The ticketing system will allow passengers to be confident that they have paid the cheapest possible fare; with the aim of encouraging new passengers to travel by public transport thus bringing benefits to the operation of the road network and the environment, TfN are implementing this through a phased approach. The system also has potential for increasing competition for passengers and resources, potentially linked to the recent Bus Services Act which supports a more joined up approach to ticketing and bus service organisation.

Working with TfN, the Council would welcome a smart ticketing system within Cheshire East to deliver the benefits associated with such a roll-out across the north. Multi-modal, multi-regional and multi-operator ticketing and visitor tickets would simplify the system, providing clear and transparent ticket prices for passengers. This would increase accessibility and likelihood of people using public transport for all or part of their journeys.

The Council will also work towards greater ticketing integration with neighbouring authorities. For example, it is recognised that cross-boundary disparities exist in some ticket cost differentials across the Cheshire East and Greater Manchester boundary, particularly in relation to rail fares. The STP aims to review the fares structure across the North to deliver a structure which is perceived as fair whilst also commercially sustainable. The Council will work with TfN to promote the cost differentials between Cheshire East and Greater Manchester to the maximum degree which the strategy allows, to increase the attractiveness of rail travel and improve the quality of cross-boundary journeys.

Action 8.1 – We will work with partners to improve information around bus services and ticketing, including supporting a move to smart ticketing where appropriate

8.2 Information

A lack of integration between transport services has been identified as a significant barrier to greater use of bus and rail services, causing significant increases in journey time and discouraging multi-modal travel. Initiatives to overcome this have been shown to have the potential to increase the appeal of travel by public transport and provide an attractive alternative to the private car.

The provision of additional information at bus stops/stations and railway stations increases the likelihood of the use of public transport and interchange, as do improved interchange facilities e.g. clear signage, walking routes, information etc. Improved communications such as real-time information (RTI) has also been shown to help ensure that users who have just missed a connection do not wait unnecessarily, but are aware of the next service available to them.

Improved accessibility to public transport can be achieved through expanding and improving the number of channels that are available to communicate with passengers. This may include a variety of sources such as traditional time tables as well as mobile phone apps and other media which may emerge in the future and help to ensure that the information on offer is as up to date as possible. Good quality information ensures that users at unstaffed stations and users outside of ticket office hours are kept informed, and the modes of travel on offer are accessible as up to date information is available. Ensuring that all rail stations have ticket machines prevents travelling without a ticket, when ticket offices are closed or at unmanned stations.

Alongside improved integration of public transport information and ticketing, efforts will be directed towards aligning public transport and active travel modes to ensure that as a combination, this can offer a sustainable alternative for longer journeys as opposed to the private car. As part of the integration, cycle parking should be available at stations and active travel routes should connect with popular transport hubs, including town rail stations.

Action 8.2 – We will work with partners to improve information at interchange facilities

8.3 Facilities

Facilities at transport hubs and interchanges, such as improved parking, cycle stands, bus links, the provision of raised kerbs and dropped crossings and disabled access improve accessibility for a wide range of users and encourage a shift to multi-modal travel. The provision of raised and dropped kerbs can improve accessibility for wheelchair users, parents with buggies and people with mobility constraints.

In addition to the provision of accessible infrastructure, bus and rail stations should be well maintained, through the maintenance of seating areas and ensuring that litter bins are emptied regularly. This provides a more pleasant environment for users whilst interchanging and increases the likelihood of use of public transport. The installation and maintenance of lighting and CCTV at bus and rail stations improved people's perceptions of safety when travelling late at night and also during the winter months. These changes, in addition to a well maintained interchange and

changing facilities enhance users' safety (both actual and perceived) whilst travelling by bus and rail.

Action 8.3 – We will promote well maintained and accessible interchange facilities which feel safe to use day or night

8.4 Integration

The economic and social benefits of short and direct rail services between key cities and other strategic locations are well established. Public transport delivers business connectivity as well as supporting commuting and leisure journeys. Ensuring that public transport and active modes are well connected with bus and rail stations brings real benefits on top of expanding the reach of these services. To achieve integration with other transport modes, the Council needs to work collaboratively with neighbouring authorities to align future strategies and developments.

The integration of bus services with other modes of transport, such as rail and cycling facilities, is important in order to encourage the use of public transport for people travelling for both leisure and commuting purposes. For example, a bus service which has a stop at the nearest train station may encourage people to use the bus rather than drive to the train station.

Public transport also should be integrated with walking and cycling. Safe routes that are well-designed, with signage to key destinations are factors which can improve connectivity and expand the public transport catchment area. Key interchanges such as train stations and bus stations should have changing facilities and bicycle parking for those choosing to cycle. The health and cost benefits of active travel should also be promoted.

The potential for cross-border integration between Cheshire East and Greater Manchester through the extension of the Metrolink into the north of Cheshire East has been recognised as a long-term aspiration. Transport for Greater Manchester recently published their Draft Transport Delivery Plan (2020-2025)²⁸ which outlines the transport aspirations across Greater Manchester between 2020-2025, as a sub document of the 2040 strategy. The options for a tram-train travel mode is currently being tested for feasibility and if successful, this would enable adapted Metrolink vehicles to utilise the same rail lines as trains. Essentially, tram-train is the principle of running a single vehicle seamlessly through both a traditional urban tramway network and a 'converted' traditional heavy railway line.

The 2020-2025 Plan includes an aspiration for tram-train services to operate across the Greater Manchester-Wilmslow border, and options for this are to be generated through a tram-train 'pathfinder' trial. There is potential for this to be delivered by 2025 dependent on the outcome of the trial. The aspiration for tram-train is also included within the SEMMM Strategy outlining the aim for a tram-train network to operate between Stockport, Hazel Grove, Didsbury and Altrincham.

²⁸ TfGM Draft Delivery Plan: 2020-2025



Given that Metrolink provision within Cheshire East is a long term aspiration, the Council will continue to focus upon the development of BRT to enhance cross-border connections with Greater Manchester, which could link into the development of the Metrolink in the longer term. Further, as outlined in the SEMMM Strategy, increasing park and ride facilities at both Wilmslow and Macclesfield rail stations is under consideration. The SEMMM Strategy also refers to the option for a Park and Ride facility to integrate with the Stockport-Manchester Airport BRT service, potentially alongside the A6MARR/Poynton Relief Road interchange near Bramhall.

Action 8.4 - We will work with passenger transport providers (bus, rail and community transport) and other partners to improve public transport integration and facilities in Cheshire East

9.1 The importance of the highways network in Cheshire East

Our residents, employees and visitors rely on the extensive roads network to travel to, from and within Cheshire East. The highway network performs a vital function by connecting places and people in the Borough and ensuring access to services, education, employment and leisure. In rural areas the highways network is especially important with over 57% of Cheshire East's highway network being classed as rural and serving over half of our population. Moreover, the highway network also plays a pivotal role in connecting Cheshire to the wider region and national centres via the strategic road network and to the global economy via international hubs. The quality and availability of the highway network is therefore vital to the sub-regional economy.

9.1.1 The local, major and strategic road networks

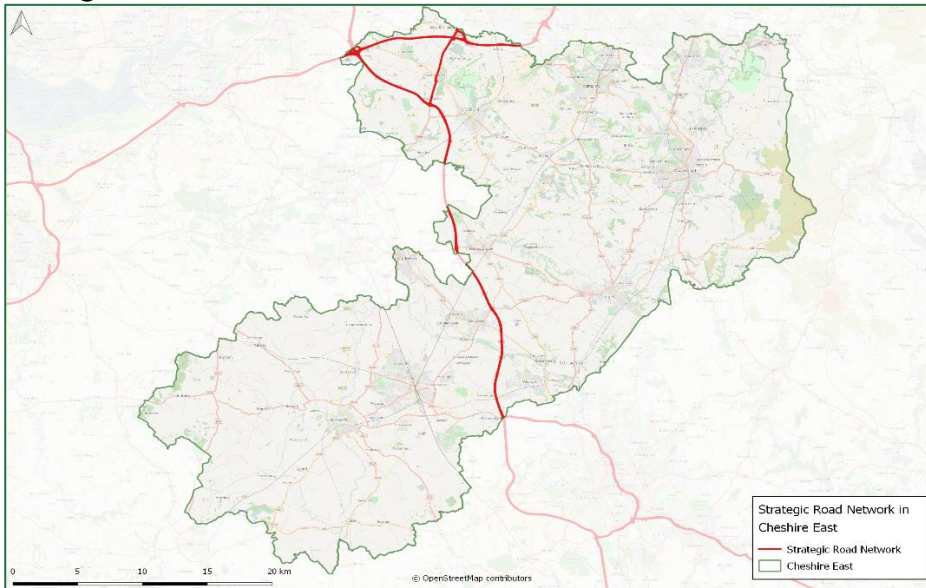
Different parts of the highway network perform different roles and hence have distinct characteristics. While the strategic road network (SRN) comprises the country's motorways and trunk roads and is under the authority of Highway England, an executive agency of the Department for Transport, the local road network consists of local A, B and C roads and are managed by Cheshire East Highways. The SRN ensures connections between Cheshire East and England's key cities and economic centres and is a key element of the primary route network that links the whole of England, whereas the local road network provides primarily connections between places and service centres in the Borough as well as local access to places, services, housing and employment.

However, there are a significant number of locally managed highway routes in Cheshire East that perform critically important economic functions in linking the key centres, and providing interface points with the SRN, which have been defined as constituting part of a Major Route Network. Transport for the North (TfN) has defined such a MRN which is composed of the SRN and key local roads. In the future, the ambition is that a portion of the new National Roads Fund might be allocated to the MRN. The MRN acts as interface between the SRN and the local roads, providing access between towns, settlements and economic centres on the one hand and the SRN on the other.

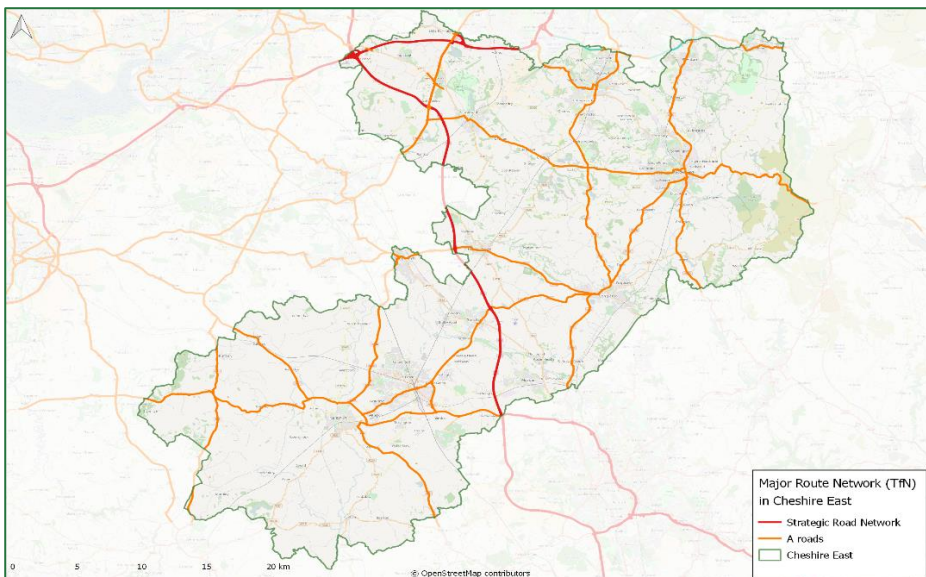
The STP published by TfN sets out the case for strategic transport investment through to 2050 required to support transformational economic growth. The Plan makes direct reference to driving forward major transport schemes across the North of England, and within Cheshire East itself. TfN is working collaboratively with Cheshire East in the delivery of HS2 and the Crewe Hub, and continued investment in employment and innovation, with reference to investment in the Cheshire Science Corridor.

In Cheshire East, the SRN is formed by the M6, M56 and A556. The MRN connects the Principal Towns, key service centres and economic centres with the SRN and consists of eleven key A-roads. With the exception of the SRN, all these roads are under the responsibility of Cheshire East Council as the local highways authority. The extent of the SRN, MRN and local highways network in Cheshire East are represented in the maps below.

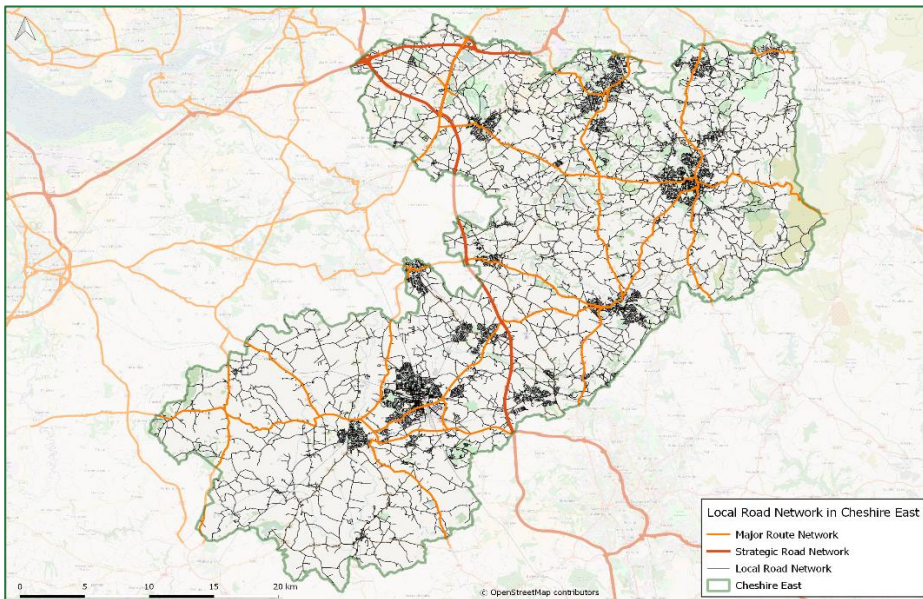
Strategic road network in Cheshire East:



Major road network in Cheshire East:



Local road network in Cheshire East:



The economic performance of the Borough is closely linked to the ease of access to and from the SRN (M6, M56, A556) and the access opportunities this provides with the rest of the UK on the one hand and the local roads network that connects places in the Borough on the other hand. However, this proximity can also have a negative impact during periods of closure and delay, when strategic traffic reassigns through key centres adjacent to the motorway network, exacerbating local congestion in towns such as Crewe, Sandbach, Congleton and Macclesfield. Further to this, the Cheshire East Council Local Plan allocates a number of significant housing developments to all of the principal towns across the Borough which will generate further traffic demand. Whilst housing growth is an essential contribution to the continued development and growth of Cheshire East, road improvements are required to mitigate against any negative traffic outcomes of planned developments.

The key interfaces between the strategic and local highway interfaces, that are part of the MRN, are summarised below with regard to their links within Cheshire East:

Strategic Road Network	SRN junction	MRN interface	Key Service Centres in CEC	External Connections
M6	Junction 16	A500	Nantwich, Crewe	Stoke on Trent, Newcastle under Lyme, Wrexham (A534)
	Junction 17	A534	Sandbach, Congleton, Macclesfield (A536), Poynton (A523), Wilmslow (A34)	Buxton (A54)

	Junction 18	A54	Middlewich, Holmes Chapel	Mid-Cheshire towns (Winsford & Northwich), Chester, North Wales
	Junction 19	A556	Knutsford, Wilmslow (B5085), Macclesfield (A537)	Northwich, Chester, Altrincham, Manchester Airport
	Junction 20/20A	Interchange with M56	n/a	Chester, North Wales
M56	Junction 6	A538	Wilmslow,	Manchester Airport
	Junction 7/8	A556/A56	Knutsford	Altrincham
	Junction 9	Interchange with M6	n/a	Southern England, West Midlands, Lancashire

Action 9.1 – We support the establishment of a Major Roads Network and commit to additional investment in this key infrastructure if supported as necessary by national government

Action 9.2 – We will work to improve the connectivity between the local and strategic road networks

9.1.2 Network Performance

In 2017, the average speed on local 'A' road across England was 25.2 mph²⁹ and 22.8 mph across the North West of England. By comparison, the average speed on local 'A' roads across Cheshire East was 28.3 mph, which is of a greater speed than both the North West and national average. While it is recognised that there may be a range of reasons affecting average road speeds, as a broad measure, this data indicates relatively favourable network conditions in the context of those across the UK.

However, a recent shift towards a change in commuter behaviour has resulted in prolonged periods of high traffic frequency as a result of increased car ownership and a change towards variable working patterns. There is a need for a behavioural change amongst residents and visitors in order to successfully reduce traffic levels in the long term. If a greater proportion of residents and visitors were to complete short journeys via sustainable travel modes, this would relieve pressure on the network leading to greater travel speeds as a result of reduced congestion levels. In this regard, the Council recognises the importance of integration between travel modes to assist in the integration of sustainable travel modes as the entirety of a short journey or as a section of a longer journey

²⁹ DfT Travel Time Data (2018)



9.1.3 Pinch points and congestion

It is recognised that whilst the overall road network is operating relatively efficiently pinch points exist on the network where congestion levels are above average and therefore require intervention. In such areas, traffic congestion results in people spending 'unproductive' time queueing. This has a real impact on business efficiency and productivity, and causes unreliability and poor performance of public transport. Furthermore, congestion has been shown to increase the levels of pollutants emitted by vehicles, and can have life-threatening effects near hospitals on ambulance routes.

The SRN within Cheshire East is under great stress with Junctions 17 to 19 of the M6 running 30-50% over capacity and Junctions 16 to 17 and 19 to 20 running 10-30% over capacity. The M56 is also running over capacity between Junctions 6 and 7, along with the A56. There are also existing issues around road safety and congestion at the interface of the SRN and the local road network.

When it comes to the local road network in Cheshire East, evidence shows that the most congested parts of the network are in the town centres. However, notable key 'hotspots' on the inter-urban network also include:

- Crewe Green Roundabout, Crewe;
- A500 Barthomley Link, Crewe;
- Parts of the A530, including Alvaston Roundabout;
- Parts of the A523 from the end of the Silk Road through to Poynton;
- Nantwich Road in Crewe;
- The A34 (Clayton Bypass) around Congleton; and
- M6 Junction 17 Sandbach.

Ongoing and committed developments outlined in the Local Plan will lead to traffic increases and additional pressure on key junctions and links, thereby exacerbating existing pinch points and creating new bottlenecks in the network.

Before new highway capacity is created there is a need to demonstrate that the existing highway network is operating as efficiently as possible through cost-effective improvements in line with our three stage prioritised process discussed previously. It is important to demonstrate that the level of demand for additional road capacity has been minimised, for example by encouraging the use of public transport, car sharing, walking or cycling, and that environmental considerations have been assessed (e.g. impact on agricultural land, green belt, biodiversity, etc.).

Action 9.3 – We will seek effective solutions to existing pinch points on the local road network and lobby for Highways England to resolve those on the Strategic Road Network



Action 9.4 – We will work to minimise the negative impacts of development on the highway network and seek suitable mitigation measures of all types where required

9.1.4 Large and heavy vehicles – weight and width

Freight traffic is vital for the effective operation of our economy and for the goods on which we all rely. However, freight traffic has the potential to negatively impact on communities through air quality, noise, community severance and visual intrusion.

Crewe acts as a major 'hub' for road freight traffic from all over the country, this mirrors the recent economic development of Crewe as a major regional distribution centre (due, in part, to Crewe's excellent road links to the national transport network). The roads with the highest HGV flows in the Borough tend to be those within the Strategic and major Road Networks.

In recent years there has been strong growth in the use of the rail network to transport freight. Transport of freight by rail is more sustainable than by road and can lead to a reduction in the total number of miles travelled by HGV. The potential exists to capitalise on the growth in rail freight and the rail connectivity of Crewe, with similar opportunities also existing in Middlewich.

A number of problems have been identified in relation to freight movements in Cheshire East. Many of these issues relate to congestion within the Borough, resulting in lorries diverting onto unsuitable or rural routes which can lead to problems associated with road safety, poor air quality, noise, severance and visual intrusion.

It is therefore paramount to address concerns around routing, driver behaviour and delivery times, as well as to ensure routes and access arrangements are appropriately maintained and signed. In addition, Cheshire East supports initiatives by developers, businesses, Network Rail and operators, to promote integration of road and rail freight.

Action 9.5 – We will work to improve HGV routing through measures on-street, working with developers and large trip attractors e.g. supermarkets and hauliers and through the provision of information such as the innovative Freight Journey Planner

9.1.5 Delivery of major road schemes

In cases where neither maintenance nor management and redesign have been able to sufficiently improve traffic conditions and network performance at identified pinch points and known accident and congestion hotspots on the road network, new road infrastructure has and will continue to be considered following a thorough analysis in terms of economic, social and environmental costs and benefits. Where it is concluded that new infrastructure will deliver real long-term benefits and address transport challenges in an efficient and sustainable manner, road schemes have and will continue to be promoted, supported and delivered.



Work is now underway to develop the second RIS (known as RIS 2) covering the second road period post 2020. The main evidence for the research phase for RIS2 are the programme of refreshed route strategies covering the entire network and the six strategic studies. One of the strategic studies investigates the Manchester North-West Quadrant, which covers the M60 from Junctions 8 to 18. Potential schemes in the study area are likely to have an impact on traffic flows on the SRN in Cheshire East.

For the SRN, the following schemes in and adjacent to the Borough have been put forward by Highways England as part of the first Road Investment Strategy from 2015 to 2020:

Strategic road network schemes		Status
M56 Junctions 6-8	Upgrading the M56 to Smart Motorway between Junction 6 & 8	Committed
M6 Junction 19 Improvements	Improved junction with the A556	Planned
M6 Junctions 16-19	Upgrading to Smart Motorway including hard shoulder running	In Construction
A556 Knutsford to Bowdon	Widening of the A556 between the M56 and M6	Completed
M6 J17 Improvement	Improved Junction 17 in Sandbach	Completed
M6 J16 Improvements	Improved Junction 16 in Stoke-on-Trent	Completed

The Council is working with partners on the refresh of SEMMMS which was originally published in 2001. This refresh is linked to delivery of the A6 to Manchester Airport Relief Road which opened to traffic in October 2018. The SEMMMS refresh was required to take account of what has been achieved since the strategy was first published and to take account of significant planned growth both in the borough and across south Manchester. The 20-year strategy will be developed to deal with existing and predicted transport problems in the area and aims to:

- Improve public transport;
- Improve the use of road space;
- Encourage transport change;
- Encourage urban regeneration; and
- Improve highways.

In addition to the opening of the A6MARR, several schemes delivering improvements to the local and major road networks are either currently under construction or planned. These are detailed within the table below; the associated weblinks reflect up-to-date timescales of construction commencement and scheme opening dates:



Local and major road network schemes		Individual Highway Scheme Webpage
Crewe Green Roundabout	Redesign of the Crewe Green Roundabout	https://www.cheshireeast.gov.uk/highways_and_roads/roadworks/major-projects/crewe-green-roundabout/crewe-green-roundabout.aspx
Sydney Road Bridge Improvement, Crewe	Replacement of the rail bridge by a bidirectional bridge	https://www.cheshireeast.gov.uk/highways_and_roads/roadworks/major-projects/sydney-road-bridge-crewe/sydney-road-bridge-improvement.aspx
Middlewich Eastern Bypass	Bypass for Middlewich to relieve congestion	https://www.cheshireeast.gov.uk/highways_and_roads/roadworks/major-projects/middlewich-eastern-bypass/middlewich-eastern-bypass.aspx
Congleton Link Road	Bypass for Congleton to relieve congestion	https://www.cheshireeast.gov.uk/highways_and_roads/roadworks/major-projects/congleton_link_road/congleton_link_road.aspx
A6 to Manchester Airport Relief Road (A6MARR)	Relief road connecting the A6 to Manchester Airport. Linked to the overall South East Manchester Multi-Modal Study.	http://www.semmms.info/semmms/a6marr-construction/
A500 Dualling, Crewe	Dualling of the A500 between M6 J16 and the A531 and B5472 at Mere Moss Roundabout	https://www.cheshireeast.gov.uk/highways_and_roads/roadworks/major-projects/a500-dualling.aspx
Poynton Relief Road	Bypass for Poynton to reduce congestion and support growth	https://www.cheshireeast.gov.uk/highways_and_roads/roadworks/major-projects/poynton_relief_road/poynton_relief_road.aspx
Southern Link Road Bridge, Crewe	A proposed new road bridge south of Crewe Station spanning over the railway between Weston Road and Gresty Road.	https://www.cheshireeast.gov.uk/highways_and_roads/roadworks/major-projects/southern-link-road-bridge-slrb/southern-link-road-bridge-slrb-access-options-consultation.aspx#

The majority of the above schemes align with those included within the Cheshire East Infrastructure Delivery Plan (IDP). The IDP broadly identifies the infrastructure required to support the level and location of development growth envisaged within the Local Plan Strategy. As such, the above road improvement schemes can be considered as necessary infrastructure improvements to support planned development levels across the Borough. The TfN Transformational Programme (2019) also cites a number of major road schemes within Cheshire



East as 'specific interventions before 2027' including Poynton Relief Road and the A500 Dualling scheme. The Council will work in partnership with TfN to develop future major road schemes across the Borough.

The Council will aim for the delivery of major road schemes to be funded by developers to the greatest degree, as and where possible. For a number of the planned road schemes above, significant developer contributions have already been sought, including contributions towards Congleton Link Road and Poynton Relief Road.

Action 9.6 – We will support the delivery of Highway England schemes which will bring benefit to Cheshire East and actively contribute in the identification and planning of future schemes, including through the RIS2 process

Action 9.7 – We will seek effective delivery of identified major schemes on the local and major route networks

9.1.6 Potential for Electric Vehicle Usage

With the recent government announcement to ban the sale of conventional internal combustion engine vehicles from 2040 there is a significant opportunity to move to low carbon transport initiatives. Electric Vehicles are becoming ever more popular with over 100,000 on the road and future predictions only show this increasing, therefore it is important that there is the necessary infrastructure to cope with this increase. Electric vehicles provide an excellent opportunity to reduce carbon emissions and other vehicle emissions. Since Electric Vehicles is a technological field which continues to rapidly evolve, it is expected that the purchase cost of these will decrease as the vehicle range expands, allowing electric vehicles to complete a longer distance journey on a single charge as battery technology becomes more advanced. This would increase the attractiveness of the technology and as such, offers a potential solution to improving air quality across the borough. In order for take-up to be significant, the necessary charging infrastructure and initiatives would need to be implemented.

Cheshire East Council has secured a government grant to enable the Council to provide six 50kW rapid charging units – two each in car parks in Congleton (Princess Street), Wilmslow (South Drive) and Nantwich (Love Lane). The sites have been chosen as they are close to destination points such as supermarkets and coffee shops, where drivers can pass 20 minutes or so while waiting for their vehicle to charge.

The Council will produce an Electric Vehicle Infrastructure Strategy which will outline the ambition to increase electric charging infrastructure provision, and seek funding opportunities and initiatives which encourage the uptake of electric vehicle usage.

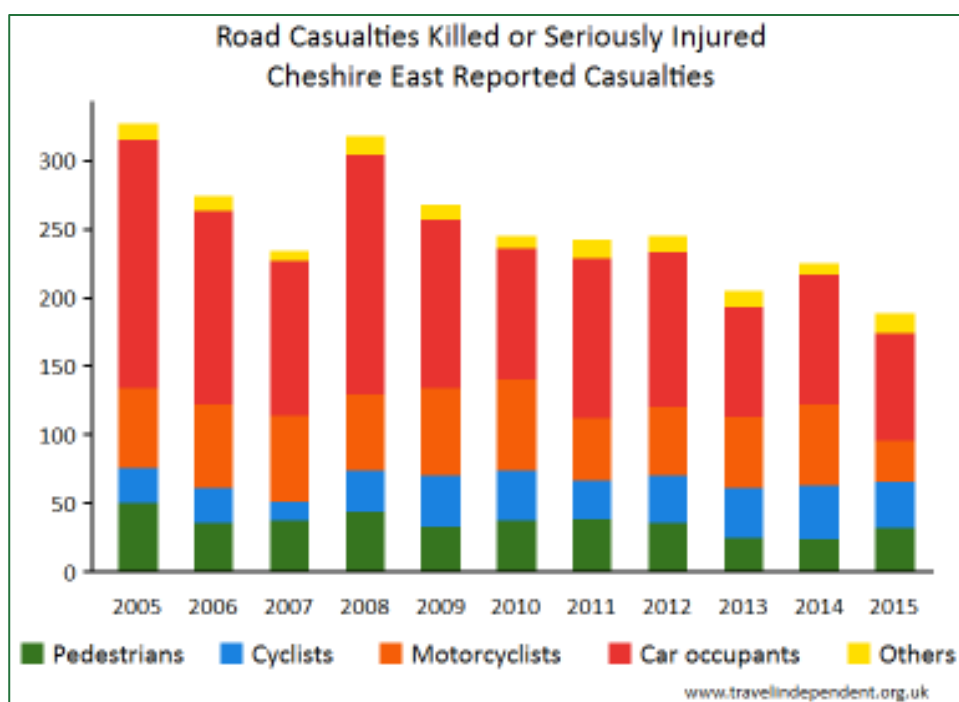
Action 9.8 – We will continue to apply for funding from the government, in order to implement and construct infrastructure projects, such as electric vehicle charging points to make it more attractive to buy an electric vehicle.

Action 9.9 – Encourage the private sector to invest in Electric Vehicle charger stations at petrol stations, supermarkets and new developments.

9.2 Road safety

Making the roads in Cheshire East safer for all users by identifying road users most at risk and collision hotspots is at the heart of Cheshire East's approach to road safety. Appropriate measures can subsequently be developed to prevent crashes and to reduce the numbers of users killed or injured. In Cheshire East the number of serious road injuries and deaths are higher than the National average with 0.5 people killed or seriously injured (KSI) per every 1,000 people compared to the National average of 0.33 in 2015³⁰.

There has been success in reducing the number of KSIs in Cheshire East from 327 in 2005 to 189 in 2015 against a backdrop of increased traffic. Car occupants constitute the majority of KSIs, but vulnerable users such as pedestrians, cyclists and motorcyclists are overrepresented.



This is an issue the Council takes extremely seriously and it has invested in numerous road safety projects, including working with local and sub-regional partners including the Police, Cheshire Fire and Rescue and other external organisations to provide education and training services to high risk groups (e.g. young adults and motorcyclists). The Council also undertook an evaluation of existing education and training campaigns to measure the impact they are having on the number of KSI incidents in the borough and ensuring effective delivery. These initiatives worked to inform all drivers and riders of the consequences of excessive speed, alcohol impairment and

³⁰ Department for Transport statistics. Reported casualties by severity, by local authority area, Great Britain, 2015



not wearing seatbelts, as well as improving observation skills through the use of national behavioural campaigns. Additionally, the Council engaged with schools, employers and in local communities to provide road safety training to cyclists identified as having a high level of risk in the Borough and promote the use of active travel.

Engineering interventions on highways and junctions can have a significant impact on the number of road traffic incidents experienced. Examples of positive action include rectifying sites with poor visibility, lighting or drainage, inappropriate crossing design, or below standard corner radius or road camber. Care should be taken in sensitive locations, such as the Peak District National Park, to avoid clutter, light pollution or schemes with a detrimental visual impact.

Excessive and inappropriate speed is a recurring contributory factor in a high number of KSIs especially those involving young adults. Higher speeds increase the severity of crashes and resulting injuries but speed related crashes are preventable through both education of users at risk and enforcement of speed limits. The Council uses speed cameras at high risk sites to encourage drivers and riders to abide by speed limits and will continue to do so. Following an evaluation of collision hotspots circumstances were identified where pedestrians and cyclists should be given priority on the highway network and where reduced speed limits would be appropriate.

Some road user groups are more vulnerable and more often involved in road collisions. Children are particularly vulnerable road users, as they are often still learning the correct road user behaviour and their judgment is not yet fully developed, making their behaviour sometimes unpredictable, which combined with their size means that they tend to get overlooked more often. This reaffirms the importance of road safety education from a young age and engagement with schools and other learning establishments.

Young adults aged 17 to 24 are the most accident-prone category. Due to their lack of experience and sometimes risk-seeking behaviour, including excessive and inappropriate speed and alcohol impairment, young adults constitute another vulnerable road user category. Education of young drivers and enforcement of speed and alcohol limits are thus of central importance.

Cyclists and pedestrians are two road user groups disproportionately victims of road collisions. Both are especially at risk from collisions from motorised vehicles that have higher speed and mass, exacerbating the impacts of collisions. Collision hotspots for pedestrians and cyclists are junctions, crossings and rural roads. The provision of segregated infrastructure for active travel and the treatment of high accident junctions and crossings, together with provision of information and training to cyclists and pedestrians but also to car users are effective means to increase the safety of walking and cycling.



While the overall number of motorcyclists is low (an estimated 0.71% of the working population uses them as principal means of transport to travel to work), they constitute vulnerable road users requiring a safe road environment. Amongst casualties involving young adults (between 16 and 25 years old), 17% are riding motorcycles over 215cc, and a further 7% motorcycles over 125cc.

Action 9.10 – We will continue to support the use of existing speed cameras and the introduction of speed management measures at accident hotspots as determined by the Cheshire Road Safety Partnership

Action 9.11 - We will work with partners and other organisations to provide education and training to high risk groups, including young adults, children, pedestrians, cyclists and motorcyclists

Action 9.12 - We will continue to support programmes which inform all drivers and riders of the consequences of high-risk behaviours such as excessive speed, alcohol and drug impairment and not wearing seatbelts

Action 9.13 – We will continue to work with schools, employers and local communities to provide road safety training to cyclists and promote the use of active travel

9.3 Network management

The highways network in Cheshire East is an asset with a replacement cost of over £5.5billion encompassing 2,700 kilometres of highway. Cheshire East Highways also maintains 1,900 km of footways, 1,700 bridges and structures, and over 600 km of cycle routes. The Council is in charge of managing the local road network and has a duty to ensure a resilient and efficient highways network that effectively connects places in the Borough and further afield.

This strategy identifies maintenance and management of current assets as the number one priority for the provision of an effective transport network which will meet wider ambitions. This aligns with the integrated asset led approach taken by the Council to the management of transport assets.

The Council consulted on the Well Managed Highway Infrastructure (WMHI) in July-August 2018. The consultation sought to identify strategic infrastructure in the borough that may require inclusion in the 'resilient network'. The WMHI document promotes the adoption of an integrated asset management approach to the management of highway infrastructure based on prioritising local levels of service through risk-based assessment. This aims to prioritise maintenance activities on the network to deliver efficiency savings and more efficient outcomes from finite budgets.



9.3.1 Maintenance and asset management

The Council has a statutory duty to maintain the highway network in a safe and usable condition. The Highway Asset Management Strategy³¹ (HAMS) identifies how the Council will manage and maintain the highway network and associated infrastructure. The HAMS informs priorities in the planning and delivery process and supports continual improvement in the management of the highway asset.

The Council has invested an additional £30million improving the condition of Cheshire East's transport assets over the last three years through the Highway Investment Programme reaffirming our strategic commitment to maintenance and asset management. Furthermore, another £5million was invested in 2016-2017. The Council's Medium Term Financial Strategy 2017/20 also states an ambition of investing £10million per year for the next three years in the Borough's transport assets.

The Corporate Plan for Cheshire East outlines the four core objectives for highways maintenance:

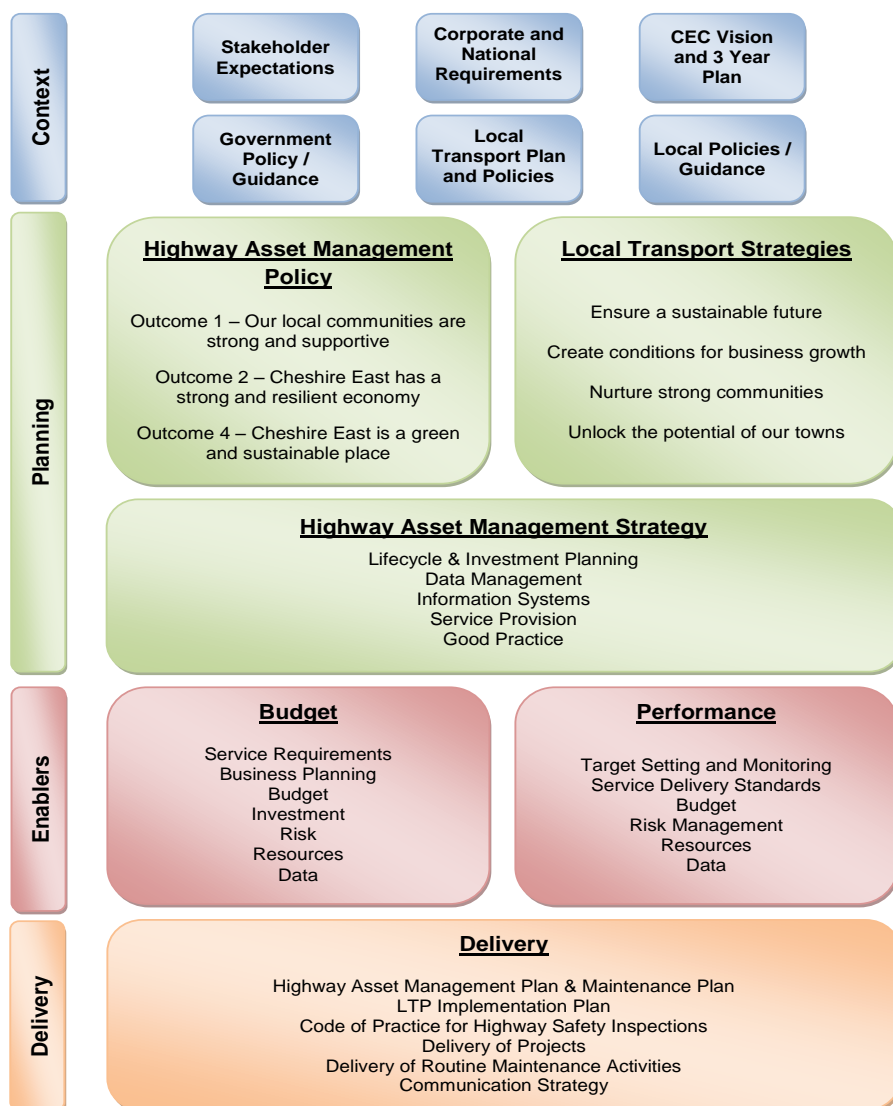
- To reduce the number of people killed or seriously injured on Cheshire East's roads;
- To improve the condition of Cheshire East's roads, footways and bridges;
- To manage the impact of traffic and resulting congestion on Cheshire East's communities; and
- Improve the quality of and access to transport networks and services in Cheshire East.

The Council has a Network Management Plan which identifies challenges on the network, and sets out how we will manage and maintain our highway network so that it delivers an effective transport system. The coordination of Street Works is included within the Plan which is achieved through the West and Shires Permit Scheme, which requires an activity promoter to apply for a Permit in order to 'book road space'. The Council issue Permits with attached Conditions which seek to mitigate the impact of the activity on road users and other stakeholders. A Permit Scheme Evaluation Report is produced annually, with the 2015/16 report showing that the newly introduced Permit Scheme successfully reduced road occupancy by approximately 20% and less than 1% of works overrunning beyond the agreed planned end date.

The Cheshire East Programme of Highway Works 2018/19 aims to present a definitive programme for effective management of highway assets however this may be subject to change throughout the year due to unforeseen circumstances. Cheshire East Highways will notify residents, businesses and stakeholders affected by any road closure by carrying out a letter drop before works commence. The Council will update advance information boards and roadworks map with any changes in date for the roadworks.

³¹ Cheshire East Council (2015) Highway Asset Management Strategy

Asset management framework



Action 9.14 – We will continue to take an asset led approach to maintenance of our transport assets in an effort to achieve maximum value for money

9.3.2 Weather-related disruptions

Projections show that by 2050, the Northwest region will have wetter and warmer winters and drier and warmer summers. This will require an element of preparedness to ensure the transport network maintain effectiveness.

Sections of the transport network already suffer from weather related issues. As routes become unavailable for the passage of vehicles, journeys are disrupted and the level of congestion on the wider network is increased, making increased resilience to weather-related disruptions a priority for the future.



Action 9.15 – We will seek to ensure that the transport network is increasingly secure against extreme weather events and disruption

9.3.3 Permitting

Activity such as utility maintenance when occurring on the public highway has the potential to cause inconvenience to vehicular traffic, pedestrians, cyclists and others; whilst also having the potential to cause inconvenience for residents and business. Where the activity affects traffic flows directly there is the likelihood of congestion and disruption.

Effective coordination and management of the highway requires reliable and timely information being communicated and enables differences between those competing for space or time in the street to be resolved in a positive and constructive way. In addition, efficient design of an activity on the highway will significantly mitigate the potential disruption of that activity.

Permits provide the basis for this with the requirement to manage the applications for utility and highway works in a proactive manner as these are the two activities that often have the greatest effect on traffic and disruption.

Following the Traffic Management Act 2004 Part 3, the Council is preparing to join the West and Shires Permit Scheme (WaSP Scheme). The WaSP scheme allows participating authorities to better manage activities on the highway and minimise disruption and inconvenience. The WaSP scheme requires an activity promoter to apply for a permit in order to 'book' time on the highway. The Permit Authority issues permits with conditions attached to better focus the activity in terms of reducing the impact of road users and other stakeholder; this might be in relation to the timing of the works, the traffic management and methodology or any other factor that is deemed important.

Action 9.16 – We will introduce a permitting scheme with the aim of reducing the negative impact of utility and other works on highway function

Action 9.17 – We will seek provision of further functionality and continued development of the range of information on roadwork's and delays that is provided electronically

9.3.4 Environmental performance and air quality

In Cheshire East, greenhouse gas emissions (GHG) from transport account for 44% of total emissions, compared to about a quarter in the UK. Transport, in particular road transport, is also a main source of local air pollution through the emission of pollutants such as nitrogen dioxide, particulate matters, volatile organic compounds and sulphur dioxide. This can have a negative impact on both human health and sensitive habitats.



However, transport networks, and their associated green infrastructure, can provide valuable ecosystem services that can assist in the management of, and adaptation to climate change. Green infrastructure can provide carbon storage by trees, sustainable drainage and water conservation, cooling urban heat islands and ecological connectivity. Canal towpaths, public rights of way, road verges, cycle routes or railway embankments therefore have the potential to make a positive contribution to the environment.

In order to detect changes in air quality and limit air pollution to safe levels as set out by national legislation and European directives, Cheshire East is required to undertake annual reporting which assesses local air quality within its jurisdiction. Where the air quality objectives are not likely to be met and emissions are expected to breach legal limits, an Air Quality Management Area (AQMA) must be declared, for which the local authority must develop a plan to improve the air quality - a Local Air Quality Action Plan.

Within Cheshire East, a total of eighteen AQMAs have been declared. All of these relate to nitrogen dioxide emissions and breaches of the annual mean objective and there is the potential for two to breach the hourly standard. There are four AQMAs in Macclesfield, three each in Congleton and Crewe, two in Sandbach, and one in Cranage, Knutsford, Mere, Middlewich, Nantwich and Disley:

AQMA	Key service centre	Pollutant
West Road, Congleton	Congleton	NO ₂ (Annual and potential hourly Limit)
A34/A54, Congleton	Congleton	NO ₂ (Annual Limit)
Lower Heath, Congleton	Congleton	NO ₂ (Annual and potential hourly Limit)
Nantwich Road, Crewe	Crewe	NO ₂ (Annual Limit)
Earle Street, Crewe	Crewe	NO ₂ (Annual Limit)
Wistaston Road, Crewe	Crewe	NO ₂ (Annual Limit)
M6 Motorway, Cranage	Knutsford	NO ₂ (Annual Limit)
A556 Chester Road, Mere	Knutsford	NO ₂ (Annual Limit)
A50, Manchester Road, Knutsford	Knutsford	NO ₂ (Annual Limit)
A523 London Road, Macclesfield	Macclesfield	NO ₂ (Annual Limit)
Broken Cross, Macclesfield	Macclesfield	NO ₂ (Annual Limit)
Hibel Road, Macclesfield	Macclesfield	NO ₂ (Annual Limit)
Park Lane, Macclesfield	Macclesfield	NO ₂ (Annual Limit)
Chester Road, Middlewich	Middlewich	NO ₂ (Annual Limit)
Hospital Street, Nantwich	Nantwich	NO ₂ (Annual Limit)
A6 Market Street, Disley	Poynton	NO ₂ (Annual Limit)
A533 Middlewich Road,	Sandbach	NO ₂ (Annual Limit)



Sandbach		
A5022/A534 Sandbach	Sandbach	NO ₂ (Annual Limit)

Action 9.18 - We will continue to monitor air quality and take action where necessary with further detail to be set out in an updated Air Quality Management Strategy

Action 9.19 – We will support technological advances which reduce the environmental harm caused by vehicle use

9.4 Parking

9.4.1 Introduction

Parking provision in the Borough supports accessibility for residents, businesses, shoppers, workers and commuters. Parking provision has the potential to impact on surrounding areas both negatively and positively. When parking is well managed it can support thriving businesses, access to services and active social lives; but when not well managed parking can encourage car travel to areas which suffer unduly from congestion as well as causing other environmental and social issues.

9.4.2 High Level Parking Strategy

The existing car parking strategy was published in 2010, bringing together the parking strategies of the three former borough Councils of Macclesfield, Congleton, and Crewe and Nantwich. The High Level Parking Strategy is intended to further develop and harmonise the parking offer focusing on the Cheshire East principal towns and key service centres.

There are two broad categories of car parking in Cheshire East:

- On-street – this is parking within the adopted highway boundary that is regulated by the Council acting as highway authority. Enforcement of on-street parking regulations is undertaken by the Council.
- Public off-street – these are parking areas provided by the Council which are open for use by the general public. Some car parks have parking charges reflective of the length of stay.

In developing a parking strategy, issues of demand and supply will be considered, together with establishing when the Council may consider changes in supply.

Further work on future requirements for parking will come through the Local Plan Documents, the High Level Parking Policy, the On-Street Parking Policy, and the individual Town Parking Studies.



Effective management of both on and off-street parking can have a significant effect on the capacity and flow of traffic on the road network. Well managed parking can have a positive environmental effect through making our towns attractive and supporting local economic growth.

The Council must continue to manage on and off-street parking whilst encouraging more sustainable travel patterns including walking, cycling and public transport where such effective alternatives are viable.

It is important to ensure that the economic viability and vitality of our town centres is preserved, and the provision of well-planned and managed parking both on and off-street plays a key role in achieving this. Whilst it is not always possible to increase parking space within urban areas without high costs, controls can be put in place to manage demand.

It is recognised that there is a need to cater for a range of users including residents, shoppers, tourists, workers and commuters. The balance of need depends on individual locations, however in general:

- Shoppers require short stay convenient parking. In some locations tourists are likely to spend the whole day in areas where Park & Ride could be a convenient option.
- Commuters/workers require long stay parking and can be encouraged to walk further to their destination, and are more likely to use Park & Ride/rail facilities or local bus services.
- Residents (where off-street private parking is not available) require on-street parking as close to home as possible. In some locations they may be given preference over shoppers/or given shared use provision.
- Visitors and tourists may require either short or long stay parking depending upon the tourist offering and this will need to be considered in each location.
- For some of Cheshire East's towns, the night time economy is important, and people are likely to make different choices therefore the pricing strategy needs to take account of this, as fewer public transport choices are available at night and there are personal security concerns for some.

The provision of off-street parking can be very costly, both in terms of land requirements and maintenance costs. The Council charges for parking in order to recover these costs from service users, although it is recognised that there is currently a disparity between those areas of the borough where parking charges apply and those where they do not.

The Council is also responsible for creating Traffic Regulation Orders concerning on-street parking control and is responsible for the enforcement of those Traffic Regulation Orders including the management of off-street car parks within their ownership.



An appropriate Parking Strategy can support regeneration of town centres while also encouraging people to think more about when and how to travel, perhaps choosing public transport, and contributing to road safety.

In order to establish a consistent approach across the Borough, it is proposed that each town will be looked at individually with regards to parking quality, choice and value, thus facilitating necessary unique pricing tariffs based on patterns of parking demand, size of town and its draw in terms of the type of shops, catchment area and whether it is predominantly a local service centre or includes tourists.

The proposed town parking studies would include:

- Alsager
- Congleton
- Crewe
- Handforth
- Knutsford
- Macclesfield
- Middlewich
- Nantwich
- Poynton
- Sandbach
- Wilmslow

Aims and Objectives

The overall aim of this High Level Parking Strategy is that it will seek to balance long-term economic, social and environmental well-being underpinned by the following objectives:

- Manage traffic to improve transport network efficiency
- Encourage the use of more sustainable and healthy forms of travel, including walking, cycling and public transport
- Sustain and enhance the vitality of our town centres
- Provide for the parking needs of people with disabilities & parents/carers with young children
- Balance the parking demands of local residents, shops and businesses and visitors, shoppers, workers and commuters

The strategy looks at all forms of parking requirements, not just for cars i.e. Ultra Low Emission Vehicles, motorcycles, and Heavy Goods Vehicles.

The strategy will not set parking charges (Tariffs) but rather establish the general principles which should be taken into consideration for charging. Charges/tariffs are set at annual budget rounds and are to be considered on a town by town basis.



Overall, it is the intended aim that the High Level Parking Strategy should work in conjunction with proposals in the emerging Town Based Delivery Plans which the Council is developing and delivering. These are to be reflected in the proposed programme of work.

Wilmslow formed the first of the town Parking Strategies and a draft Wilmslow Parking Strategy was produced through a review of existing parking provision which allowed for potential measures and packages of improvements to be identified. The Strategy was published for public consultation in January 2019 followed by a consultation period, in which stakeholder feedback was gathered.

It is the intention for parking to be evaluated within other principal towns across Cheshire East, subject to funding availability. This aims to support the needs of residents, visitors, businesses and people who work in each town, and to ensure parking compliments other transport provision in each town.

Quality

Safe, secure and accessible parking is vital to the attractiveness of our towns and assists in the promotion of our principal towns and key service centres, boosting the economic regeneration of the borough.

Parking is often the first contact that a visitor has with a town and can thus provide the first and lasting impression. Security, cleanliness and availability of facilities contribute to this impression and play an important role in the successfulness of our towns.

The Community Safety Strategy identifies reduction of vehicle crime and the fear of crime as key priorities.

Examples of facilities considered important include:

- Clear directional signage to car parks
- Clear signage within the car parks including bay lining
- Designating appropriate spaces for disabled motorists, motorcycles and electric vehicles
- CCTV
- Clean and well-maintained car parks
- Active uniformed patrols

Improvements and measures have been implemented to work towards enhanced safety and security on car parks. CCTV has been re-introduced on Spring Street Multi Storey Car Park (Wilmslow) and Jordangate Multi Storey Car Park (Macclesfield).



The Council's car parks are regularly inspected and any actionable maintenance issues such as defective lighting, faded lines, and surface maintenance will be addressed. It is important that Cheshire East Council continues to:

- Pursue high standards of safety, security and cleanliness on its off-street car parks
- Support increased provision for electric vehicle charging infrastructure

Choice

Parking provision and management within Cheshire East will take into account national and regional planning and transport policies, complement local land use and regeneration policies, and relate to the size and function of the principal towns and key service centres. Parking provision will reflect wider community objectives with facilities being safe and secure.

The Council will consider maximising the availability of short stay spaces in prime, central locations for use by shoppers and other short stay users. Short stay parking generates a high turnover of spaces allowing more visitors to be accommodated per space. The Council will therefore review the designations of each car park to ensure the right spaces are in the right places – looking at whether the provision should be short or long stay or a mixture of both.

Disabled parking and the Blue Badge scheme will comply with the national guidelines, although a review does need to be undertaken with regards to the location of disabled spaces in car parks. Whilst our aim is to meet the needs of our towns, historical underuse of disabled parking in some highly utilised car parks can exacerbate the availability issues of general spaces.

The Council's work on climate change and sustainable travel promotes better use of the car and healthier more environmentally friendly alternatives, such as walking, cycling, and public transport. Travel Plans are also seen as a key element in reducing car usage by tackling different aspects of business transport.

Parking impacts on traffic flow and on-street parking can reduce the capacity of the road network. Provision of adequate, safe and accessible off-street parking can reduce this impact. In addition, parking guidance and information can reduce unnecessary traffic movements and thereby congestion in and around main centres.

The Traffic Management Act 2004 places a network management duty on local authorities to keep traffic flowing, and to co-operate with other authorities to the same end. The Act requires local authorities to exercise all of their functions which may affect traffic in a more coordinated way.

Parking Provision, management and enforcement must contribute to the delivery of the overall statutory network management duty. Providing for either too few or too many vehicles in a town



can affect its environment and its viability. Whilst it is not possible to increase parking space within urban areas without high costs and abstracting prime urban land from the limited supply, controls can be put in place to manage demand.

Value

Charging is an effective tool in managing the demand for parking spaces, however because each of our towns are unique, it is not appropriate, fair or realistic to introduce a uniform borough-wide tariff model. The approach would be to set appropriate tariffs on a town by town basis informed by each town parking study.

It requires the recovery of full cost from service users. Any pricing mechanism adopted should be appropriate for the following purposes:

- Managing demand, required to promote the use of town centre short stay spaces for shoppers and visitors.
- Ensuring that direct users pay for the service, e.g. charging appropriately in car parks close to train stations that are predominantly used by Commuters.
- Providing finance to support other strategic transport aims.

Cheshire East Council would in principle impose charges for parking based on supply and demand, reflecting local pressure and needs including any consequences for on-street parking. The key measure for assessing the demand, pressure and need will be the utilisation of the car parks, measured through either ticket sales or by observing the numbers of cars parked at particular points in time.

Those towns where average car park utilisation during peak hours is high would be considered for increased charges to manage demand. The provision of additional parking could also be considered providing the charges were sufficient to recover the investment cost required to deliver the additional parking requirement. A business case would be required to demonstrate a return on investment to ensure residents and businesses would not be required to fund any shortfall.

Those towns where average car park utilisation during peak hours is low could be considered for reduced charges to support the towns economic viability. A reduction in parking provision could also be considered, potentially releasing land for redevelopment and regeneration. Any reduction in charges would still be expected to cover the cost of operating and managing the town's car parking.

It is expected that an appropriate town by town charging level, combined with appropriate enforcement action, will help the Council to make the best use of the car park assets which in turn is likely to make parking easier and more attractive.



Formal consultation will be required to introduce new charges as part of the agreed Council procedures.

Following completion of a review of parking within each town, the Council will review the parking charges annually, in accordance with the Council's Fees and Charges policy, at least recovering the cost of the car park service.

Enforcement Action

The need for efficient parking enforcement is fundamental to any Parking Strategy, to ensure that on-street parking supply is managed effectively, to prevent inappropriate parking that could cause congestion and increase dangers for other road users, and to ensure proper management of off-street car parks and time limited on-street parking.

The enforcement approach will be geared to effectively manage the supply of off-street and unauthorised parking; effective parking enforcement is also required on-street short stay parking.

Cheshire East Council is responsible for enforcing parking, loading and waiting restrictions on the streets and in the car parks throughout Cheshire East, with the exception of most major trunk roads. This is carried out under the terms of the Traffic Management Act 2004 and is a civil matter rather than criminal. Civil Enforcement Officers will issue Penalty Charge Notices to any vehicle parking in contravention and will enforce on-street contraventions as well as in car parks. The Civil Enforcement Officers are paid an annual salary only and there is no bonus, commission or incentive scheme or target for issuing Penalty Charge Notices.

Enforcement practice will follow the Guidelines detailed in the Traffic Management Act 2004; it will focus on key areas where compliance needs to improve and will follow the principle that the purpose of enforcement is to induce motorists to comply with the regulations.

The Councils Civil Enforcement Officers will operate under the following principles:

- Enforcing parking and waiting restrictions to ensure maximum space availability for customers and business visitors.
- Taking action where unlawful or inconsiderate parking stops traffic (or the free flowing movement of traffic).
- Taking action where cars parked on pavements block the walk way for pedestrians who then have to go into the road to pass the cars (particularly in school keep clear areas).
- Taking action where unlawful or inconsiderate parking is dangerous.
- Taking action where emergency vehicles are prevented from travelling along a road



- Taking action where spaces intended for disabled users only are used by non-disabled users.
- Allowing for exceptional events and circumstances and engaging with the community at key events.

A key partner in control is Cheshire Police who continue to be responsible for enforcement of certain traffic offences; Cheshire East residents and businesses rightly expect that we act as true partners in tackling poor and dangerous parking, utilising our respective powers promptly, efficiently and in concert.

Local Parking Standards

The adopted Cheshire East Local Plan Strategy 2010-2030 (Appendix C) details the parking standards applied to new developments. It is considered that the town parking studies will support the evidence base for use in determining the parking requirements of new development, allowing the Council to depart from the standards where appropriate to improve the management of the road network.

Ultra Low Emission Vehicles

The Council will promote and support the use of ultra-low emission vehicles (ULEVs), including electric vehicles, due to their reduced impact on air quality. Electric vehicles have the potential to help reduce kerbside emissions if they become more widely used in Cheshire East, although current technology means that they are likely to be a more attractive choice in urban areas due to the limited availability of charging points in the rural areas. To date, take-up of electric vehicles has remained low, however all predicted forecasts are for significant growth moving forward.

The potential exists to install public on-street charging points. Since any bays would have to be reserved for electric vehicles only, the Council will take into account future demand and the loss of general public parking before considering whether to install any on-street bays.

Heavy Goods Vehicle and Coach Parking

The provision of HGV and coach parking is a necessary amenity across the authority; the provision of lorry parking is required to ensure that drivers have suitable places for rest breaks and encourages appropriate parking. At present HGV parking is underutilised, and has capacity to fulfil future growth detailed in the 2011 Department for Transport Lorry Parking Study. Cheshire East will assess the provision of HGV parking in line with future growth and associated demand; this should include assessing the location of existing facilities and assessing whether the locations are suitable for future demand.



The Freight Transport Association indicated that demand for overnight lorry parking facilities would rise as a result of the 1998 EU Working Directive leading to increased need for driver stops. The Council will continue to review the needs in specific areas to determine whether existing facilities are adequate and appropriately located.

Additionally, successful tourist attractions require adequate off-street coach parks to prevent road safety problems and to protect the environment. To deter access via residential streets and other environmental areas, it is intended that off-street coach and overnight lorry parks will be located, where required, with good links to the road network and with regard to the impact on the local environment.

Motorcycle Parking

Motorcycles and mopeds offer the same potential for personal mobility as private cars whilst contributing less congestion, pollution and damage to roads. They are lighter, generally more fuel efficient and take up less space, whether parking or moving.

The safety of users of motorcycles and mopeds and the need for secure parking must be taken into account both in new and existing developments and at public transport interchange sites.

Taxis and Private Hire Vehicles

Taxis and private hire vehicles are important in meeting the travel needs of many sections of the population, especially people with disabilities and for those whose journeys cannot be made on foot, cycle, bus or train.

Taxi parking should be visibly provided at key locations, such as shopping areas and public transport interchanges. Ranks should be marked out to avoid random parking. Accessibility to the parking location is a priority and a road safety audit should be carried out to ensure taxi movement will not conflict with other users. The level of taxi parking will be assessed on a case by case basis.

Residential Parking

The Council aims to improve the quality of life for residents through parking management, provision and relief of traffic congestion generated by parking demand. Residential areas around town centres can suffer from commuter on-street parking and in some cases, controlled parking zones are implemented to meet the needs of residents and local businesses.

The Council will review on-street parking provision for residents as travel demand grows, and assess whether the need exists for the introduction of further controlled parking zones. The Council should review the on-street demand at each of the principal towns and key service



centres and assess the impact to residents, including a review of existing Traffic Regulation Orders.

Parking at Rail Stations

The provision of adequate car parking at railway stations can help to reduce the length of car journeys by attracting people onto rail for the major part of their journey. In addition, it can help avoid or alleviate 'overspill' parking around stations.

In reviewing parking issues at railway stations, the Council will need to consider a number of factors to seek to gain a better understanding of the local context:

- the quantity and usage of parking presently available at a station and in the surrounding area
- the level of charges for those parking spaces, if any are in place, and charges at other nearby stations serving the same destinations
- the number of stopping train services
- the origin (catchment area) and journey mode of station users
- the impacts of station traffic and parking on the local road network and community
- the length and type of rail journeys
- the availability of sustainable transport modes to and from the station

If appropriate, the Council will then work with Network Rail, station and public transport operators, passenger and cyclist groups and others to evaluate the situation further and investigate possible solutions that take account of the needs of both rail users and the local community. In line with LTP objectives, the Council will ensure that any solutions also promote modal shift by encouraging the use of walking, cycling and public transport. These issues and the factors above should be considered as part of a station Travel Plan.

Increased parking provision at railway stations will only be considered if it is included as part of a station Travel Plan or linked to improved infrastructure such as the new Hub Station in Crewe.

Sunday Parking Requirements

On a Sunday many towns now see a normal shopping or visitor day, therefore there is a need to manage Sunday parking to serve shoppers and visitors. Overall there is also a benefit in simplifying and providing a consistent approach.

The Council should consider proposals to maintain / introduce standard tariff seven-day charges for off-street car parks where charges are applied.



Charging in off-street car parks, whilst maintaining free on-street parking on a Sunday, creates the effect of people seeking to park on-street. However, it is considered that the benefits to be gained from introducing Sunday charging do outweigh the cost of Sunday on-street parking enforcement.

Night Time Economy Parking Requirements

The Council should consider that in towns/areas where the night time economy is prevalent, that consistent time bands for charges are applied as follows:

- For off-street car parks 8am to 10pm Monday to Sunday.

Shopper/Retailer Subsidy

Although there are issues about drivers thinking about alternative methods of travel where possible, this does allow for local loyalty incentives to shoppers when supporting local shops and it is recommended these are made available where requested.

Contract Permits – Off-Street Car Parks

It is proposed that contract permits will be car park specific (currently, some permits may be for more than one car park) and will be registration specific, with up to two vehicles registrations per permit. It is recommended that no contract or season permits should be issued for short stay car parks as this parking is designed to be available for short stay trips for shoppers and visitors.

Waivers

A list of special permits and conditions appropriate for issuing them should be established.

This provides for carers, meals on wheels, essential trades, such as plumbers, etc. These usually allow for parking, where essential, in Residents Parking Zones or Pay & Display, or in certain cases on double yellow lines. Clear principles will be set out, which need to be backed up by clear issuing procedures for staff.

Charging Mechanisms

In general where charges in a car park or on-street are applied, Pay & Display machines are used. Whilst pay on foot machines/pay on exit Pay Stations that give change may be popular elsewhere with users, these are expensive to install and maintain. The Pay Station costs in the region of £16,000 added to the cost of a barrier and ticket reader required at the exit at £10,000, plus on-going maintenance requirement. Pay & Display ticket machines cost in the region of £4,000. In



many cases the level of income is not sufficient to warrant the higher investment or operating costs of Pay Stations relative to Pay and Display and this will need to be a consideration.

Barriers require maintenance, and if a car park is not staffed any mechanical failures can cause problems. It is recommended therefore that Pay & Display be retained in car parks, and only MSCP's be considered for Pay Stations permitting pay on exit.

Disabled Parking

The use of disabled spaces is governed by the blue badge parking scheme. This is a European scheme for people with limited mobility and allows disabled people accessible parking in locations that enable access to shops and services.

The badge is allocated to individuals and not to vehicles. It can only be used when the named holder is either the motorist or travelling with a carer.

People displaying a blue badge may park on double yellow lines for a limited period where their vehicle does not obstruct traffic or other road users. However, such parking is prohibited where there are additional yellow road markings that restrict parking or where local parking restrictions apply such as outside schools. The blue badge scheme also governs use of disabled spaces on car parks.

The Council adheres to the national policy on concessions for Blue Badge Holders. There are on-street designated disabled bays. These are free and have no time restrictions for blue badge holders. For disabled bays in off-street car parks, blue badge holders can currently park without charge for as long as they want to, even if this is only a short stay car park.

In 2015/16, 8125 Blue Badges were issued contributing to the circa 20,000 blue badges held by the Boroughs individual residents and organisations.

- This Parking Strategy recommends that national disabled parking standards for car parks and all new developments are applied across the borough.
- The Parking Strategy recommends that the quantity and locations of disabled bays are reviewed and where necessary, changed to meet the needs of users in each urban centre. Ideally, disabled bays should be close to amenities and spread out around town centres rather than all together.
- It is recommended that charges for disabled parking are considered for implementation alongside charging for standard spaces. This will generate revenue which can be used for raising the quality of parking.

Parent and Child Parking



There is no specific national or local policy on the provision of parent and child spaces. Supply of these in Cheshire East is almost entirely within privately owned, retail-related car parks. Occupancy of these spaces is generally high. Whilst it is legally unenforceable and does not yield additional revenue, it is felt that consideration should be given to the provision of parent and child spaces. This could be done in conjunction with the review of disabled spaces, since Snow Hill car park in Nantwich is currently the only car park facilitating such spaces.

9.4.3 On-Street Parking Guidance

Introduction

Cheshire East Council as Traffic Authority is responsible for making Traffic Orders that regulate on-street parking.

The Cheshire East road network needs to support a local transport system that promotes economic growth, is safe for all road users and is not detrimental to the quality of life in our communities. The Council recognises the importance of its highway infrastructure and how an effectively maintained and managed road network contributes to the accessibility and safety of its users.

The On-Street Parking Guidance has been developed to support the Council's High Level Parking Strategy with the aim to manage the level of on-street parking based on guiding principles and ensure consistency of approach to overall parking management across the Borough.

In line with the High Level Parking Strategy, the guiding principles for parking will be applied in town parking studies to ensure the management and balance of parking is addressed both on and off-street.

On-Street Parking Regulations

There are a number of pieces of national legislation that impose statutory obligations and duties on the Council in relation to on-street parking including:

- The Traffic Management Act 2004 (TMA) places a duty on all local traffic authorities to secure the expeditious movement of traffic on their road networks.
- The Road Traffic Act 2006 (RTA) requires local authorities to prepare and carry out a programme of measures designed to promote road safety.
- Waiting restrictions are indicated on the road network by road markings and signs which can only be implemented or changed via Traffic Regulation Orders (TROs) which



involves a legal process governed by strict legislation. The Road Traffic Regulation Act 1984 (RTRA) defines under what circumstances a TRO can be introduced. These are:

- o Avoiding danger to persons or traffic;
- o Preventing damage to the road or to buildings nearby;
- o Facilitating the passage of traffic;
- o Preventing use by unsuitable traffic;
- o Preserving the character of a road especially suitable for walking or horse riding;
- o Preserving or improving amenities of the area through which the road runs; and
- o For any of the purposes specified in paragraphs (a) to (c) of the Environment Act 1995 in relation to air quality.

The RTRA also requires the Traffic Authority to exercise these powers to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities on and off the highway.

Any decision to restrict vehicles from parking on the road network must have due regard to these objectives.

Types of Restrictions

There are two main types of waiting restrictions:

- Prohibitive Waiting Restrictions; and
- Permissive Waiting Restrictions.

Prohibitive Waiting Restrictions

Generally, prohibitive waiting restrictions are indicated by yellow road markings and the times of the control are indicated by accompanying signs (except for double yellow lines, where restrictions apply 24 hours per day and cannot have supporting signs).

Zonal restrictions can be applied to parking on the road, footways and verges. These are indicated by zonal entrance signs and repeater signs.

It should be noted that the setting down of passengers and loading/unloading is lawfully allowed, except where the following loading restrictions apply:

- Bus Stop Clearways;
- Bus Lanes;
- Clearways;
- School Keep Clears;
- Box junctions; and



- Doctors Bays.

Also, blue badge holders (disabled drivers or passengers) can lawfully park for up to three hours on Single or Double yellow lines during the hours of operation provided they do so safely, are not obstructing traffic and the badge and clock are clearly displayed with the correct time of arrival.

Permissive Waiting Restrictions

Permissive bays manage the demand for parking by assisting in addressing conflicts for parking in areas of high demand.

These are usually indicated by zonal entry signs or white parking bays with accompanying signs. The signs indicate who can park and any limits on length of stay or times of use. Sometimes designated use of a parking bay can be indicated on the carriageway in white lettering, such as 'disabled', 'doctors', 'loading' or 'permit holders only'.

Other Restrictions

School Keep Clear Markings and zig zag markings associated with pedestrian crossings - stopping under any circumstances during the hours of operation is prohibited on School Keep Clear markings and this includes coaches, deliveries and blue badge holders. The purpose of providing School Keep Clear markings is to keep the space outside of schools free from parked vehicles so that children can be seen more easily when crossing the road.

Loading and Unloading Restrictions - these are indicated by yellow "tabs" on the kerb and can be at all times or for a prescribed period as indicated on accompanying signs. No vehicles are permitted to park in these locations during the hours of operation, including blue badge holders.

Controlled Footway Parking - legislation is available to allow footway parking to be created using line markings and signs to delineate when parking is allowed. However, it is necessary to ensure there is a minimum of 1.2 metres of remaining footway for wheelchair users etc. These parking bays can be enforced by the Council's Civil Enforcement Officers.

A street can be designated a footway parking zone. In this circumstance there will be a requirement to sign the street either by local signs or zonal signs but there are no formal markings on the footway and residents are left to park appropriately. This does not necessarily prevent parking causing an obstruction of the footway and where this occurs it can only be enforced by the Police.



Parking Guidelines

The Council receives numerous complaints and requests each year from residents who are experiencing local parking issues.

The types of issues that are reported include:

- Road Safety and traffic flow concerns caused by parked vehicles;
- Access to residential properties being restricted and hampered visibility on exiting;
- Parking around junctions;
- Parking on bends;
- Indiscriminate parking around schools and employment and development sites; and
- Residents have no off-street parking and there is limited on street parking available.

In the majority of cases the criteria defined under the RTRA is not met and other methods need to be considered in line with the Highway Code. In making that decision the following needs to be considered:

- What is the evidence?
- Who or where is the source of the evidence?
- What actual safety risks are there?
- What is the role of the Police and Council around enforcement?
- What is the potential impact of the TRO?
- Does it meet with local and National Regulations?

It is important to consider each issue to identify if it is a real problem and not a perceived one and the consequences of any change to Regulations do not simply displace the problem. Contentious TROs are often challenged and can be the subject of an Ombudsman investigation, and it is therefore important that the powers available under the RTRA are used appropriately and that there is clear evidence to support the decision to implement the TRO.

Issues raised can be categorised as follows:

Road Safety

The highest proportion of issues raised by members of the public, parish and town councils and Ward Councillors relate to the perceived potential for risk to safety, particularly at junctions or where parking is considered hazardous. These issues are frequently close to amenity areas such as rail stations.

However, this can only be considered as a reason for a TRO if collisions are occurring or where a formal risk assessment carried out by qualified road safety professionals indicates a high risk that should be mitigated.



Cheshire East will consider parking restrictions in locations supported by evidence provided by the Police in order to reduce collisions.

Accessibility

These are issues where parking contributes to problems that affect through traffic.

However, consideration has to be given to the frequency and the effects on the volume of traffic, including the time periods.

Cheshire East will consider parking restrictions on roads where parked vehicles are proven to have a detrimental effect on the capacity and efficiency of the road network.

On-Street Parking Capacity This is where there is a conflict in demand or capacity for parking in an area. Most relate to where off-street parking is limited and conflict between residents and other road users for on street parking exists. It also includes requests for residents only parking zones.

Cheshire East will consider requests for residents parking zones in locations that meet the criteria detailed within the current Residents Parking Permit Guidance.

Cheshire East will consider other forms of parking restrictions where equivalent additional parking capacity can be provided.

Cheshire East will consider the installation of individual disabled person's parking bays where eligibility is identified through a Community Care Assessment.

Amenity

Issues arise that affect the visual or environmental amenity of a particular area. This includes parking on grass verges or where parking is considered to be a visual intrusion rather than a safety or accessibility issue, such as in conservation areas.

Cheshire East will consider restrictions in conservation areas where the equivalent additional parking capacity can be provided.

Cheshire East will consider the formal restriction of parking on footways and verges on an area wide basis.

When introducing or renewing yellow lines in Conservation Areas, Cheshire East will use Primrose Yellow and 50mm wide lines.



When introducing new restrictions in rural and Conservation Areas Cheshire East will consider the use of Zones involving signs only at entrances.

Demand for access to retail facilities and transport hubs and the associated parking capacity available can have a detrimental effect on the surrounding area and community.

Cheshire East will consider parking restrictions in villages and town centres on an area wide basis that will take in to consideration on-street and off-street availability and time restrictions.

School Parking

The Council actively supports and encourages a responsible approach to parking and driving outside and around schools through its road safety education programme and regular enforcement in partnership with the Police and Cheshire Fire and Rescue Service.

The Council has a Sustainable Modes of Travel to School Strategy and a Safer Routes to School programme. Working with schools that have an up to date school travel plan, this programme aims to manage and reduce the impacts of parking around schools.

The introduction or extension to parking restrictions near schools needs to consider any impacts of displacing parking problems to other local streets.

Cheshire East will assist local communities to tackle parking issues related to the school start and finish times as appropriate.

Cheshire East will seek to avoid the displacement of on-street parking near schools when considering any new restrictions.

Parking associated with Employment and Development Sites

There are numerous parking issues within and surrounding many of the borough's major employment sites. The Council will apply the guidelines alongside working with employers to reduce the impacts on the road network by encouraging both considerate parking where this affects residential areas and sustainable travel to work.

The adopted Cheshire East Local Plan Strategy 2010-2030 details the parking standards applied to new developments. It is considered that the town parking studies will support an evidence base for use in determining the parking requirements of new developments through the planning process. In certain circumstances the Planning Authority may consider departing from the standards where unacceptable pressure would be placed on the road network.

Footway and Verge Parking

The Council does not advocate parking on footways or verges due to the impact it has on other road users and the damage it can cause.



Any proposals for footway and verge parking must balance the needs of all road users against the physical constraints of the highway.

Cheshire East will consider the benefit of hardened verges to cater for localised parking provision but only where this is deemed appropriate against the needs of all road users.

TRO Process

The Council will consider Traffic Regulation Orders to improve Network Management, Road Safety and Accessibility for all road users through the following process:

Priority 1 - Urgent

Those locations where there are urgent access issues, such as emergency services, refuse collection vehicles unable to travel along a road, or where a specific safety issue has been evidenced.

Priority 2 – Non-Urgent

These are locations where residents are frequently competing with commuters/local workers for limited on-street parking. Those requests that meet the criteria specified in the guidance will be considered with a focus on an area wide approach.

Priority 3 – Non-Urgent

These are locations where alternate on street or off-street parking is readily available elsewhere in the locality.

Action 9.20 – We will produce town parking studies for the two principal towns and nine key service centres across the Borough

9.4.4 School Parking

The 2010/11 School Census reveals that 21% of high school pupils are driven to school, with the figure for primary schools, which are principally in residential areas, being significantly higher at 45%. Since this Census, the impacts of parking around primary schools has been highlighted as an issue by some residents and communities owing to the pressure it places on the local highway infrastructure.

The Sustainable Modes of Travel to School Strategy identifies interventions aimed at minimising the adverse impact of parking at the school gates, including the development of School Travel Plans. However, given the larger catchment areas associated with rural schools, there are additional challenges faced in terms of encouraging modal shift towards walking and cycling. In



addition to Travel Plans, other interventions will also be implemented such as educational campaigns, exploring opportunities for off highway drop off zones and better enforcement.

Action 9.21 – We will continue to seek to minimise the adverse impacts of parking at the school gates

9.5 Integration with other modes / land use

The integration of different transport modes has the ability to increase efficiency and sustainability. A lack of integration between transport services and modes is a significant barrier to greater use of bus and rail services, causing significant increases in journey time and discouraging multi-modal travel.

Improvements in integration between road and other transport modes e.g. bus, rail, walking and cycling has the potential to decrease private car travel bringing a multitude of benefits. Likewise, promoting development which is not car dependant is vital for long-term sustainability, health and the operation of the highway network.

Action 9.22 – We will implement improved car parking and cycle parking at bus and railway stations across the Borough where the opportunity exists

Action 9.23 – We will promote development which facilitates travel by a variety of transport modes

10 Delivering for Cheshire East

10.1 Monitoring and evaluation

Data collection and analysis play a key role in informing transport planning, investment and management. Subsequently, there is a need for the Council to monitor progress against the LTP in a proportionate way which does not impose unreasonable costs but gives focus to the collection and analysis of data which will be beneficial to Cheshire East.

The Council will monitor progress against the LTP on an on-going basis and produce yearly Monitoring and Evaluation Reports. Monitoring will focus on metrics related to each of the six LTP transport objectives as detailed below:

- **Supporting growth and economic strength through connectivity:**
 - **Efficiency:** Minutes of delay per hour travelled on the Major Road Network in Cheshire East: car; HGV and LGV; and
 - **Community perception of highway reliability:** National Highways and Transportation Public Satisfaction Survey – Tackling Congestion Theme.
- **Ensuring accessibility to services:**
 - **Supported bus service reliability:** Percentage of supported bus services operating within the 'six-minute window' punctuality standards (one minute early to five minutes late);
 - **Community perception of bus service reliability:** National Highways and Transportation Public Satisfaction Survey – Public Transport Theme; and
 - **Sustainable access to schools:** Number of schools supported to implement and maintain a School Travel Plan.
- **Protecting and improving our environment:**
 - **Air Quality:** Number of Air Quality Management Areas declared in Cheshire East.
- **Promoting health, wellbeing and physical activity:**
 - **Community perception of walking/cycling facilities:** National Highways and Transportation Public Satisfaction Survey – Walking/Cycling Theme.
- **Maintaining and managing our network assets:**
 - **Road safety:** Number of people killed or seriously injured on roads managed by Cheshire East Council;
 - **Community perception of road safety:** National Highways and Transportation Public Satisfaction Survey – Road Safety Theme;

- **Community perception of highways maintenance/enforcement:** National Highways and Transportation Public Satisfaction Survey – Highways Maintenance Theme; and
- **Highway maintenance:** Number of third party claims relating to highway condition made and number of subsequent compensation pay-outs.
- **Improving organisational efficiency and effectiveness:**
 - **Transport funding:** Amount of third party inward investment in Cheshire East's transport network e.g. from central government or its agencies, private developers etc.;

10.2 Borough wide actions

This strategy identifies the Borough wide challenges, objectives and actions in relation to transport. As outlined previously, it will be supplemented by eleven Town Delivery Plans in phase 2 of the LTP which will spell out more granular detail in terms of delivery in different locations. Below are listed the Borough wide actions to be completed against each transport mode:

How we will meet the challenge	
No.	Action
4.1	We will work with the LEP and other bodies e.g. TfN to agree sub-regional transport priorities
4.2	We will lobby central government and its agencies e.g. High ways England and Network Rail for investment that brings most benefit to Cheshire East
4.3	We will support the implementation of the Industrial Strategy locally including contributing towards meeting the grand challenges for clean growth, mobility, and a data driven economy.
4.4	We will seek to ensure that development delivered in line with the Local Plan is accessible by different transport modes
4.5	We will support activities which reduce the carbon intensity and resilience of our transport system.
4.6	We will review and update our Local Air Quality Strategy
4.7	We will support the delivery of green and blue infrastructure improvements
4.8	We will support increased levels of active transport, including through delivery of the Cycle Strategy
4.9	We will deliver our Highway Asset Management Strategy
4.10	We will work closely with partners to support maintenance of transport infrastructure which falls outside our remit
4.11	We will deliver a major infrastructure investment programme
4.12	We will support investment in quality of place supporting the creation of high quality town centres

Active and smarter travel	
No.	Action
5.1	We will continue to promote smarter choices as a means of supporting leisure, commuter and business journeys to be made in more sustainable ways
5.2	We will continue to support employers, schools and other trip generators to develop, implement and monitor effective travel plans
5.3	We will support children and young people to access schools and educational sites via sustainable modes wherever possible. Our approach to this has been identified in our Sustainable Modes of Travel to School Strategy
5.4	We will work to improve the quality of our footpaths and pavements, including through targeted investment as part of our asset led approach to highway maintenance
5.5	We will connect existing parts of the pedestrian network, close gaps and address safety concerns at identified hotspots
5.6	We will continue to maintain and improve the existing cycling infrastructure and develop a network of strategic high quality cycle routes connecting the Borough
5.7	We will support the delivery of improved walking and cycling infrastructure as part of the delivery of other major transport schemes
5.8	We will support the development of Town Cycling Plans and their integration in the Neighbourhood Plans for all towns and key service centres in the Borough
5.9	We will seek to ensure that developments are planned in a sustainable way through the inclusion of active travel facilities and linkages
5.10	We will maintain, improve and promote the paths available for leisure use, including horse riding
5.11	We will seek to ensure that the publically accessible highway and transport network supports accessibility for all and does not exclude anyone
5.12	We will continue to reduce barriers for multimodal active travel and improve the accessibility to and facilities at rail and bus stations for pedestrians and cyclists
5.13	We will facilitate the use of walking and cycling to access leisure destinations and for leisure trips
5.14	We will seek external funding from all sources to support active and sustainable travel interventions
5.15	We will seek opportunities to reallocate road space to pedestrian and cycling uses

Bus	
No.	Action
6.1	We will support socially-necessary bus services where possible within budgetary constraints.
6.2	We will consistently review the supported bus service provision to provide as wider coverage as possible to meet the needs of users whilst operating within budgetary constraints.
6.3	We will look to draw closer ties with Bus User Groups (BUGs), including agreeing a memorandum of agreement.
6.4	We will look to maximise the availability and usage of the flexible transport service (Flexilink) within the budget available.
6.5	We will maximise opportunities to work with and alongside our communities to encourage community led transport initiatives.
6.6	We will continue to work alongside neighbouring authorities to ensure cross boundary services with Cheshire East operate effectively
6.7	We will work with the development planning process to provide bus accessibility for new developments, seeking to establish commercially operated services through securing developer contributions to support initial operation of bus services.
6.8	We will work alongside Stockport Council and Transport for Greater Manchester to examine the feasibility of developing of Bus Rapid Transit system in the north of Cheshire East.
6.9	We will work to ensure that Crewe bus station is delivered.
6.10	We plan to ensure that bus services are integrated with HS2 connections.

Rail	
No.	Action
7.1	We will lobby for investment in rail infrastructure where it will unlock opportunities for improved rail services within the Borough
7.2	We will continue to work with partners at the sub-regional and national level to influence the specification of rail franchises in the best interests of the Borough
7.3	We will work to support additional rail services in the Borough where they will bring most benefit
7.4	We will work with partners to renew and improve rail stations and facilities, including at Macclesfield
7.4	We will work to achieve maximum Borough wide benefit from HS2 whilst achieving mitigation measures to minimise negative impacts on residents

Rail	
7.5	We will use HS2 as an opportunity to drive substantial investment and improvement in Crewe, including through the development of the Crewe Masterplan
7.6	We will work to ensure that HS2 does not detrimentally impact conventional services linking to the Borough
7.7	We will support delivery of Growth Track 360
7.8	We will work with partners with the aim of reopening the Northwich to Sandbach rail line to passenger traffic
7.9	We will work with partners with the aim of double tracking the section of line between Crewe and Alsager
7.10	We will promote rail freight as a more sustainable method of haulage except in instances where there are conflicts with passenger services
7.11	We will promote rail freight as a more sustainable method of haulage except in instances where there are conflicts with passenger services

Public transport information and ticketing	
No.	Action
8.1	We will work with partners to improve information around bus services and ticketing, including supporting a move to smart ticketing where appropriate
8.2	We will work with partners to improve information at interchange facilities
8.3	We will promote well maintained and accessible interchange facilities which feel safe to use day or night
8.4	We will work with passenger transport providers (bus, rail and community transport) and other partners to improve public transport integration and facilities in Cheshire East

Roads	
No.	Action
9.1	We support the establishment of a Major Roads Network and commit to additional investment in this key infrastructure if supported as necessary by national government
9.2	We will work to improve the connectivity between the local and strategic road networks
9.3	We will seek effective solutions to existing pinch points on the local road network and lobby for Highways England to resolve those on the Strategic Road Network
9.4	We will work to minimise the negative impacts of development on the highway network and seek suitable mitigation measures of all types where required

Roads	
9.5	We will work to improve HGV routing through measures on-street, working with developers and large trip attractors e.g. supermarkets and hauliers and through the provision of information such as the innovative Freight Journey Planner
9.6	We will support the delivery of Highway England schemes which will bring benefit to Cheshire East and actively contribute in the identification and planning of future schemes, including through the RIS2 process
9.7	We will seek effective delivery of identified major schemes on the local and major route networks
9.8	We will continue to apply for funding from the government, in order to implement and construct infrastructure projects, such as electric vehicle charging points to make it more attractive to buy an electric vehicle.
9.9	Encourage the private sector to invest in Electric Vehicle charger stations at petrol stations, supermarkets and new developments.
9.10	We will continue to support the use of existing speed cameras and the introduction of speed management measures at accident hotspots as determined by the Cheshire Road Safety Partnership
9.11	We will work with partners and other organisations to provide education and training to high risk groups, including young adults, children, pedestrians, cyclists and motorcyclists
9.12	We will continue to support programmes which inform all drivers and riders of the consequences of high-risk behaviours such as excessive speed, alcohol and drug impairment and not wearing seatbelts
9.13	We will continue to work with schools, employers and local communities to provide road safety training to cyclists and promote the use of active travel
9.14	We will continue to take an asset led approach to maintenance of our transport assets in an effort to achieve maximum value for money
9.15	We will seek to ensure that the transport network is increasingly secure against extreme weather events and disruption
9.16	We will introduce a permitting scheme with the aim of reducing the negative impact of utility and other works on highway function
9.17	We will seek provision of further functionality and continued development of the range of information on roadwork's and delays that is provided electronically
9.18	We will continue to monitor air quality and take action where necessary with further detail to be set out in an updated Air Quality Management Strategy
9.19	We will support technological advances which reduce the environmental harm caused by vehicle use
9.20	We will produce town parking studies for the two principal towns and nine key service centres across the Borough



Roads	
9.21	We will continue to seek to minimise the adverse impacts of parking at the school gates
9.22	We will implement improved car parking and cycle parking at bus and railway stations across the Borough where the opportunity exists
9.23	We will promote development which facilitates travel by a variety of transport modes

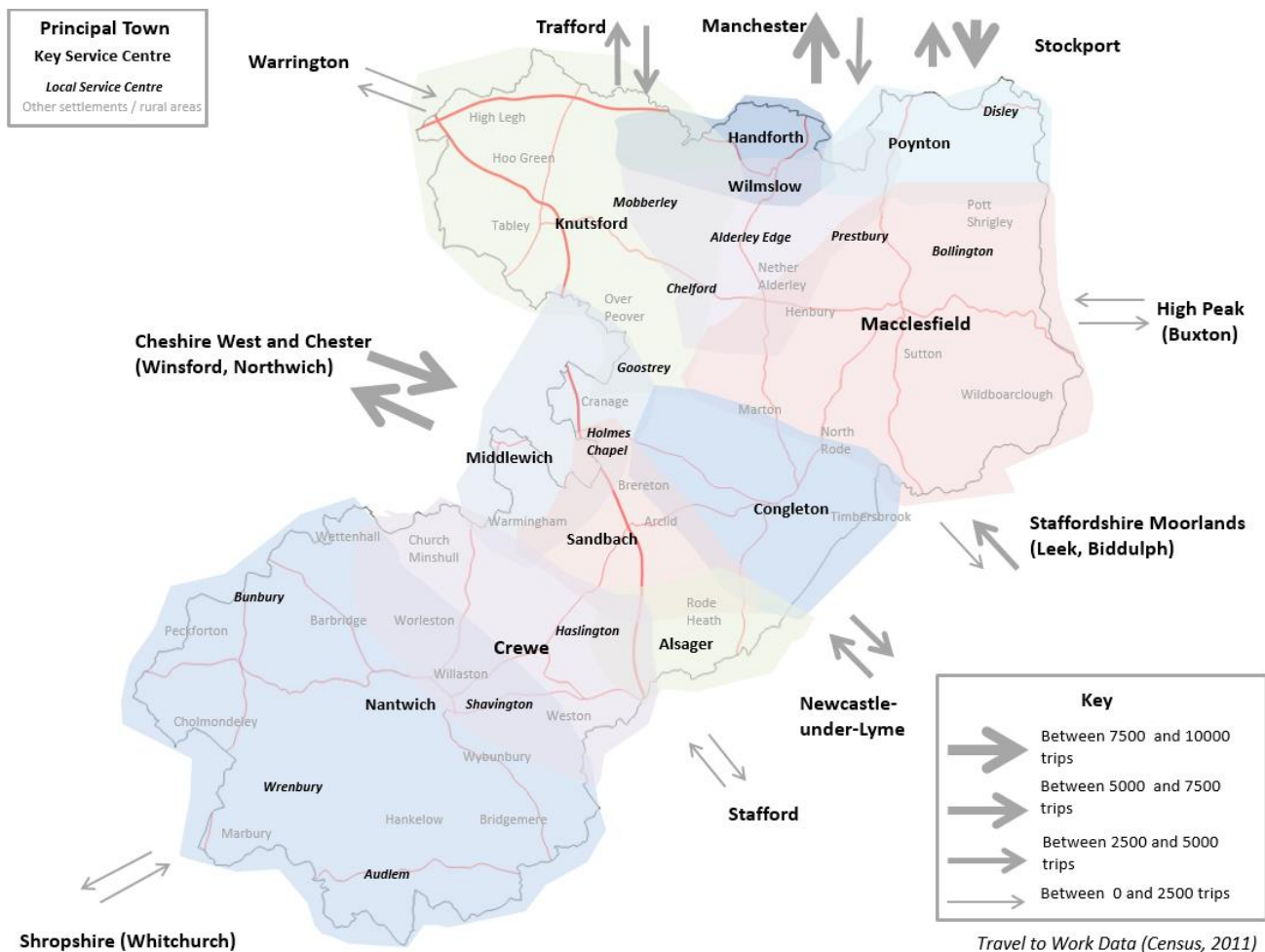
11 Phase 2 of the Local Transport Plan

11.1 Town Delivery Plan Process

Phase 2 of the Local Transport Plan will focus on how the issues and opportunities identified in the Boroughwide strategy relate to specific areas within the Borough in the form of Town Delivery Plans. The Town Delivery Plans will set out specific schemes and interventions to improve the transport network in line with the issues and opportunities identified in this Boroughwide strategy.

The Town Delivery Plans will also consider the surrounding rural areas and smaller settlements which is vital given the importance of the Borough's rural population and economy. The selection of the eleven centres outlined below accords with other Council strategies (including the settlement hierarchy identified in the Local Plan) and is based on criteria around population, transport issues, opportunities for growth and future development. These eleven locations are identified below alongside their corresponding and overlapping areas of rural influence and travel to work flows:

- Principal Towns
 - Crewe, and
 - Macclesfield.
- Key Service Centres
 - Alsager,
 - Congleton,
 - Handforth,
 - Knutsford,
 - Middlewich,
 - Nantwich,
 - Poynton,
 - Sandbach, and
 - Wilmslow.



Following on from the LTP borough-wide strategy, the process for development of the Town Delivery Plans is outlined below:

1. **Generate options to resolve challenges:** through examination of the evidence base and detailed stakeholder engagement, including meetings with Town and Parish Councils options will be identified.
2. **Appraisal of options:** the feasible policy options will be appraised and their likely effects predicted through stakeholder workshops, policy refinement and filtering.
3. **Select preferred options:** the strongest set of preferred policy options and priorities will be identified as influenced by stakeholder input workshops, the evidence base and emerging draft strategy consultation feedback.
4. **Strategy delivery:** the preparation of an Implementation Plan which identifies priorities and delivery phasing.

LTP Strategy Changes

Proposed Amendments	Details of Changes Made	Section
Feedback from members regarding the importance of sustainable travel and the need to reallocate road space to sustainable travel uses.	Active and Smarter Travel sections reviewed and paragraph added on opportunity for reallocation of road space.	5.5 – Active and Smarter Travel – Integration with other modes / land use
Feedback from members in regards to the amount of introductory text in the first 6 sections.	Previous sections 1 to 6 reviewed and reduced into sections 1-4.	Sections 1-4
Various comments on the need for specific transport schemes / interventions in towns, villages and rural areas.	Section added which details how Town Delivery Plans will be produced to set out specific schemes and interventions.	11 – Phase 2 of the Local Transport Plan
Ensure that the LTP reflects schemes that are included in SEMMMS.	Schemes included in SEMMMS that are within Cheshire East have been included in the LTP.	Throughout LTP
Inclusion of information on the consultation process that was undertaken.	Summary of the consultation process has been included.	4.5 Consultation Process
Update LTP in reference to the draft Air Quality Strategy and draft Low Emissions Strategy published after the draft LTP was produced.	LTP updated.	3.5 Protecting and Improving our Environment
Clarify the hierarchy of provision regarding new infrastructure.	Section clarified to reinforce message that new infrastructure will be provided where appropriate to address specific challenges or opportunities.	4.1 Hierarchy of Provision
Reference to the development of LCWIPs which have been progressed after the draft LTP was produced.	Reference to this has been included in the LTP.	5.3 Cycling
Consultation feedback regarding buses – a lack of local buses, and poor reliability/efficiency of existing buses in the borough.	The draft LTP was produced prior to the bus service review. The bus section of the LTP has been updated to reflect the bus service review and the Little Bus review. This section has been lengthened to include information on the current context, bus service review, and future opportunities.	6. Bus
Additional narrative on Middlewich Station and reopening the mid-Cheshire line.	Updated narrative on the aim of reopening Middlewich Station/mid-Cheshire line.	5.3.3 Priorities for Improvement
Additional narrative around Manchester Airport as a	Additional information regarding the importance of	5.3.3 Priorities for

LTP Strategy Changes

Proposed Amendments	Details of Changes Made	Section
strategic challenge/opportunity.	connectivity from Cheshire East to the airport and planned HS2 station.	Improvement
Updated information on HS2.	This has been updated to reflect developments since the draft LTP was produced.	5.3.3 Priorities for Improvement
Consultation feedback included concerns that affordability of public transport/ rail fares in the north of the borough are costlier than in Greater Manchester.	Reference to the long-term fare strategy (TfN).	8.1 Ticketing
The consultation highlighted the desire for cross-border integration between Cheshire East and Greater Manchester through improved rapid transit connections.	This has been included as a long-term aspiration of the Council following the inclusion of this in the north of the borough in SEMMMS. The Council will continue to focus upon the development of BRT to enhance cross-border connections with Greater Manchester, which could link into the development of tram train in the long term.	8.4 Integration
Consultation feedback included concerns over traffic levels and congestion.	A section has been added on network performance and information has been updated on progression of major road schemes that will help towards easing congestion and a more efficient network.	9. 1 The importance of the highways network in Cheshire East
Update network management section following the Well Managed Highway Infrastructure consultation.	Inclusion of how permits are coordinated, and the risk-based approach to asset management.	9. 3 Network Management
Consultation noted rural issues regarding transport.	The importance of providing transport accessibility and supporting rural communities is included in the LTP strategy document. Town Delivery Plans will also cover surrounding rural areas to ensure all parts of the Borough are covered in Phase 2 of the LTP.	11 – Phase 2 of the Local Transport Plan
Review information throughout to so it's up to date and reflects existing situation.	Information reviewed and updated to reflect the latest information.	Throughout LTP



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Cabinet

Date of Meeting: 08 October 2019

Report Title: Mid Year Review (FINANCE) 2019/20

Portfolio Holder: Cllr Amanda Stott - Finance, IT and Communication

Senior Officer: Alex Thompson – Director of Finance and Customer Services
(Section 151 Officer)

1. Report Summary

- 1.1. This report outlines how the Council is managing resources to provide value for money services during the 2019/20 financial year. The report highlights financial and non-financial pressures and provides an overview of progress towards achievement of the priority outcomes set out in the Corporate Plan.
- 1.2. Local Authority budgets across the UK are being managed against a backdrop of continuing reductions in government funding in 2019/20 as well as inflation rises and increasing demand for services. However, the statutory duties of the Council must still be delivered within the relevant parameters and the associated inspection frameworks. In this environment the ability to deliver financial savings whilst maintaining service standards across the Council is extremely challenging.
- 1.3. At the mid year position the Council's forecast overspend is estimated at £7.5m compared to the 2019/20 Budget. This is mainly due to pressures in the People Directorate, past service pension costs and delays associated with achieving some of the efficiency savings included within service budgets.
- 1.4. With continuing robust action it is expected that the outturn position will return in line with budget by the end of the year. Mitigating actions will include:
 - 1.4.1. A managed restriction of in-year costs to support essential spend only.
 - 1.4.2. Reviewing the level of spending on key contracts.

- 1.4.3. Pricing reviews to ensure costs are being fully recovered where appropriate.
- 1.4.4. Vacancy management.
- 1.4.5. Flexible use of capital receipts to support one-off costs or reduce borrowing costs.
- 1.4.6. Re-alignment of and appropriate use of earmarked reserves to support General Reserve balances.
- 1.5. Forecast expenditure on the capital programme is £175.1m which is in line with the revised budget for 2019/20.
- 1.6. Against this challenging financial backdrop it is pleasing to note that the Council has continued to perform strongly, delivering positive outcomes in each of the six priority areas identified by the Corporate Plan.
- 1.7. The attached report, **Annex 1**, sets out details of how the Council is performing in 2019/20. It is structured into three sections:
 - Section 1 Summary of Council Performance** - brings together the positive impact that service performance and financial performance have had on the six Council Outcomes during the year.
 - Section 2 Financial Stability** - provides an update on the Council's overall financial position.
 - Section 3 Workforce Development** - provides a summary of the key issues relating to the Council's workforce development plan.
- 1.8. Appendices to the annex demonstrate how spending in 2019/20 has been funded, including the service budgets, grants, debt recovery and reserves. Updates are provided on the Capital Strategy, Treasury Management Strategy and Investment Strategy.

2. Recommendations

That Cabinet:

- 2.1. note the contents of the report and the mitigating actions to manage the forecast outturn.
- 2.2. note the contents of Annex 1 to the report.
- 2.3. approve in accordance with Finance Procedure Rules fully funded supplementary capital estimates over £500,000 and up to £1m (**Appendix 4, Annex C**);
 - £628,195 increase to Education and Skills 14-19 due to additional Devolved Formula Grant.
 - £533,171 increase to the Highways Investment Programme relating to the pothole fund.

- 2.4. approve in accordance with Finance Procedure Rules Capital a virement over £1,000,000 and up to £5,000,000 (**Appendix 4, Annex C**);
 - £4,830,000 transfer from the Strategic Capital Project to Best4Business to enable the project to continue, whilst recognising that final scheme costs are under review.
- 2.5. recommend to Council to approve:
 - 2.5.1. fully funded supplementary capital estimate above £1,000,000 in accordance with Financial Procedure Rules as detailed in (**Appendix 4 Annex D**);
 - £5,130,000 increase in the Best4Business budget to recognise the further contribution from Cheshire West and Chester towards this shared project.

3. Reasons for Recommendations

- 3.1. The Council monitors in-year performance through a reporting cycle, which includes outturn reporting at year-end. Reports during the year reflect financial and operational performance and provide the opportunity for members to note, approve or recommend changes in line with the Council's Financial Procedure Rules.
- 3.2. The overall process for managing the Council's resources focuses on value for money and good governance and stewardship. Financial changes that become necessary during the year are properly authorised and this report sets out those areas where any further approvals are now required.
- 3.3. This report provides strong links between the Council's statutory reporting requirements and the in-year monitoring processes for financial and non-financial management of resources.
- 3.4. This report provides strong links between the Council's statutory reporting requirements and the in-year monitoring processes for financial and non-financial management of resources.
- 3.5. It also meets the requirements of the CIPFA Code of Practice for Treasury Management in the Public Services and the Prudential Code for Capital Finance in Local Authorities.

4. Other Options Considered

- 4.1. Not applicable

5. Background

- 5.1. Monitoring performance is essential to the achievement of outcomes within the Corporate Plan. This is especially important in evidencing the achievement of value for money across an organisation the size of Cheshire East Council. The Council is the third largest in the Northwest of England, responsible for over 500 services, supporting over 375,000 local

people. Gross annual spending is over £795m, with a balanced net budget for 2019/20 of £282.2m.

- 5.2. The management structure of the Council is organised into three directorates, People, Place and Corporate. The Council's reporting structure provides forecasts of a potential year-end outturn within each directorate during the year, as well as highlighting activity carried out in support of each outcome contained within the Corporate Plan.
- 5.3. At the mid year stage, action continues to ensure that the Council's reserves strategy remains effective following identification of a potential overspend of £7.5m (2.7%) against a net revenue budget of £282.2m. Forecast capital expenditure in the year is £175.1m.
- 5.4. The Council complies with all of its legislative and regulatory requirements in accordance with the CIPFA Code of Practice for Treasury Management in the Public Services and the Prudential Code for Capital Finance in Local Authorities.

6. Implications of the Recommendations

6.1. Legal Implications

- 6.1.1. The legal implications surrounding the process of setting the 2019 to 2022 medium term financial strategy were dealt with in the reports relating to that process. The purpose of this paper is to provide a progress report at the mid year stage of 2019/20. That is done as a matter of prudential good practice, notwithstanding the abolition of centrally imposed reporting requirements under the former National Indicator Set.
- 6.1.2. The only other implications arising directly from this report relate to the internal processes of approving supplementary capital estimates and virements referred to above which are governed by the Finance Procedure Rules.
- 6.1.3. Legal implications that arise when activities funded from the budgets that this report deals with are undertaken, but those implications will be dealt within the individual reports to Members or Officer Decision Records that relate.

6.2. Finance Implications

- 6.2.1. Reserve levels are agreed, by Council, in February each year and are based on a risk assessment that considers the financial challenges facing the Council. The forecast overspend at mid year is within the risk assessed level, but if it remains unresolved this could require the Council to deliver a greater level of future savings to replenish reserve balances.

- 6.2.2. As part of the process to produce this report, senior officers review expenditure and income across all services to support the development of mitigation plans that will return the outturn to a balanced position at year-end.

6.3. Policy Implications

- 6.3.1. This report is a backward look at Council activities at mid year and predicts the year-end position.
- 6.3.2. Performance management arrangements support the delivery of all Council policies. The forecast outturn position, ongoing considerations for future years, and the impact on general reserves will be fed into the assumptions underpinning the 2020/24 medium term financial strategy.

6.4. Equality Implications

- 6.4.1. Any equality implications that arise from activities funded by the budgets that this report deals with will be dealt within the individual reports to Members or Officer Decision Records to which they relate.

6.5. Human Resources Implications

- 6.5.1. This report is a backward look at Council activities at mid year and states the forecast year-end position. Any HR implications that arise from activities funded by the budgets that this report deals with will be dealt within the individual reports to Members or Officer Decision Records to which they relate.

6.6. Risk Management Implications

- 6.6.1. Performance and risk management are part of the management processes of the Authority. Risks are captured both in terms of the risk of underperforming and risks to the Council in not delivering its objectives for its residents, businesses, partners and other stakeholders. Risks identified in this report are used to inform the overall financial control risk contained in the Corporate Risk Register.
- 6.6.2. Financial risks are assessed and reported on a regular basis, and remedial action taken if and when required. Risks associated with the achievement of the 2019/20 budget and the level of general reserves were factored into the 2019/20 financial scenario, budget and reserves strategy.

6.7. Rural Communities Implications

- 6.7.1. The report provides details of service provision across the borough.

6.8. Implications for Children & Young People / Cared for Children

- 6.8.1. The report provides details of service provision across the borough, acknowledges the Ofsted report and notes the overspend within Children in Care services.

6.9. Public Health Implications

- 6.9.1. Public health implications that arise from activities that this report deals with will be dealt with as separate reports to Members or Officer Decision Records as required.

6.10. Climate Change Implications

- 6.10.1. Any climate change implications that arise from activities funded by the budgets that this report deals with will be dealt within the individual reports to Members or Officer Decision Records to which they relate.

7. Ward Members Affected

- 7.1. All

8. Consultation & Engagement

- 8.1. As part of the budget setting process the Pre-Budget Report 2019/20 provided an opportunity for interested parties to review and comment on the Council's Budget proposals. The budget proposals described in the consultation document were Council wide proposals and that consultation was invited on the broad budget proposals. Where the implications of individual proposals were much wider for individuals affected by each proposal, further full and proper consultation was undertaken with people who would potentially be affected by individual budget proposals.

9. Access to Information

- 9.1. The following are links to key background documents:
[Medium Term Financial Strategy 2019/22](#)

10. Contact Information

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

Name: Alex Thompson

Job Title: Director of Finance and Customer Services (Section 151 Officer)

Email: alex.thompson@cheshireeast.gov.uk

Appendix 4

Capital Strategy

Annex D: Requests for Supplementary Capital Estimates (SCEs) and Virements

Service	Capital Scheme	Amount Requested	Reason and Funding Source
		£	
Cabinet are asked to request Council to approve the Capital Virements and SCEs			
Corporate - Finance and Customer Services	Best4Business	5,130,000	To increase the budget to include the amount to be contributed by Cheshire West & Chester
Total Supplementary Capital Estimates and Virements		5,130,000	

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Council

Date of Meeting: 17 October 2019

Report Title: Review of Council and Cabinet Meeting Arrangements

Senior Officer: Brian Reed, Head of Democratic Services and Governance

1. Report Summary

- 1.1. This report raises a number of matters for the Council's consideration regarding the arrangements for Council and other meetings. These matters were considered by the Constitution Committee at its meeting on 19th September 2019. The Committee's views and recommendations are set out in this report.

2. Recommendations

That Council approve

- 2.1. That with effect from the start of the next municipal year, all ordinary meetings of the Council be held on Wednesdays.
- 2.2. That Council meetings other than the Annual Council meeting continue to be held in Sandbach, at Sandbach Town Hall, but where a larger venue is needed for a particular occasion, a suitable venue in an alternative location be used.
- 2.3. That with effect from the start of the next municipal year, all ordinary Council meetings start at 11.00 am.
- 2.4. That at meetings of Council and the Cabinet, a maximum period of two minutes be allowed for each member wishing to ask a question during members' question time, and a maximum period of two minutes be allowed for each member of the public wishing to speak or ask a question during public speaking time, subject to the Chairman having discretion to vary this requirement where he/she considers it appropriate.
- 2.5. That at meetings of Council, a total period of two minutes be allowed in which the proposer and seconder of a motion under Paragraph 1.34 (a

Notice of Motion) may speak in order to explain the purpose of the motion before the motion is dealt with.

- 2.6. That the Director of Governance and Compliance be authorised to make such amendments to the Constitution as she considers necessary to give effect to the changes recommended above.

3. Reasons for Recommendations

- 3.1. To consider a number of issues raised by members in relation to Council and Cabinet meeting arrangements.

4. Other Options Considered

- 4.1. Any other options considered are outlined in the report.

5. Background

Moving the day of Council meetings

- 5.1. At the moment, with the exception of the Annual Council meeting in May, all meetings of the Council are held at the Town Hall in Sandbach on Thursdays.
- 5.2. Thursday in Sandbach is Market Day. This attracts a considerable number of people into the town centre whilst also reducing the amount of public car parking available. This presents difficulties for some of the 82 members of Cheshire East Council, some of whom find it difficult to find a parking space within a reasonable walking distance of the Town Hall. It also presents problems for those members who have mobility issues. The Constitution Committee therefore recommends that Council meetings be held on Wednesdays, given that Cabinet meetings are usually held on Tuesdays, and that members prefer to avoid Mondays and Fridays for meetings where possible.

Alternative venues for Council meetings

- 5.3. The Constitution Committee considered, as a possible alternative solution, whether Council meetings should be held in towns other than Sandbach. In the past, Council meetings have been held at venues in Macclesfield, Crewe and Congleton although this did not prove popular with some members having to travel greater distances. In addition, the meeting rooms available in some locations were less than ideal and the acoustics were quite poor. Sandbach has therefore established itself as the optimal location, given its central geographical position in the Borough. Where a larger venue is needed for a particular occasion, a suitable alternative venue has been used such as Tatton Park for Mayor-making and Crewe Alexandra Football Club for the Local Plan.

- 5.4. The Constitution Committee, having considered the matter, resolved to recommend to Council that Council meetings other than the Annual Council meeting continue to be held in Sandbach but where a larger venue is needed for a particular occasion, a suitable venue in an alternative location be used.

Consistent start time for Council meetings

- 5.5. Members also expressed the view that the start time for Council meetings should be consistent throughout the year. At the moment, the meetings in July and October are held at 2.00 pm, with the remaining meetings starting at 11.00 am. However, some members have now expressed the view that there should be a consistent start time for Council meetings. It is recommended that this should be 11.00 am as currently applies to the majority of Council meetings.
- 5.6. The Constitution Committee, having considered the matter, resolved to recommend to Council that in future, all ordinary Council meetings should start at 11.00 am.

Public and Member speaking time for Council and Cabinet

- 5.7. It has been suggested that a specific period of time should be allowed for each speaker during public and member speaking/question times at Council and Cabinet meetings.

Member questions at Council and Cabinet meetings

- 5.8. Currently, at Council meetings, a period of 30 minutes is allowed for members' questions. There is no specific time allocated to individual members.
- 5.9. At Cabinet meetings, a period of 20 minutes is set aside for questions to be put to Cabinet Members by members of the Council. Again, there is no specific time allocated to individual members. The Leader or person presiding will determine how Cabinet question time will be allocated.

Public Speaking/Questions at Council and Cabinet meetings

- 5.10. At Council meetings, a period of 15 minutes is allocated for members of the public to speak.
- 5.11. At Cabinet meetings, a period of 10 minutes is allocated for public speaking. Members of the public are normally allowed to speak for up to 5 minutes each, but the Leader or person presiding will decide how the public speaking time will be allocated where there are a number of speakers.
- 5.12. The time taken by a Cabinet member or a committee chairman in responding to a question is not counted as part of the time available.

- 5.13. Concern has been expressed about the amount of time allocated to individual public speakers at Council meetings where there are a large number of people wishing to speak; often resulting in other speakers being restricted in terms of time. This has led to calls for a specific period to be allocated to each speaker as of right.
- 5.14. In considering this matter, the Constitution Committee had regard to the need to balance adequate public and member speaking arrangements with the need to allow sufficient time for consideration of the substantive reports on the agenda and the significant decisions that arise from those reports.
- 5.15. The Constitution Committee, having considered the matter, resolved to recommend to Council that at meetings of Council and the Cabinet, a maximum period of two minutes be allowed for each member wishing to ask a question during members' question time, and a maximum period of two minutes be allowed for each member of the public wishing to speak or ask a question during public speaking time, subject to the Chairman having discretion to vary this requirement where he/she considers it appropriate.

Procedure for Dealing with Notices of Motion at Council meetings

- 5.16. Paragraph 1.34 and Appendix 2 of the Council Procedure Rules, relating to Notices of Motion at Council meetings, provide that:
- “When a Motion has been moved and seconded the mover and seconder shall not be entitled to make a speech if the Mayor decides that it shall stand referred without discussion to such of those bodies as the Mayor may determine, for determination. However, if the Mayor considers it conducive to the despatch of business, the motion may be dealt with at the meeting at which it is initially considered.”
- 5.17. There is a view among some members that this Rule should be amended to allow the proposer and seconder of the motion at the Council meeting to make a brief statement on the purpose of the motion before Council decides whether to refer it to a decision-making body.
- 5.18. Under the current rules, the proposer and seconder of a motion under Paragraph 1.34 may speak first on the motion when it is considered by the decision-making body to which it has been referred by Council. The matter is then opened up for wider discussion. At that meeting, the members considering the motion will have the benefit of a detailed report on the matter.
- 5.19. The Constitution Committee, having considered the matter, resolved to recommend to Council that at meetings of Council, a total period of two minutes should be allowed in which the proposer and seconder of a motion under Paragraph 1.34 (a Notice of Motion) may speak in order to explain the purpose of the motion.

6. Implications of the Recommendations

6.1. Legal Implications

6.1.1. There are no particular legal implications arising from this report, which concerns the administrative arrangements for the Council and other meetings within the existing legal framework for such meetings.

6.1.2. There may be consequential amendments to the constitution arising from any changes to the current arrangements for meetings.

6.2. Finance Implications

6.2.1. There are no particular financial implications.

6.3. Policy Implications

6.3.1. There are no particular policy implications.

6.4. Equality Implications

6.4.1. There are no particular equality implications.

6.5. Human Resources Implications

6.5.1. There are no particular human resources implications.

6.6. Risk Management Implications

6.6.1. There are no particular risk management implications.

6.7. Rural Communities Implications

6.7.1. There are no particular implications for rural communities.

6.8. Implications for Children & Young People/Cared for Children

6.8.1. There are no particular implications for children and young people.

6.9. Public Health Implications

6.9.1. There are no particular implications for public health.

6.10. Climate Change Implications

6.10.1. There are no particular implications for climate change.

7. Ward Members Affected

7.1. There are no particular ward implications.

8. Consultation & Engagement

8.1. No consultation arrangements are envisaged.

9. Access to Information

- 9.1. The constitution can be found on the Council's website.

10. Contact Information

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

Name: Paul Mountford
Job Title: Executive Democratic Services Officer
Email: paul.mountford@cheshireeast.gov.uk



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Council

Date of Meeting: 17 October 2019

Report Title: Appointment of Independent Person for Standards Matters

Senior Officer: Jan Bakewell, Director of Governance and Compliance & Monitoring Officer

1. Report Summary

- 1.1 This report has been prepared following the Notice of Motion, approved at Council on 18 July 2019, as follows:

This Council:

- 1) regrets the comments made by Mr Fousert when, as then Chair of the Cheshire Police & Crime Panel, he noted that the Deputy Chief Constable had worn a rainbow lanyard, said that this was a political statement and that this was a breach of police regulations
- 2) asks the Monitoring Officer to prepare a report on whether Mr Fousert should be removed as an Independent Person
- 3) asks the Monitoring Officer to prepare a report on whether Mr Fousert should be removed as a member of the Police & Crime Panel
- 4) asks the Monitoring Officer not to involve Mr Fousert in any complaints about Councillor conduct while the above reports are being prepared

2. Recommendations

- 2.1 That Council considers Mr Fousert's appointment in light of recent events and either:

a) agrees that he continues in his role as Independent Person for Cheshire East Council

Or

b) removes Mr Fousert from his role as Independent Person and asks the Monitoring Officer to undertake a recruitment exercise to replace him.

3. Reasons for Recommendations

- 3.1 To comply with the requirements of the Localism Act 2011, the Council must appoint at least one Independent Person to deal with standards matters. To ensure that an Independent Person is always available, allowing for possible conflicts of interest and absences, it is recommended that three Independent Persons are appointed.
- 3.2 Mr Fousert was elected for a four-year term of office following a formal recruitment procedure on 28th July 2016. At the same time, two other Independent Persons were appointed by Council.
- 3.3 Mr Fousert was until recently also Independent Chair of the Cheshire Police and Crime Panel (PCP). It was whilst in that role that at the PCP meeting on 14th June 2019, he posed a question to the Police and Crime Commissioner, which referenced the fact that the Deputy Chief Constable had worn a rainbow lanyard and that, in his view, that was a political statement and a breach of police regulations.
- 3.4 Numerous representations were made in the press and through social media leading to the calling of an extraordinary meeting of the PCP at which the Members voted to remove Mr Fousert as Chair of the PCP but to enable him to stay as an Independent Member of the Panel.
- 3.5 There has been an adverse response and significant publicity surrounding his comments. This therefore brings into question whether or not Mr Fousert would going forward be able to maintain his independence and impartiality as an Independent Person for Cheshire East Council in light of those perceptions. Although the role is only in an advisory capacity, it involves the arrangements for dealing with Standards complaints against members considering allegations of breaches of the Code of Conduct. Council therefore needs to determine whether there is an issue of trust and confidence around Mr Fousert's continued appointment as an Independent Person.

4. Other Options Considered

- 4.1. Not applicable.

5. Background

- 5.1 Section 28 of the Act requires the Council to appoint one or more Independent Persons.
- 5.2 The Independent Person has three roles to perform:

- (a) The views of an Independent Person must be sought and taken into account by the Council before it makes a finding that any Member has failed to comply with its code of conduct or imposes any sanction;
- (b) The views of an Independent Person may be sought on whether to investigate a complaint and how to deal with a particular allegation; and
- (a) Any Member against whom an allegation has been made (including a town or parish councillor) may consult the Independent Person regarding that allegation.

5.3 Individuals appointed as Independent Persons must be recruited through a formal procedure in accordance with the Act, as follows:

- (i) The vacancy must be advertised in such manner as the authority considers is likely to bring it to the attention of the public;
- (ii) An applicant has to submit a formal application to be appointed as an Independent Person, and
- (iii) The Independent Person's appointment must be approved by 'a majority of the members of the authority.'

The last requirement means that the appointment must be made by Full Council.

5.4 An Independent Person must **not** be:

- (i) A member, co-opted member, or officer of Cheshire East Council; or
- (ii) A member, co-opted member, or officer of a town or parish council within Cheshire East; or
- (iii) A relative or close friend of any of the above.

5.5 In addition to the restrictions in the preceding paragraph, an Independent Person must **not** have been, at any time in the 5 years preceding the date of their appointment:

- (i) A member, co-opted member, or officer of Cheshire East Council; or
- (ii) A member, co-opted member, or officer of a town or parish council within Cheshire East.

6. Implications of the Recommendations

6.1. Legal Implications

6.1.1. These are set out in the background to this report. To comply with the requirements of the Act, the Council must appoint at least one Independent Person.

6.2. Finance Implications

6.2.1. There are no financial implications arising from this report.

6.3. Policy Implications

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

6.4. Equality Implications

6.4.1. There are no equality implications arising from this report.

6.5. Human Resources Implications

6.5.1. There are no HR implications arising from this report.

6.6. Risk Management Implications

6.6.1. The risks associated with the public perception of the Council's handling of complaints against Members should Mr Fousert continue in his role as an Independent Person.

6.6.2. Failing to appoint an Independent Person would place the Council in breach of its statutory duty under the Act and prevent the Monitoring Officer from dealing with complaints in accordance with the Council's code of conduct complaints procedure.

6.7. Rural Communities Implications

6.7.1. Cheshire East Council is responsible for handling standards complaints relating to 134 town and parish councils within the Borough.

6.8. Implications for Children & Young People/Cared for Children

6.8.1. There are no implications for children and young people/cared for children.

6.9. Public Health Implications

6.9.1. There are no implications for public health.

6.10. Climate Change Implications

6.10.1. There are no implications for public health.

7. Ward Members Affected

7.1. All

8. Access to Information

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

9. Contact Information

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

Name: Jan Bakewell

Job Title: Director of Governance and Compliance & Monitoring Officer

Email: jan.bakewell@cheshireeast.gov.uk

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Annual Report of the Audit and Governance Committee 2018/19

DRAFT
(May 2018- April 2019)

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OFFICIAL

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Foreword by the Chair of the Audit and Governance Committee

As Chair of the Audit and Governance Committee following elections in May 2019, I have the honour of presenting this detailed report on the work of the Committee over the period of the 2018/19 municipal year.

The report sets out the broad range of work which has been considered over the year to support the Committee in fulfilling its Terms of Reference and is reported to full Council to provide assurance on the effectiveness of the Committee in meeting its purpose. I hope that this report helps to demonstrate the key role which is undertaken by the Audit and Governance Committee and the positive contribution it makes to the Council's overall governance.

The Committee's Terms of Reference were reviewed against the new CIPFA guidance and a number of changes were recommended by the Committee to Council. These were approved and adopted following Council in December 2018.

Membership of the Audit and Governance Committee has changed significantly following the elections in May 2019 and I would like to thank the former Chair, Vice Chair and Committee members for the hard work and constructive challenge they have provided during their time on the Committee.

I would also like to thank all those who have contributed and attended the Committee meetings over the last year, supporting the Committee's work with varied reports and presentations, which are the culmination of much more preparation and work undertaken 'behind the scenes'.

I look forward to future meetings of the Committee, and working with the Committee members and the officers who support the Committee to ensure that we continue to provide independent assurance on the Council's control environment and the governance framework.



Councillor Rod Fletcher

Chair of the Audit and Governance Committee
July 2019

1. Introduction to the Audit and Governance Committee

Governance is defined in the “Delivering Good Governance in Local Government: Framework” (CIPFA/SOLACE 2016) as follows

Governance comprises the arrangements put in place to ensure that the intended outcomes for stakeholders are defined and achieved.

To deliver good governance in the public sector, both governing bodies and individuals working for public sector entities must try to achieve their entity’s objectives while acting in the public interest at all times.

Audit Committees are therefore an essential element of good governance. Good corporate governance requires independent, effective assurance on the adequacy of the risk management framework, the internal control environment and the integrity of the financial reporting and annual governance processes.

These functions are best delivered by an Audit Committee independent from the executive and scrutiny functions.

Effective Audit Committees help raise the profile of internal control, risk management and financial reporting issues within an organisation, as well as providing a forum for the discussion of issues raised by internal and external auditors. They enhance public trust and confidence in the financial governance of an authority.

2. Audit and Governance Committee - Statement of Purpose

- The Audit and Governance Committee is a key component of the Council’s corporate governance. It provides an independent and high-level focus on the audit, assurance and reporting arrangements that underpin good governance and financial standards.
- It provides an independent assurance to the Council of the adequacy of the risk management framework and the internal control environment.
- It provides independent review of the Council’s governance, risk management and control frameworks and oversees the financial reporting and annual governance processes.
- It oversees internal audit and external audit, helping to ensure efficient and effective assurance arrangements are in place.
- It promotes high standards of ethical behaviour by developing, maintaining and monitoring performance and Codes of Conduct for

Members of the Council (including co-opted Members and other persons acting in a similar capacity).

The Audit & Governance Committee has delegated responsibilities from Council. This report provides details of how the Committee has discharged those responsibilities and delivered against its terms of reference which can be found in the Council's [Constitution](#).

Meetings of the Audit & Governance Committee were held on the following dates in the 2018/19 municipal year:

- 31st May 2018
- 31st July 2018
- 27th September 2018
- 6th December 2018
- 14th March 2019

More information on the Audit & Governance Committee Meetings, including agendas, minutes and attendance details is available [here](#).

3. Governance, Risk and Control within Cheshire East Council

Reports have been received by the Audit and Governance Committee in the following areas, providing assurance and updates on the Council's governance, risk and control framework over the past year.

Internal Audit

Meeting	Reports received
31 May 2018	Internal Audit Annual Report 2017/18
31 July 2018	Internal Audit Procurement Review
27 September 2018	Internal Audit 2018/19 Plan Progress Update
	Outcome of the External Assessment of Internal Audit and Compliance with the Public Sector Internal Audit Standards
14 March 2019	Internal Audit Interim Report 2018/19
	Internal Audit Plan 2019/20

External Audit

Meeting:	Reports received:
31 May 2018	External Audit Progress and Update report
31 July 2018	External Audit Findings & Action Plan 2017/18
27 September 2018	Annual Audit Letter 2017/18
6 December 2018	External Audit Plan 2018/19
14 March 2019	External Audit Plan 2018/19 Update
	Certification Report 2017/18

Risk Management

Meeting:	Reports received:
31 May 2018	Annual Risk Management Update
31 July 2018	Risk Management Update Report
27 September 2018	Risk Management Update Report

Corporate Governance & Annual Governance Statement (AGS)

Meeting:	Reports received:
31 May 2018	Draft Annual Governance Statement 2017/18
	Compliance with the Freedom of Information Act (2000), Environmental Information Regulations (2004) and the Data Protection Act 1998
	Compliance with the Regulation of Investigatory Powers Act 2000
	Customer Feedback - Complaints, Compliments and Referrals to the Local Government Ombudsman 2017/18
31 July 2018	Annual Governance Statement 2017/18
6 December 2018	Annual Governance Statement and Code of Corporate Governance Review

Accounts, Financial Statements & Treasury Management

Meeting:	Reports received:
31 May 2018	Draft Pre-Audit Statement of Accounts 2017/18
31 July 2018	Annual Statement of Accounts 2017/18
28 September 2018	Treasury Management Annual Report 2017/18
6 December 2018	Draft Treasury Management Strategy and Minimum Revenue Provision Statement 2019/20

Information Governance

Meeting:	Reports received:
31 May 2018	Information Governance Update
31 July 2018	Update on the Council's readiness for GDPR

Significant assurances the Committee has received during the year include:

- **2017/18 Internal Audit opinion:**
This was presented to the 31 May 2018 meeting.
- **2017/18 Financial Statements Opinion (External Audit):**
This was presented to the 31 July 2018 meeting.
- **2017/18 Value for Money (VFM) Conclusion (External Audit):**
This was presented to the 27 September 2018 meeting.

4. Effectiveness of the Committee

The Committee regularly undertakes a formal review of its own effectiveness. The 2017/18 self-assessment was carried out with the Chair and Vice Chair against the CIPFA guidance, Audit Committees – Practical Guidance for Local Authorities and Police 2013 and the results reported to the Committee in May 2018.

The Committee self-assessed as compliant or partially compliant against all areas. Actions to ensure the Committee becomes fully compliant are in place, with some already implemented. In receiving the report in May 2018, the Committee noted the self-assessment and agreed that a further report on the progress of the actions be considered at a future meeting of the Committee.

The Committee's 2018/19 Work Plan was developed in line with the Committee's Terms of Reference to ensure that the Committee continued to work effectively and fulfil its purpose.

CIPFA released updated guidance for Audit Committees: "Audit Committees – Practical Guidance for Local Authorities and Police 2018 Edition" in March 2018. The Committee's Terms of Reference was reviewed against the guidance, updated where necessary and put to the Committee in September 2018 for consideration. Following this, the amended Terms of Reference were put to the Constitution Committee (November 2018) and approved by Council on 13 December 2018.

A self assessment of the Committee's effectiveness against the updated guidance will be undertaken and reported on as part of the 2019/20 work programme.

5. Additional Assurance

It was agreed at the Committee's December 2015 meeting that future annual reports of the Committee be expanded to include greater details on any areas of work requested to provide additional assurance to the Committee along with an explanation as to how this added value to the work of the Committee.

Additional assurance work requested by the Committee has been provided around emerging issues including:

Ombudsman complaints and lessons learnt

The Committee received update reports at each meeting detailing the decision notices received by the Council from the Local Government Ombudsman. The detailed reports provided the Committee with information on those decision notices which concluded that there had been maladministration causing injustice.

During 2018/19, the reports have also been supported by the attendance of senior managers from the services involved to provide assurance to the Committee that lessons have been learned from the issues and actions implemented.

Furthermore, the Committee also received a report at their September 2018 meeting detailing the referrals to the Local Government and Social Care Ombudsman for 2017/18.

Procurement Review

In July 2018, the Committee considered a report on an Internal Audit review of Procurement, which superseded a review initially commenced during 2015 which was paused as a result of a police investigation into the award of contracts. The audit report detailed the three risks identified for the review, Internal Audit's findings and the management response to the findings in relation to the third risk. The Committee received assurance that actions were being implemented/had been implemented to address the findings of the report.

In receiving the updates, the Committee is complying with its Terms of Reference in considering reports on the effectiveness of internal controls and requesting summaries of specific internal audit reports.

Reporting of all WARNS's (Waiver and Record of Non-adherence)

The Audit and Governance Committee has a key role in overseeing governance arrangements and requirement to review all approved WARNS. The WARN process forms part of the Contract Procedure Rules(CPR's) which are intended to promote good Procurement and Commissioning practice, transparency and clear public accountability.

Since June 2016 onwards, summary information on the number and reasons for WARN's has been provided to the Committee as a standard part one agenda item, with the details being considered as part two, following exclusion of press and public from the meeting pursuant to Section 100(A)4 of the Local Government Act 1972 on the grounds that it involves the likely disclosure of exempt information as defined in Paragraphs 1, 2 and 3 of Part 1 of Schedule 12A to the Local Government Act 1972 and public interest would not be served in publishing the information.

The Committee has noted that the number of waivers and non-adherences being reported has significantly and consistently reduced since the reports were first presented. This provides assurance to the Committee on the positive impact of the changes to the Council's procurement management.

Review of the Effectiveness of Internal Audit and Compliance with the Public Sector Internal Audit Standards (PSIAS)

In September 2017, the Committee received an update report on the Independent Public Sector Internal Audit Standards external assessment which subsequently took place in January 2018. The findings of the assessment were shared with the Committee in September 2018. The overall judgement of the assessors was that the service was "Partially Compliant" with the Public Sector Internal Audit Standards. An action plan has been developed to address the areas of partial and non-compliance and the Committee has received updates on the implementation of actions through the Internal Audit update reports.

Best4Business Project

In July 2018, the Committee received a presentation on the governance arrangements for the Best4Business project. This provided the Committee with clarity on the governance arrangements in place at the time for this

project which is being undertaken jointly with Cheshire West and Cheshire Council.

Member's Code of Conduct

The Committee received update reports in September 2018 and March 2019 relating to the Member's Code of Conduct. The reports detailed the number of complaints made against Cheshire East Councillors and Town and Parish Councillors; the paragraph of the Code alleged to have been breached and the outcome of each complaint, where completed. This information is provided to support the Committee's role in monitoring and maintaining high ethical standards within the authority.

Mandatory Declarations of Interest

In December 2018, the Committee considered a report on whether or not any outside organisation should be considered as being organisations which, by virtue of solely being members of the same, Councillors must declare and/or register an interest in under the Council's Code of Conduct.

The Committee noted that there were adequate provisions in the Member Code of Conduct to appropriately deal with conflicts of interest that may arise in decision making. Also, the Committee declined to particularise any outside organisation in the Code of Conduct.

6. Members of the Committee

Members of the Committee during the 2018/19 municipal year are set out in **Appendix 2**.

Following the local elections in May 2019 wholesale changes were made to the Committee membership. Whilst this does not impact upon the work undertaken during 2018/19 details of the new Committee membership have also been provided for reference.

The Audit and Governance Committee has been supported by Officers providing reports in accordance with the Committee's work programme and at the request of the Committee.

The Committee has routinely been attended by the Interim Executive Director of Corporate Services, Acting Chief Executive, Acting Director of Legal Services & Interim Monitoring Officer, the Head of Finance and Performance (Acting Section 151 Officer) and the Executive Director of Place.

The Corporate Manager - Governance & Audit left the Authority in February 2017 and, as such, the Principal Auditors continued their acting up arrangements to provide support and guidance to the Committee as would be provided by the Head of Internal Audit role.

7. Statutory Requirements, New Guidance and Recommended Practice

During the year, the Committee has carried out statutory requirements including approving the Financial Statements and the Annual Governance Statement.

It has also ensured that it is up to date in adopting new guidance and/or recommended practice. As referenced in Section 4 of this report, the Committee's terms of reference was reviewed against the recently released CIPFA guidance "*Audit Committees – Practical Guidance for Local Authorities and Police 2018 Edition*" and subsequently updated to ensure compliance with best practice. Committee members were provided with a copy of the guidance for reference purposes.

8. Training and Development

The following training was carried out during the 2018/19 year:

- Induction for new and deputising Members of the Committee
- Annual Governance Statement & Role of the Audit Committee
- Risk Management
- Approving the Financial Statements

In addition, Members have access to copies of the CIPFA Better Governance Forum *Audit Committee Update* featuring a round-up of legislation, reports and developments of interest to Audit & Governance Committee Members.

The training and development programme for Members of the Committee is informed by an annual skills assessment exercise. This was deferred until after the local elections in May 2019 to ensure that it captured membership of the Committee going forward into 2019/20.

9. Work programme for 2019/20

The Committee has an agreed work programme for 2019/20, which includes the annual statutory requirements (e.g. approval of the Statement of Accounts, approval of the AGS etc.) of the Committee and also those regular

reports and assurances it receives on External Audit, Internal Audit, Risk Management, Treasury Management, Whistleblowing and other areas.

The forward looking work programme ensures comprehensive coverage of the Committee's responsibilities and in addition to this, the Committee will:

- Continue to develop the proactive nature of the Committee to facilitate actions by officers to ensure that risks are identified as early as possible and remedial actions are taken in a timely fashion;
- Oversee any development required of the Audit and Governance Committee work programme to comply with the requirements of recently updated CIPFA Audit Committees guidance;
- Continue to review governance arrangements to ensure the Council adopts the latest best practice and moves towards becoming an open and transparent public organisation;
- Continue to support the work of internal and external audit and ensure that responses are given to their recommendations;
- Receive assurance on compliance with best practice such as the updated Public Sector Internal Audit Standards and the CIPFA Statement on the Role of the Head of Internal Audit;
- Continue to support the Council in managing the risk of fraud and corruption;
- Continue to develop the Audit and Governance Committee to review risk and partnership issues and safeguarding of public sector assets; and
- Equip existing and new Members to fulfil their responsibilities by providing more detailed and focused training on all key areas of responsibility, including financial arrangements and risk management, governance and audit planning.

How the Audit and Governance Committee's Terms of Reference were met during 2018/19:







Terms of Reference of Committee	Relevant activity in 2018/19
Annual Report	
To report to full Council on a regular basis on the committee's performance in relation to the terms of reference and the effectiveness of the committee in meeting its purpose.	The July 2018 Committee meeting reviewed the 2017/18 annual report, this was subsequently received and noted by Council in October 2018.
Governance, Risk and Control	
To review the Council's corporate governance arrangements against the good governance framework and consider annual governance reports and assurances.	The Committee received an Annual Governance Statement progress report in December 2018
To review and approve the Annual Governance Statement and consider whether it properly reflects the risk environment and supporting assurances, taking into account internal audit's opinion on the overall adequacy and effectiveness of the council's framework of governance, risk management and control.	The Committee received the Draft Annual Governance Statement in May 2018 and approved the final 2017/18 Annual Governance Statement (AGS) in July 2018. In addition, an update report was received in December 2018.
To monitor the effective development and operation of risk management in the council.	The Committee received update reports on Risk Management in May 2018, July 2018, and September 2018.
To monitor progress in addressing risk related issues reported to the committee and to review the assessment of fraud risks and potential harm to the Council from fraud and corruption. To monitor the counter fraud strategy, actions and resources.	The Committee monitors Anti-Fraud and Corruption arrangements through regular updates on activity provided as part of the regular Internal Audit update reports.
To review and monitor the Council's treasury management arrangements in accordance with the CIPFA Treasury Management Code of Practice.	The Treasury Management 2017/18 Annual Report was received in September 2018. The 2018/19 Draft Treasury Management Strategy and Minimum Revenue Position (MRP) Statement was reviewed at the






Terms of Reference of Committee	Relevant activity in 2018/19
	December 2018 meeting.
Internal Audit	
To approve the internal audit charter.	An updated Internal Audit Charter was approved at the December 2018 Committee meeting.
To approve the risk-based internal audit plan, including internal audit's resource requirements, the approach to using other sources of assurance and any work required to place reliance upon those other sources.	<p>The Committee approved the 2018/19 Internal Audit Plan in March 2018. The Committee monitored progress against the plan in September 2018 and March 2019.</p> <p>The 2019/20 Internal Audit Plan was approved at the March 2019 Committee.</p>
To receive reports outlining the action taken where the Head of Internal Audit has concluded that management has accepted a level of risk that may be unacceptable to the authority or there are concerns about progress with the implementation of agreed actions. To consider summaries of specific internal audit reports as requested.	<p>Internal Audit interim reports against the 2018/19 plan were received in September 2018 and March 2019.</p> <p>Internal Audit interim reports include a summary of Internal Audit work completed and the significant issues arising from individual assignments.</p>
To contribute to the Quality Assurance and Improvement Programme and in particular, to the external quality assessment of internal audit that takes place at least once every five years.	<p>The Committee is updated in the Head of Internal Audit annual opinion report on the progress made on assessment criteria required to comply with the Public Sector Internal Audit Standards.</p> <p>The Committee received a report on the outcome of the External Assessment of Internal Audit and Compliance with the Public Sector Internal Audit Standards in September 2018.</p>
To consider the Head of Internal Audit's annual report.	The 2017/18 Internal Audit Annual Report, including the annual audit opinion was presented to the Committee in May 2018.
To support the development of effective communication with the Head of Internal Audit.	The Principal Auditors (due to the vacant Corporate Manager Governance and Audit post), met on a regular basis with the

Terms of Reference of Committee	Relevant activity in 2018/19
	Chair and Vice Chair of the Committee.
External Audit	
To consider the external auditor's annual letter, relevant reports, and the report to those charged with governance.	<p>The 2017/18 Audit Findings Report and Action Plan were presented to Committee in September 2018 by the External Auditor.</p> <p>The 2017/18 Annual Audit Letter was reported to the September 2018 Committee meeting.</p>
To consider specific reports as agreed with the external auditor.	The Committee received and considered the work of the External Auditor (all meetings during the year).
To comment on the scope and depth of external audit work and to ensure it gives value for money	Regular reports are received from the External Auditors who also meet with the Chair and Vice Chair prior to each Committee meeting.
To commission work from internal and external audit and to advise and recommend on the effectiveness of relationships between external and internal audit and other inspection agencies or relevant bodies.	<p>The Committee consider the work plan at all meetings and commission additional work where Committee members determine that additional assurance is required.</p> <p>The relationship between Internal and External Audit is reviewed at least annually together with any requirements to liaise with any other relevant agencies.</p>
Financial Reporting	
To review and approve the annual statement of accounts. Specifically, to consider whether appropriate accounting policies have been followed and whether there are concerns arising from the financial statements or from the audit that need to be brought to the attention of the Council.	<p>The draft Statement of Accounts 2017/18 was presented to the Committee in May 2018.</p> <p>The Statement of Accounts 2017/18 was approved by the Committee in July 2018.</p>
To consider the external auditor's report to those charged with	The 2017/18 Audit Findings and Action Plan were presented to

Terms of Reference of Committee	Relevant activity in 2018/19
governance on issues arising from the audit of the accounts.	<p>Committee in July 2018 by the External Auditor.</p> <p>The 2017/18 Annual Audit Letter was reported to the Committee in September 2018.</p>
Related Functions	
To approve and monitor Council policies relating to “whistleblowing” and anti-fraud and corruption.	<p>The Committee is provided with updates in relation to these matters via the interim reports on internal audit activity received during the year.</p> <p>Details relating to whistleblowing statistics will be reported via the Monitoring Officer report which is to be introduced during 2019/20.</p>
To seek assurance that customer complaint arrangements are robust	The Committee received regular update reports throughout 2018/19 on the number of decision notices received from the Local Government and Social Care Ombudsman.
Standards	
Promoting high standards of ethical behaviour by developing, maintaining and monitoring Codes of Conduct for Members of the Council (including co-opted Members and other persons acting in a similar capacity).	Members Code of Conduct Standards Reports recording decisions relating to complaints were submitted to the Committee in September 2018 and March 2019.
Ensuring that Members receive advice and training as appropriate on the Members Code of Conduct.	Members of the Audit & Governance Committee have been advised on the Code of Conduct during the year.
Granting dispensations under the provisions of the Localism Act 2011 to enable a member or co-opted Member to participate in a meeting of the Authority.	The Committee meeting in September 2016 approved the Localism Act 2011 – General Dispensations for a four year period (to 28 Sept 2020).

Membership of the Audit and Governance Committee during 2018/19:








Members of the Audit and Governance Committee during 2018/19	
	<p>Councillor Gordon Baxendale (Chair)</p> <p>Councillor Baxendale was an elected member with Cheshire East from its inception in April 2009, and a member of the Audit and Governance Committee from June 2015 until May 2019. He chaired his first meeting in December 2016.</p>
	<p>Councillor Mike Sewart (Vice Chair)</p> <p>Councillor Sewart became an elected member of Cheshire East Council in May 2015. He joined the Committee in March 2017.</p>
	<p>Councillor Sam Corcoran</p> <p>Councillor Corcoran became an elected member of Cheshire East Council in May 2011 and served on the Audit and Governance Committee until May 2019.</p>
	<p>Councillor Tony Dean</p> <p>Councillor Dean became an elected member of Cheshire East Council in May 2015. He served on the Committee between June 2017 and May 2019.</p>
	<p>Councillor Rod Fletcher</p> <p>Councillor Fletcher has been an elected member of Cheshire East Council since its beginning in April 2009 and has served on the Committee since May 2011.</p>
	<p>Councillor Les Gilbert</p> <p>Councillor Gilbert has been an elected member of Cheshire East Council since its beginning in April 2009. He served on the Committee from May 2016 to May 2019.</p>




Members of the Audit and Governance Committee during 2018/19	
	<p>Councillor Martin Hardy</p> <p>Councillor Hardy was an elected member of Cheshire East Council since its beginning in April 2009. He has previously served on the Audit and Governance Committee since its inception in June 2010 until December 2016 and was Vice-Chair from May 2011 to January 2012.</p>
	<p>Councillor Andrew Kolker</p> <p>Councillor Kolker has been an elected member of Cheshire East Council since its beginning in April 2009. He served as Vice-Chair of the Governance and Constitution Committee for a time and has been on the Audit and Governance Committee from June 2010 to date.</p>
	<p>Councillor Nick Mannion</p> <p>Councillor Mannion became an elected member of Cheshire East Council in May 2015. He served on the Committee from March 2017 to May 2019.</p>
	<p>Councillor Gill Merry</p> <p>Councillor Merry was an elected member of Cheshire East Council since its beginning in April 2009. She served on the Committee from June 2017 to May 2019.</p>
	<p>Councillor Amanda Stott</p> <p>Councillor Stott became an elected member of Cheshire East Council in May 2015, and was a member of the Audit and Governance Committee from June 2015 until May 2019.</p>
No image available.	<p>Philip Gardener</p> <p>Independent Member of the Committee, Mr Gardener was co-opted to the Committee in March 2017.</p>

It should also be noted that the following Councillors deputised for members of the Audit & Governance Committee, the Councillors received the necessary induction training prior to the meetings:

6th December 2018:

- Councillor M Deakin

Current members of the Audit and Governance Committee 2019/20	
	<p>Councillor Rod Fletcher (Chair)</p> <p>Councillor Fletcher has been an elected member of Cheshire East Council since its beginning in April 2009 and has served on the Committee since May 2011. He chaired his first meeting in May 2019.</p>
	<p>Councillor Rachel Bailey (Vice-Chair)</p> <p>Councillor Bailey has been an elected member of Cheshire East Council since its beginning in April 2009. She joined the Committee in May 2019.</p>
	<p>Councillor Mike Sewart</p> <p>Councillor Sewart became an elected member of Cheshire East Council in May 2015. He joined the Committee in March 2017.</p>
	<p>Councillor Andrew Kolker</p> <p>Councillor Kolker has been an elected member of Cheshire East Council since its beginning in April 2009. He served as Vice-Chair of the Governance and Constitution Committee for a time and has been on the Audit and Governance Committee from June 2010 to date.</p>
	<p>Councillor David Edwardes</p> <p>Councillor Edwardes became an elected member of Cheshire East Council in May 2019.</p>
	<p>Councillor Byron Evans</p> <p>Councillor Evans became an elected member of Cheshire East Council in May 2019.</p>
	<p>Councillor Andrew Gregory</p> <p>Councillor Gregory became an elected member of Cheshire East Council in May 2019.</p>

Current members of the Audit and Governance Committee 2019/20	
	<p>Councillor Sally Handley Councillor Handley became an elected member of Cheshire East Council in May 2019.</p>
	<p>Councillor Steven Hogben Councillor Hogben has been an elected member of Cheshire East Council since June 2011. He previously served on Audit and Governance Committee between September 2011 and May 2014 and re-joined the Committee in May 2019.</p>
	<p>Councillor Marilyn Houston Councillor Houston became an elected member of Cheshire East Council in May 2019.</p>
No image available.	<p>Philip Gardener Independent Member of the Committee, Mr Gardener was co-opted to the Committee in March 2017.</p>



Working for a brighter future together

Council

Date of Meeting: 17 October 2019

Report Title: Overview and Scrutiny Annual Report 2018/19

Senior Officer: Jane Burns, Executive Director of Corporate Services

1. Report Summary

- 1.1. To present to Council the Overview and Scrutiny Annual Report 2018/19 that details the work of the Council's overview and scrutiny committees, and development of the overview and scrutiny function during the previous municipal year.

2. Recommendation

- 2.1. That the Overview and Scrutiny Annual Report 2018/19 be received.

3. Reasons for Recommendation

- 3.1. To enable the council to have oversight of the work and operation of the overview and scrutiny function.
- 3.2. To raise the profile and public awareness of the council's overview and scrutiny function.

4. Other Options Considered

- 4.1. Not applicable.

5. Background

- 5.1. The provision of an annual overview and scrutiny report is considered to be good practice. The overview and scrutiny annual report is produced and presented to Council each year.

6. Implications of the Recommendations

6.1. Legal Implications

6.1.1. There are no known legal implications.

6.2. Finance Implications

6.2.1. There are no known financial implications.

6.3. Policy Implications

6.3.1. There are no known policy implications.

6.4. Equality Implications

6.4.1. There are no known equality implications.

6.5. Human Resources Implications

6.5.1. There are no known human resources implications.

6.6. Risk Management Implications

6.6.1. There are no known risk management implications.

6.7. Rural Communities Implications

6.7.1. There are no known implications to rural communities.

6.8. Implications for Children & Young People/Cared for Children

6.8.1. There are no known implications to children, young people and cared for children.

6.9. Public Health Implications

6.9.1. There are no known public health implications.

6.10. Climate Change Implications

6.10.1. There are no known climate change implications.

7. Ward Members Affected

7.1. Not applicable

8. Access to Information

8.1. Any background papers relating to the Annual 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: Mark Nedderman

Job Title: Scrutiny Manager

Email: mark.nedderman@cheshireeast.gov.uk

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Overview and Scrutiny Annual Report 2018/19

A Foreword from the Chairman of Overview and Scrutiny in 2018/19

This report takes a backward facing look at some of overview and scrutiny's highlights for the municipal year, 2018/2019. It gives a flavour of the varied work undertaken by members of each of the four overview and scrutiny committees, and reflects the diligence and hard work that they put into it. On behalf of the former chairmen and vice-chairmen, I would like to give our thanks to our committee members.

Since Cheshire East Council's inception in 2009, overview and scrutiny has been a moving feast and has undergone several changes to its structure. For the last four years, however, we have had a period of stability with the four committees settling into their own work programmes.

During last year the Scrutiny Chairmen's Group agreed that it was timely to undertake a Scrutiny Healthcheck as we were very keen to learn how our own scrutiny work is viewed within Cheshire East and by our partner organisations. We are always striving to improve our overview and scrutiny function, as without good scrutiny you cannot be a good council. The report in relation to this piece of work is almost complete and I hope to have it ready to share with you all very soon.

I commend this annual overview and scrutiny report to you and hope that you enjoy reading it.



Margaret Simon

Chairman Corporate Overview and Scrutiny Committee (May 2015 — May 2019)

2018/19 in numbers...

4 Committees



30 Meetings



39 Recommendations for
Change



1 Call-in



4 Task and Finish Groups



Highlights of the Year

Well-Managed Highways Infrastructure

The Environment and Regeneration Overview and Scrutiny Committee considered the results of the public consultation on the different well-managed highways infrastructure proposals and made 5 recommendations, which have improved the development of the approved proposal.

Mental Health Service Redesign in Macclesfield

Members of the Health and Adult Social Care and Communities Overview and Scrutiny Committee persisted in raising their (and local residents') concerns about the proposals by local NHS partners to relocate the mental health services provided from the Millbrook Unit (attached to the hospital). The committee's involvement and actions resulted in the leading NHS bodies developing a revised proposal that retained some services, whilst still providing the desired benefits of an overall revised service that could more sustainably meet future need and demand.

Cemeteries Strategy

The Environment and Regeneration Overview and Scrutiny Committee gave consideration to the proposed Cemeteries Strategy prior to Cabinet formally deciding to adopt it on 10 July 2019. All 3 recommendations put forward by the committee were accepted.

Learning Disabilities Strategy

The Health and Adult Social Care and Communities Overview and Scrutiny Committee supported the development of the Council's new strategy for people with learning disabilities in Cheshire East 'My Life, My Choice', and gave feedback on its content to help make it a more effective proposal.

2019/20 Budget

All 4 of the overview and scrutiny committees closely scrutinised the Council's budget proposals, reviewing in detail the proposals that fell within each of their committee remits. This detailed look at the forthcoming annual budget helped the full Council and its officers to make sure that Cheshire East Council set an effective, manageable and balanced budget for 2019/20.

Scrutiny Healthcheck

Cheshire East Council turned 10 years old in April this year and, as we approached the end of the 2015-19 four-year council term, the chairmen and vice-chairmen of the four overview and scrutiny committees decided to carry out a self-evaluation exercise — closely following guidance from the Centre for Public Scrutiny (CfPS) — dubbed a ‘Scrutiny Healthcheck’.

The project was carried out between February and April 2019 and involved:

- Interviews and discussions with the council’s senior managers, cabinet portfolio holders and external partners
- A review of the council’s current overview and scrutiny structure, the remits of the committees, and of the variety of work undertaken by each since 2014/15
- Research and analysis of the overview and scrutiny structures at other comparative local authorities
- An anonymous survey sent out to all 81 councillors (as at February/March 2019), 21 council officers (that were identified as being closely involved with the scrutiny function), and 15 external stakeholders.

Aims and Objectives

The aim of this project was to gain a better understanding of what the overview and scrutiny committees do well, what they could do better, as well as identify any other areas for improvement (i.e. more recognition or support, more resourcing.)

The group is producing a report containing a number of recommendations that it hopes will support the council to deliver improvements and efficiencies to the overview and scrutiny function for the future.

Corporate OSC

Chairman:	Councillor Margaret Simon
Vice-Chairman:	Councillor Mo Grant

The Corporate Overview and Scrutiny Committee is responsible for reviewing the Council's internal operation including budget setting, risk management, governance, human resources and procurement. The committee comprises the Chairmen and Vice-Chairman of all of the overview and scrutiny committees and has a secondary role to co-ordinate the work of the other three committees to achieve consistency.

How did Overview and Scrutiny influence the Council's budget-setting process?



All four overview and scrutiny committees considered and commented on the pre-budget consultation on the areas relating to their individual remits



Corporate OSC considered the comments of the other three committees on 10 December 2018, and submitted a collated response on behalf of the four overview and scrutiny committees to Cabinet for consideration



Corporate OSC invited the Environment & Regeneration OSC to investigate matters raised within the pre-budget consultation report concerning climate change

What comments did Overview and Scrutiny make on the budget?



Acknowledged the unprecedented pressures on the Council and welcomed the plans to ensure a balanced budget could be achieved



Endorsed the increased investment in Corporate Services



Suggested that the Council could more simply and clearly communicate to the public the technical details of its budget proposals, e.g. defining the difference between the statutory services the Council must provide by law, and those that are non-statutory (discretionary)



Highlighted some key issues arising from the consultation process, including that:

- The Little Bus received high numbers of public responses that the committee thought warranted greater consideration by Cabinet
- The car parking charges and strategy needed further Cabinet consideration before a final decision was taken.

Fly Tipping

Fly tipping had been identified as a growing and continuing problem — a task and finish group set up by the Environment and Regeneration OSC had reported on fly tipping issues in 2017.

One of the outcomes of that review had been additional funding (through enforcement fixed penalty notices) of £18,800 to tackle fly tipping.

If the scheme proved successful, it was hoped that a decline in littering offences (due to increased enforcement action) would mean that additional funding to this area could be used elsewhere.

Certain parts of Crewe had been particularly affected by fly tipping. The number of Houses of Multiple Occupancy (HMOs) had increased in the Crewe area, and a culture had developed whereby tenants left large items of rubbish in the street. Over time this had had a negative impact on the reputation of the area.

ACTION Corporate OSC recommended that a Portfolio Holder-led working group should be set up to continue to closely monitor the issue of fly tipping for remainder of the year. They requested that the responsible portfolio report progress of the group periodically.

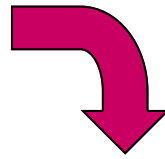


OUTCOMES

- 1) The Campaign, which began in 2017, was considered to be a success in meeting its objectives in many areas across Cheshire East. Specific areas of Crewe remained resistant to this kind of engagement, however.
- 2) Educational materials and toolkits were produced and have remained valuable resources that ANSA use when working with schools and community groups.
- 3) Engagement with schools remains ongoing — ANSA has engaged with 85-90 schools across Cheshire East (including those in the hotspot areas). Additional funding has been given to support a localised campaign to be initiated through a new council officer post (working 2.5 days per week in Crewe).
- 4) Since June 2018, the Working Group has met on four occasions with officer representation from ANSA, the Council and Crewe Town Council.

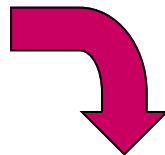
New Homes Bonus Fund

In April 2018, Corporate OSC considered arrangements regarding the New Homes Bonus fund of £2 million.



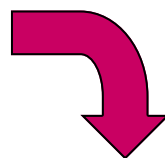
This national fund would run for 2 years and aimed to support councils to achieve positive benefits based on locally-identified needs.

These needs and priorities for each of the areas had been set by 7 different, geographical award groups — each made up of elected members and a representative from local town and parish councils.



The Committee considered bids submitted in connection to the £2 million New Homes Bonus fund (set aside by the Council as the 'New Homes Bonus Community Fund' in its budget strategies).

The New Homes Bonus Community Fund had been allocated across Cheshire East in proportion to the housing developments in each area, and how each development had contributed to the overall New Homes Bonus funding allocated to the Council.



RESULT: The scheme proved to be so popular that **222 total applications** were received during the year, seeking a total of **£7,464,406**. However, in light of the fact that not all applications could be satisfied through the scheme, Corporate OSC concluded that the process for applications needed to be considered before being rolled out again in the future.

Children & Families OSC

Chairman:	Councillor Rhoda Bailey
Vice-Chairman:	Councillor Arthur Moran

The Children and Families OSC is responsible for scrutinising all of the Council's services focused on under-18s in the borough, and its special educational need and disability services for residents aged 1 to 25. The services within the committee's remit range from children's social care, child and adolescent mental health services, education and schools, to fostering and adoption.

In 2018/19 the Committee predominantly received performance reports and annual performance reports on a variety of key areas relating to Cheshire East children's services.



Progress report on the impact of FACT22 (Families Achieving Change Together project)



Progress update on the Children's Home Commission (the buying and provisioning of children's homes in the borough)



Annual report from the Local Authority Designated Officer on what had gone well in the previous year and what could be done better to ensure continual improvement to children's social care services



Annual report from the Local Children's Safeguarding Board, and the two year business plan priorities for the Board



Annual report of the Corporate Parenting Committee to overview the work and outcomes achieved through the Council's corporate parenting function

In November 2018, the Committee also reviewed the results of Ofsted's focused visit to the Council's Children's Social Care department. This highlighted the strengths and achievements from the work carried out and also areas that required improvement.

SEND (Special Educational Needs and Disabilities)

The most impactful piece of work that the Children & Families OSC carried out in this year was an in-depth review of SEND by a task and finish group (a smaller group of 5 councillors) that met 12 times between September 2017 and March 2018.

The Committee decided to carry out a focused review of the new statutory framework for the personalisation of services for children and young people aged 0 to 25, which was introduced in the Children and Families Act in 2014.

- Most councils had been slow to implement the new reforms
- The transfer of statements to Education Health and Care Plans (EHCPs) has been under resourced
- Improvements continued to be made by the Council in different areas whilst the group carried out this review
- However, the group identified that more work was needed in respect of the funding and provision of services for young people aged 16 to 25

OUTCOME: The Committee set up a new task and finish group focused on reviewing SEND for 16 to 25 year olds, which remains ongoing into 2019/20

The group made a number of findings, and the final report included **17 recommendations to Cabinet**

Key Recommendations

- ◇ Systems need to be implemented, and support provided, to ensure parents are kept fully up to date on the production of an EHCP (Education, Health and Care Plan)
- ◇ That a review of the specialist support services be reviewed to ensure they are fully fit for purpose
- ◇ That early years providers are supported with the right knowledge, training and resources, to identify children with special education needs and apply for an EHCP.
- ◇ That all schools be encouraged to welcome children with special educational needs.

Environment & Regeneration

OSC

Chairman:	Councillor Harold Davenport
Vice-Chairman:	Councillor Tony Dean

During its 6 meetings held in 2018/19 the Environment & Regeneration OSC dealt with a range of topics relating to **highways**, **waste services**, **transport**, **cemeteries** and **strategic infrastructure** to name a few.

Achieving better air quality and lower emissions in Cheshire East

Arguably the most crucial piece of that this Committee undertook in 2018/19 was its role as a 'critical friend' to the Cabinet, supporting and encouraging the Council to improve air quality throughout the Cheshire East area.

Since the Environment Act 1995, Councils are required by law to review and assess local air quality within their areas, measuring it against a set of objectives to ensure the best health outcomes for people.

The same legislation requires Councils to declare any areas where pollution in the air exceed safe levels to as Air Quality Management Areas and prepare specific Air Quality Action Plans detailing how they will improve air quality to safe levels again.

This particular subject area received considerable media attention and public interest and as such, the Committee felt compelled to ensure that it represented the concerns of residents.

RECOMMENDATIONS MADE ON THE STRATEGY INCLUDED:



Low emission public transport vehicles and service vehicles should be encouraged.



Charging points for electric vehicles should be provided in key centres around Cheshire East e.g. Macclesfield



Electric car charging points should (where appropriate) be made a condition of new build housing planning applications



The Council should explore establishing low emissions zones



Incentives should be given for private hire and hackney carriage drivers to use electric vehicles

Flood Risk Management

By law, Cheshire East Council must make arrangements to scrutinise its flood risk management arrangements. The Committee fulfilled this duty by receiving an annual update on the Council's work in relation to flood risk management.

Cemeteries Strategy

The Committee supported the introduction of a Cemeteries Strategy in Cheshire East, which aimed to deliver a more consistent approach across the borough.

Members recommended that the Council ensure there is adequate capacity to deal with the number of cremations in Macclesfield and Crewe, and that the quality of maintenance in cemeteries needed to be standardised across the borough.

Charging for Waste Bins

In June 2018, the Committee responded to the Council's proposal to introduce fees for new/replacement waste bins. It made its position clear that it felt developers should pay for new wheelie bins for new housing developments and that landlords also take the responsibility for informing the Council when new houses become occupied (and are in need of bins).

In the interests of local residents, the Committee recommended **“that residents are not charged for replacement bins”**.

This recommendation was not subsequently taken up by the then portfolio holder.

However, another of the committee's recommendations to prevent the introduction of charges for stolen bins in urban areas or areas that historically experienced waste issues, was accepted and the decision altered.

Members of the Environment & Regeneration OSC visiting the ANSA depot/hub in Middlewich.

From left to right:

- Ralph Kemp (Corporate Manager for the Waste and Environment Service)
- Cllr Nick Mannion
- Cllr Suzanne Brookfield
- Cllr Peter Groves
- Cllr Harold Davenport
- Cllr George Walton



Health and Adult Social Care and Communities OSC

Chairman:	Councillor Stewart Gardiner
Vice-Chairman:	Councillor Beverley Dooley

This committee has a dual role in scrutinising the Council's adult social care and communities services, as well as carrying out external scrutiny of local health bodies within Cheshire East.

What did the committee achieve through its internal scrutiny?



Reviewed and monitored key performance indicators from the Council's different adult social care and communities services within the Committee's remit



Considered the Council's Adult Social Care Local Account 2017/19 — a retrospective overview of the range of adult social care services the Council, and how they are delivered



Supported the development of the Council's strategy for people with learning disabilities in Cheshire East, titled 'My Life, My Choice'. Questions and feedback provided by the Committee were submitted to both the Health and Wellbeing Board and Cabinet before decisions were taken to approve the strategy



Scrutinised the improvement areas and actions listed in the Local Safeguarding Adults Board Improvement Plan

The Committee expects that it will continue to work closely with the Council's adult social care teams during the next year, as overall funding continues to reduce and the demand and overall cost of social care continues to increase,

The Committee will need to use its position to objectively scrutinise the services the Council is providing, ensuring that they are value for money, sustainable for the future, and ultimately provide the best outcomes for Cheshire East residents.

External Health Scrutiny

The Committee considered reports and presentations from a number of key health partners in Cheshire East, using its position to make sure that local health services are being provided in an efficient, effective way that achieve the best health outcomes for Cheshire East residents.

Which health partners did the Committee meet with?

Cheshire & Wirral Partnership NHS Foundation Trust	Mid-Cheshire Hospitals NHS Foundation Trust
East Cheshire NHS Trust	NHS England
Eastern Cheshire CCG	North West Ambulance Service
Healthwatch Cheshire	South Cheshire CCG

What did the Committee achieve through its external health scrutiny?



Held local health partners to account on areas of poor or worsened performance



Followed up on its own recommendations made following its spotlight review on Delayed Transfers of Care, ensuring that the Council and the two local CCGs had made efforts to deliver service improvements



Supported the introduction of the Working Together Across Cheshire programme — a project led by the four CCGs in Cheshire that aim to merge into one, more efficient, effective and less costly commissioning body by April 2020.



Closely monitored the work of the CCGs to make sure that local dermatology and Parkinson's disease support services were retained after contract or staffing concerns put the sustainability of the services at risk.

Significant Developments and Variatons

In the same way that councils have had to adapt to reduced funding by increasing efficiency and sustainability of services, NHS commissioners (buyers) and providers of services have similarly had to develop and introduce new, innovative ways of working, which have often involved restructuring or reconfiguring services.

This committee — **as the statutory local council health scrutiny body in Cheshire East** — is a statutory consultee on any significant redesigns or reconfigurations of local health services.

Redesign of adults and older people's mental health services in Macclesfield

September 2018 — the Committee considered the results and feedback obtained from the formal public consultation on the proposed redesign options that would result in local mental health services being relocated away from Macclesfield

November 2018 — the Committee stood firm on its view that it was not happy with how health partners had presented the proposals in the consultation, and that the intended outcome would not be in the best interests of the local public

This resulted in health partners working together to quickly devise and present a revised proposal that retained some local service provision but would still achieve the other intended benefits of the redesign.

December 2018 — A four week period of public consultation and engagement on the new proposal took place (at the recommendation of the Committee)

Closure of specialist orthodontic and oral surgery services in Macclesfield

February 2019 — the Committee were formally made aware that East Cheshire NHS Trust had given notice on its contracts for specialist orthodontic and oral surgery services in September/October 2018, and by April 2019 would not provide either service

March 2019 — the Committee requested that the Trust and commissioning body (NHS England) attend to explain why the Committee had not been consulted with on this significant planned variation to services

On the grounds that regulations and legislation had been ignored and the committee had not been consulted on the planned closures, and that no consultation had taken place with the public, service users or other interested parties, the Committee decided to refer this matter to the Secretary of State for Health and Social Care.

The committee expected that the Secretary of State response would be received in the following council year.

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COUNCIL – 17 OCTOBER 2019**NOTICES OF MOTION**

Submitted to Council in Accordance with paragraph 1.34 of the Council Procedural Rules

1 Holmes Chapel Health Centre

Proposed by Councillor L Gilbert and Seconded by Councillor A Kolker

That Council rescinds its requirement for Holmes Chapel Health Centre to pay a fee of £4,320 for access through the Holmes Chapel Library car park for the following reasons:-

1. Access is required to enable the Health Centre to construct an extension in order to meet the needs of a growing local population.
2. The car park produces no income for the Council and there will therefore be no loss of income as a result of the loss of four parking spaces for two months.
3. The charge amounts to profiteering at the expense of the NHS.
4. The charge adds unnecessary cost to a project to improve public services in Cheshire East.

2 Fighting fire in our Borough

Proposed by Councillor J Parry and Seconded by Councillor N Mannion

This Council pays tribute to the essential work undertaken by every member of staff at Cheshire Fire and Rescue. We recognise that it is their hard work, everyday, that keeps people safe in their homes, in the place that they work, or whilst they are here visiting our County.

This Council believes that government cuts to fire services in the UK have gone too far. We recognise the pressures faced by Cheshire Fire and Rescue and the Fire Authority, which has had to deal with cuts of £12 million over the past nine years.

This Council understands the high levels of public concern about fire cuts and the impact that this could have on the community where they live. We acknowledge the role that the campaign in Crewe played in raising awareness amongst members of the public about fire cover in the area. The level of public interest in both this campaign and campaigns in Chester and Ellesmere Port serves as a reminder to councils and other public services in the sub-region about the need to be innovative in finding ways to involve and communicate with residents in the decisions we take.

This Council believes that all residents in every village and town in Cheshire East and across the County need to feel confident about response times and fire cover where they live. Therefore this Council resolves to ask the Leader of the Council to write to the Policing and Fire Minister to lobby for:

- An urgent government review of the impact of austerity on fire services and response times
- Restoration of the cuts to fire service finances over the last nine years.
- A decent pay rise for Cheshire Firefighters and staff.

And to write to the Chief Fire Officer at Cheshire Fire and Rescue to ask that the Fire Authority considers the following recommendations:

- That as part of ongoing fire service reviews, the current 10 minute target time for fire engines to respond to dwelling fires is expanded to include historic buildings, office buildings, industrial sites, schools, hospitals and other public buildings.
- Other Incident types such as Flooding, water rescue, rescue from Height and Incidents involving Hazardous materials are all included within the Cheshire 10 minute standard.
- That the Cheshire Fire and Rescue 10 minute standard is inclusive of the call handling time – as advised by the home office, formerly department for communities and local government.
- That the design and build of future fire stations adopt the aspirations of our towns Climate Change Emergency motion and that the Fire Authority considers passing their own Climate Change Emergency motion.

3. Pavement Parking and Pavement Obstruction

Proposed by Cllr S Akers-Smith and Seconded by Cllr S Brookfield

This Council requests that Cabinet give consideration to developing a borough wide policy on pavement parking and a separate borough wide policy on pavement obstruction, which should be sufficiently flexible to recognise the varied needs and demands within different areas of the Borough. Council further calls on the Cabinet to bring a draft policy on pavement parking to a future meeting of Full Council for debate.

Background:

In September the Department for Transport recommended to Parliament that a ban on pavement parking should be legislated for and enforced across England. The legal process for a country wide ban is currently happening in Scotland and Wales and there has been a ban in London since 1974, 45 years ago.

In 2016 Cheshire East inspirationally were the first borough council to sign up to Cycling UK's Space for Cycling, which is about prioritising and protecting cyclists. A similar move to be the first borough in the UK to ban pavement parking not only sends out the message that we prioritise pedestrians over vehicles, it will improve the lives of all residents who want to be more active and walk more, pavement parking prevents this from happening and also has a significant effect on the mobility

impaired and the partially sighted which causes them to feel even more vulnerable than they already are.

This one single borough wide act will enhance the lives of over 380,000 people especially vulnerable road users including wheelchair users, mobility scooter users, visually impaired, carers, children and families; everybody. If Cheshire East Council are serious about reducing carbon emissions and having a positive impact on climate change, passing this motion would make a significant contribution to making life safer for residents, protecting those that need our protection and encouraging people to use their cars less, which would have an impact on climate change.

Not everybody has a car, can't afford one and doesn't want one, but everybody has to get around, and protecting those who want to actively travel needs to be a priority. Everybody has to walk or be mobile, now more than ever, a ban on pavement parking will give people real choice to be more active.

Pavement obstruction in addition to pavement parking has an impact on the ability of vulnerable pedestrians in particular to navigate and travel safely. Therefore a separate policy to look at pavement obstruction is to be considered

4. Unregulated Supported Accommodation for 16/17 year olds

Proposed by Councillor S Brookfield and seconded by Councillor J Barber

The issues surrounding unregulated children's homes have been in the news headlines recently. These homes have always existed but there is mounting concern over their accelerating growth especially because they often care for the most vulnerable young people.

Children's homes are currently registered with Ofsted and inspected regularly. Unregulated homes are allowed in law and support young people over the age of 16 to live independently. If the child is receiving some form of care rather than support they are required to live in a children's home registered by Ofsted.

Whilst it is recognised there will almost certainly be some excellent unregulated provision equally there may be homes in which vulnerable young people are unsafe and this clearly is not acceptable.

It is not known how many of these homes exist as there is no requirement to register their existence.

This Council calls on all Members of Parliament within Cheshire East to ask that legislation is put forward to ensure that all children's homes in all sectors be registered with Ofsted or other regulatory body.

5. Children's Homes

Proposed by Councillor S Brookfield and Seconded by Councillor J Barber

Background:-

An MP has warned that the children's home market in England is "run in the interests of the providers" rather than for the benefit of children and young people. The chair of the All-Party Parliamentary Group on missing children, told MPs during a debate about that a third of children were placed 20 miles or more from their home areas, and suggested the problem was because homes are being set up in low-cost areas to suit business purposes, rather than what's best for children.

It is concerning that 79% of children's homes are in the private or voluntary sector and large private equity firms are entering the market. Clearly they do not invest in children's homes for altruistic purposes. It is therefore important that their profits should not be at the expense of the needs of the children.

In 2012, children's homes were concentrated in the north-west, the west midlands and the south-east. For example, the north-west has 15% of the children's homes population, but 25% of the children's homes. This means that increasing numbers of cared for children are living at a distance from their family and local community.

One reason for this could be that property prices were so much lower in some areas than others, leading companies to set up in low-cost areas to suit business plans rather than what is best for the children. In Crewe we have seen an increase in private children's homes with no regard for the areas they are located and call-in requests by local ward members have been declined.

It should be noted and commended that this Council, Cheshire East Council commission local children's home provision for our children.

Motion:-

Cheshire East Council ask the Government that the planning regulations nationally be revised that all applications for Children's homes for change of use are statutorily considered at planning committees rather than under delegated powers or permitted development rights.

Further to ask that this Council contacts all Members of Parliaments in Cheshire East that they provide support for this Motion and they also lobby the Government for changes in planning legislation for Children's Homes.

6. Cheshire East Mayoralty

Proposed by Councillor J Barber

This Council will look to abolish the Cheshire East Mayoralty and asks the Constitution Committee to investigate and report back to full Council on a solution with implementation from 2020/21.

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