

Highways and Transport Committee

Agenda

Date:	Thursday, 20th July, 2023
Time:	10.00 am
Venue:	The Capesthorpe Room - Town Hall, Macclesfield SK10 1EA

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

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

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

1. **Apologies for Absence**

To note any apologies for absence from Members.

2. **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.

3. **Minutes of Previous Meeting** (Pages 5 - 8)

To approve as a correct record the minutes of the previous meeting held on Thursday 22 June 2023.

For requests for further information

Contact: Nikki Bishop

Tel: 01270 686462

E-Mail: nikki.bishop@cheshireeast.gov.uk with any apologies

4. **Public Speaking/Open Session**

In accordance with paragraph 2.24 of the Council's Committee Procedure Rules and Appendix on Public Speaking, set out in the [Constitution](#), a total period of 15 minutes is allocated for members of the public to put questions to the committee on any matter relating to this agenda. Each member of the public will be allowed up to two minutes each to speak, and the Chair will have discretion to vary this where they consider it appropriate.

Members of the public wishing to speak are required to provide notice of this at least three clear working days' in advance of the meeting.

5. **Highways and Infrastructure: 2022/23 Annual Review** (Pages 9 - 44)

To consider a report updating Members on performance across the Highways and Infrastructure Service during 2022-23.

6. **Lead Local Flood Authority: 2022/23 Annual Review** (Pages 45 - 60)

To consider a report updating Committee on activity in relation to the Council's role as Lead Local Flood Authority for 2022-23.

7. **Street Lighting Energy Savings: Consultation Proposals and Options Update** (Pages 61 - 86)

To consider a report which updates Committee on progress relating to the MTFS revenue savings proposal – energy saving measures from streetlights.

8. **Parking Review - MTFS Initiatives 2023-24** (Pages 87 - 114)

To consider a report which provides an update on progress towards delivery of the Parking Review included in the adopted Medium Term Financial Strategy (MTFS).

9. **FlexiLink Demand-responsive Transport Service** (Pages 115 - 158)

To consider a report which provides the Committee with an update on the FlexiLink Demand Responsive Service.

10. **Electric Vehicle Charging Strategy** (Pages 159 - 348)

To consider a report on the Council's updated Electric Vehicle Charging Strategy.

11. **Final Outturn 2022-23** (Pages 349 - 414)

To consider the provisional outturn for the financial year 2022/23.

12. **Public Rights of Way Annual Report 2022/23** (Pages 415 - 420)

To receive the Public Rights of Way Sub Committee Annual Report 2022-23.

13. **Work Programme** (Pages 421 - 428)

To consider the Work Programme and determine any required amendments.

THERE ARE NO PART 2 ITEMS

Membership: Councillors C Browne (Chair), L Braithwaite, R Chadwick, P Coan, A Coiley, L Crane (Vice-Chair), H Faddes, A Gage, C Hilliard, R Moreton, J Snowball, H Moss, J Priest and M Sewart

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CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Highways and Transport Committee**
held on Thursday, 22nd June, 2023 in the The Capesthorne Room - Town
Hall, Macclesfield SK10 1EA

PRESENT

Councillor C Browne (Chair)
Councillor L Crane (Vice-Chair)

Councillors L Braithwaite, R Chadwick, P Coan, A Coiley, H Faddes, A Gage,
R Moreton, H Moss, J Priest and M Sewart

OFFICERS IN ATTENDANCE

Tom Moody, Director of Highways and Infrastructure
Richard Hibbert, Head of Strategic Transport and Parking
Chris Hindle, Head of Infrastructure
Simon Wallace, Contract Asset Manager
Steve Reading, Principal Accountant
Mandy Withington, Solicitor
Nikki Bishop, Democratic Services

1 APOLOGIES FOR ABSENCE

There were no apologies for absence.

2 DECLARATIONS OF INTEREST

There were no declarations of interest.

3 MINUTES OF PREVIOUS MEETING**RESOLVED:**

That the minutes of the meeting held on Thursday 2 March 2023 be approved as a correct record.

4 PUBLIC SPEAKING/OPEN SESSION

There were no public speakers.

5 SERVICE BUDGETS 2023/24

The Committee considered the report on the allocation of the approved budgets for 2023/24 to the Highways and Transport Committee.

The Finance Sub-Committee at its meeting on 8 March 2023 had approved the allocation of the approved capital and revenue budgets,

related policy proposals and earmarked reserves to each of the service committees.

RESOLVED:

That the Highways and Transport Committee:

1. Note the decision of the Finance Sub-Committee to allocate the approved revenue and capital budgets, related budget policy changes and earmarked reserves to the Highways and Transport Committee, as set out in Appendix A.
2. Note the financial reporting timetable for 2023/24 set out in Appendix B as approved at Finance Sub-Committee on 7 June.

6 APPOINTMENTS TO SUB-COMMITTEES, WORKING GROUPS, PANELS, BOARDS AND JOINT COMMITTEES

Consideration was given to the report which sought approval from the Highways and Transport Committee to appoint members to the Public Rights of Way Sub Committee and to set out the membership of the Enhanced Partnership Board.

It was confirmed that the Corporate Policy Committee, at its meeting on 15 June 2023, agreed to recommend to Full Council that the functions of the Public Rights of Way Sub Committee be incorporated into the functions of the Highways and Transport Committee. This matter would be considered by Full Council. The Public Rights of Way Sub Committee scheduled for 3 July 2023 would therefore go ahead. Members queried what training would be required for the Highways and Transport Committee should Full Council approve this recommendation. Officers committed to providing a written response.

The proposed membership of the Public Rights of Way Sub Committee was noted as follows: Cllrs L Crane, A Coiley, H Faddes, R Moreton, A Harrison, K Parkinson and S Edgar.

RESOLVED (unanimous):

The Highways and Transport Committee

1. Appoints Members to the Public Rights of Way Sub Committee as follows: Conservative: 3, Labour: 3; Independent: 1.
2. Notes the terms of reference for the Public Rights of Way Sub Committee attached as appendix 1 to the report
3. Agrees the political representation for the Public Rights of Way Sub Committee and agrees that the names of Members appointed to it

will be submitted to the Head of Democratic Services and Governance.

4. Notes the Enhanced Partnership Board membership, as set out within Appendix 2.

7 WORK PROGRAMME

Consideration was given to the Work Programme for the new municipal year 2023-24.

RESOLVED:

That the Work Programme be noted.

8 MINUTES OF SUB COMMITTEES

RESOLVED:

That the minutes of the Public Rights of Way Committee held on 13 March 2023 be received and noted.

The meeting commenced at 10.00 am and concluded at 10.25 am

Councillor C Browne (Chair)

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OPEN

By virtue of paragraph(s) X of Part 1 Schedule 1 of the Local Government Act 1972.

Highways & Transport Committee**20 July 2023****Highways & Infrastructure 22-23 Annual Performance Review****Report of: Tom Moody, Director of Infrastructure & Highways****Report Reference No: HTC/02/23-24****Ward(s) Affected: All wards****Purpose of Report**

- 1 This report gives an update on performance across Infrastructure and Highways services for 2022-23.

Executive Summary

- 2 Infrastructure and Highways is part of the Place department and consist of four service areas these being Highways, Infrastructure, HS2, Strategic Transport and Parking. Services are delivered using a mixed economy of directly employed Council staff and commissioned work. A summary of each service description is below, and the report contains details of performance by service area for 2022-23.
- 3 **Highways** – The Council is a local Highway and Transport authority, and in this context, it has several statutory duties to perform that have an impact on the maintenance of the public highway and the provision of transport in the borough. These include:
 - Highways Act 1980 –The duty to maintain the highway maintainable at public expense
 - Traffic Management 2004
 - New Roads and Street works Act 1991
 - Flood Water Management Act 2010

- 4 It is important that in using the limited resources available, the duties contained in the Highways Act and Traffic Management Act, particularly in maintaining a safe network for all users, are given priority.
- 5 The Council's highways are valued at £6.6bn, and it receives capital grants from central government to invest in the structural maintenance of that asset and the Highways Service Contract defines the maintenance and management requirements of the Council's Highway Network and its assets, these include:
 - 2,707km of roads
 - 2,162km of footways
 - 1,047 bridges and structures
 - 112 traffic signal junctions
 - 152 Pedestrian Crossings
 - Over 600km of cycle route
 - Over 40,000 streetlights
 - 100,4540 gullies
 - 4,500 illuminated signs and bollards
 - 5.8 million m2 of grass verge
- 6 **Infrastructure** - The Infrastructure Team delivers major capital improvement projects to Cheshire East's strategic highways and transportation networks to enable economic growth across the borough in line with the Local Plan Strategy and economic regeneration objectives.
- 7 Each scheme in the Department for Transport (DfT) large Local Majors Programme has had a detailed business case prepared and approved at Strategic Outline Business Case and Outline Business Case stages and prior to commitment to construct, at Full Business Case stage. These business cases present detailed evidence to demonstrate the benefits and costs of each scheme using the Green Book 5 Case Model – this is a standard tool used by the DfT.
- 8 The current programme is focused on delivering the objectives of the Council's Local Plan Strategy, providing housing and employment growth, enhanced access to services, reductions in traffic congestion and pollution along with increased opportunities for sustainable travel, thus contributing to the Council's carbon reduction targets. The programme is funded by a combination of Central Government, Council and third-party funding.
- 9 **HS2** - HS2 is Government designed, funded and delivered scheme to deliver a new high-speed rail network in the UK, connecting towns and cities across the UK. The scheme aims to provide more capacity and resilience on the west coast mainline and free up conventional capacity

for more passenger and freight services. The scheme aims to move more long-term journeys and freight movements from road to rail and is supported by an HS2 Net Zero Carbon Plan which looks to accelerate the wider industry's transition to Net Zero.

- 10 Cheshire East is impacted by two phases of the HS2 scheme:
 - Phase 2a between Fradley and Crewe; and
 - Phase 2b between Crewe and Manchester.
- 11 In addition, HS2 services will call at Crewe station, with HS2 services between Crewe and London when Phase 2a opens, and also infrastructure to enable services between Crewe and both Manchester and Birmingham delivered as part of Phase 2b.
- 12 HS2 will have significant impacts on the Borough of Cheshire East Council and directly on the lives and livelihoods for many of its residents. This includes the economic and levelling up opportunities for the Borough arising from the arrival of HS2 services at Crewe railway station but also the negative impacts of the delivery of the scheme on the environment, ecology, transport network and to several communities in Cheshire East.
- 13 The Council's HS2 Programme service manages the Council's response to HS2 and use the powers, methods and provisions available to influence the scheme to provide a better outcome for Cheshire East and its residents. The HS2 programme is a high profile, high priority and highly political programme for the Council.
- 14 **Strategic Transport and Planning** - The Strategic Transport Service is responsible for maintaining and updating the Council's policy framework for transport infrastructure and services to ensure that delivery is well aligned with corporate and national policies. A key objective is to develop and implement the Local Transport Plan (LTP), as a basis for delivery of multi-modal transport solutions, innovations and investments. The aim is to achieve a modal shift towards walking, cycling and public transport use, as well as considering wider transport decarbonisation and the role of transport in place shaping in Cheshire East.
- 15 The team leads on local strategies, funding bids and key projects such as the recent Local Walking & Cycling Improvement Plans, as part of the Council's sustainable transport agenda. We work across the Council and with stakeholders to develop local sustainable transport, including Public Rights of Way and Sustainable Travel to Schools.
- 16 The Transport Contracts & Monitoring team manage the procurement of Passenger Transport Services. Through a monitoring programme they ensure contract compliance by suppliers of Home to School Transport and Council supported Local Bus Services. Annual agreement for a

Cheshire East Concessionary Travel Scheme and subsequent reimbursement to Local Bus suppliers is managed in line with Government guidance. The team will also support the Local Bus Network Review and Enhanced Partnership Plan & Scheme for Cheshire East all of which aim to contribute to a stable network and better bus services for local people.

- 17 The Parking Team manages the civil enforcement of both on and off-street parking, including notice processing and appeals. They are responsible for parking projects such as Resident Parking Schemes, management of Pay & Display machines, and amendments to the Parking Consolidated Order. The team safeguards revenues of approximately £4.5 million annually and operates in a highly visible, public-facing environment. In addition to day-to-day operational responsibilities, the parking team contributes to strategic development of the Council's parking policies and strategies, including implementation of parking initiatives within the Council's Medium Term Financial Strategy (MTFS).
- 18 Highways Development Management team provides transportation input to the statutory planning process, in the role of the Local Highway Authority. The team works with developers / agents to ensure planning proposals are in accordance with the Councils transport policies and objectives. The team has a leading role in ensuring delivery of transport and highways infrastructure associated with all forms of spatial development in Cheshire East, in accordance with the policy framework defined in the National Planning Policy Framework (NPPF) and the adopted Local Plan and associated policies of Cheshire East Council.

RECOMMENDATIONS

The Highways and Transport Committee is recommended to:

1. That the Committee note the performance of these services in 2022/23.
2. That the Committee note the on-going work of the Highways Service to support delivering the Council's Brighter Futures customer strategy.

Background

- 19 The Infrastructure and Highways Department is responsible for advising the Council on key policy areas, notably the Local Transport Plan and Local Plan, and is responsible for delivering front line customer facing services, related statutory functions and major projects and programmes. These include all highway services, strategic transport, parking, active travel, public transport, HS2 and major transport projects.

- 20 The Cheshire East Council Corporate Plan 2021-25 sets out our vision for an open, fairer, greener Cheshire East with three broad aims to be an open and enabling organisation; a council which empowers and cares about people, and a thriving and sustainable place. The Infrastructure and Highways Department contributes to several the priorities under the theme of “A thriving and sustainable place”:
- A great place for people to live, work and visit
 - A transport network that is safe and promotes active travel
 - To be carbon neutral by 2025

Highway Service

- 21 The Highways Service manages the £600m Highway Services Contract (HSC) with Ringway Jacobs. The current HSC started on 4th October 2018 for a period of 15 years. Appendices 1 and 2 contain information on service performance to date with the delivery of revenue and capital funded activities and projects for 2022/23 and on the Performance Management Framework which measures key outputs of the Highways Service Contract with Ringway Jacobs.
- 22 The highway revenue funded routine and reactive service budget for 2022/23 was £10.427m and the capital budget for significant repairs and improvements to the highway network was £23.418m. This included additional capital investment from the Council for managing and maintaining the highway, approved as part of the MTFs in February 2022 and DfT Traffic Signal Maintenance funding, which saw approximately £5.5m of extra work delivered through the contract, compared to 2021/22 this included:
- 23 Delivery of core maintenance services including:
- Carrying out regular safety inspections on all 2,760km of the public highway in accordance with the Code of Practice (11,531km over the whole year).
 - Gritting of circa 1,050km of the highway network on the winter service gritting routes
 - Undertaking 1,269 street lighting repairs
 - Processing 40,109 permits for 3rd party utility works, developer activities and Council promoted works on the highway
 - Attended 52,244 gullies with 47,449 emptied
 - 22,924 enquiries received (15,980 thorough online reporting tool, 5,344 over the phone, 1,558 via email and 42 from other channels
 - Repairs completed including 20,025 Level 1 potholes repairs, 42,557m² of Level 2 patching and 60,164m² of Resurfacing – for Level 2 and 3 works this equates to patching and resurfacing of over 14 football pitches.

- 24 Delivery of capital investment programmes and projects including:
- Year 1 (£7m) of the Council's additional investment for Managing and Maintaining the Highways. The initial 3-year investment of £19m has now been spread over 4 year as part of the approved MTFS in February 2023 which is to help address the current financial challenges the Council faces.
 - Traffic signal equipment upgrades utilising additional £0.50m investment secured from Department for Transport (DfT) Traffic Signal Maintenance Fund. Twelve junction controller upgrades across the borough including four Inflow upgrades at key junctions in Macclesfield.
 - Year 2 of investment in Traffic Signs and Bollards – LED replacement to invest in solar and LED lighting conversions to lit signs and bollards on the highway to reduce carbon and energy costs.
- 25 Delivery of road safety improvements along A536 and A537 funded from the DfT Safer Road Fund and public realm scheme in Nantwich
- A536 Congleton to Macclesfield - The road has been resurfaced with a new higher skid resistant surface. We have refreshed the road markings and added new edge of carriageway lines to enhance visibility of the road edges. Works have been completed on installing a new average speed camera system between Eaton and the outskirts of Macclesfield. New speed limit and average speed camera signs have been installed and the design for delivery of the improvement of the crossroads junction at Gawsforth.
 - A537 Macclesfield to Buxton – The project is nearing completion of works to replace the old average speed camera system with a new system, including extending coverage towards Macclesfield. Works to lay a new higher skid resistant road surface have been completed. At the same time, we refreshed the road markings and road studs. This includes recently completed carriageway surfacing works near Macclesfield and installing new vehicle restraint barriers, bollards and signs along the route.
 - Beam Street - This has included the scheme to improve the public realm along Beam Street in the centre of Nantwich, these were completed on time and within the available budget. Further carriageway improvements were completed during January 2023.
- 26 Continued delivery of column replacement programme (as required based on condition data), despite continued challenge of increases of material prices and lead-in times for delivery. Up to end of February 2023,

2,895 upgrades completed as part of LED Signs and Bollards investment programme – will continue to be delivered in 2023/24.

- 27 Implementation of funding associated with securing Band 3 status as an Asset Management led highway authority for the DfT Incentive Fund, maximising CEC highway maintenance funding for 2022/23.
- 28 **Potholes** - In 2022/23 the investment in category 1 defects (this is defect that we aim to make safe/repair by the end of the next working day) was £2.207m and 20,025 potholes were filled, this compares to 27,474 potholes were filled in 2021/22. As expected, the rate of number of potholes reported and identified rose throughout the second half of 2022/23 particularly in quarter 4 due to the challenging weather conditions which saw very cold snaps, followed by higher temperatures and thawing.
- 29 It is challenging to manage the resources for these types of repairs, however, as shown there has been an overall downward trend in the total number of potholes due to the proactive approach in maintenance and level 2 patching works undertaken. This approach is supported by Council's additional £19m over 4 years capital investment into its highway network will go some way to alleviating the issue of the number of potholes increasing annually.
- 30 In October 2022, the 2022/23 **winter maintenance season** commenced. In Cheshire East there are three distinct climatic domains, these are geographic areas that exhibits similar climatic properties. For Cheshire East these are the High East, East and South. The service undertook 107 (117 21/22) treatments on the High East Domain, 62 (56 21/22) treatments on the East Domain and 62 (50 21/22) treatments on the Southern Domain. There were some challenging times throughout the season, notably the heavy snow that impacted the Borough (in particular the high routes during March 2023) but overall, the service performed well. A winter maintenance review paper is due to be considered by Highways and Transport Committee in September 2023.
- 31 The highway team is continuing to explore wider investment in the Councils **highways depot** assets to ensure service delivery can be optimised. Proposals include a new salt barn at Macclesfield and it was intended that planning permission was submitted and obtained during 2022/23 and construction completed in readiness for the 2023/24 winter season. However, this was delayed due to complications around drainage design options and budget availability, it is intended that a decision will be made around the depot strategy in Summer 2023. The new salt barn at Wardle is fully operational for the 2022/23 winter season. During 2022/23 salt stocks operated from Macclesfield under sheeted

stockpiles, it is anticipated that this requirement will continue into the 2023/24 winter season.

- 32 **Inflation** remains challenging and elevated in the UK. The invasion of Ukraine exacerbated global inflation trends, particularly around food and energy. The rise in energy and fuel prices has been a significant factor behind the UK CPI rising to just over 10% during 2022. Rises in fuel prices particularly affects bituminous materials, which has seen costs for surface dressing and surfacing/patching rise more significantly than CPI, however through the buying power of the wider Ringway Jacobs family of companies, the Council has sought to try and manage the impact of this as best as possible.
- 33 The impact on highways has also seen global increases in the prices and availability of construction materials, particularly for street lighting and ITS components, which has been managed through advanced purchasing of materials to mitigate the impact and any delays. The labour market also continues to be very buoyant and local competition for a limited pool of subcontract and labour resource has added to this pressure. It should however be noted that against this backdrop the performance of the service has continued to be strong throughout.
- 34 In February 2023, Full Council approved the **Medium-Term Financial Strategy (MTFS)** for Cheshire East Council for the four years 2023/24 to 2026/27. Within, highways proposals to support the council's financial pressures include additional highway's income from licensing and permits (additional £100,000), the reallocation of revenue to capital funding for road maintenance (budget reduction of £375,000) and a reduction in the maximum response times of the highway's incident response teams, out of hours (budget reduction of £100,000). These savings were included in the base budget for 2023/24 and were reported as part of the overall Highway and Transport Works Programme approved by the Highways and Transport Committee at its meeting in March 2023.
- 35 In addition to the highway revenue savings, the MTFS proposals put forward and approved during 2023/23 included future energy savings associated with street lightings. The Council provide over 40,000 streetlights across the borough. Whilst there have been energy saving measures adopted in respect of retrofitting LEDs to 39,000 street lights, we will reduce our energy consumption further by reducing the number and timing of street lighting in the Borough. Options will be reviewed to consider priorities and safety aspects associated with turning off alternate lights or turning lights off (completely or during in the early hours of the morning in some areas), Streetlighting energy proposals will be detailed in separate reports to Highways and Transport Committee.

- 36 In support of the continuing financial pressures facing the highway service, Ringway Jacobs has continued to perform strongly in generating income for the Council including green claims (recovery of monies from insurers following accidents/damage to Council highway assets) with circa £0.45m recovered in 2022/23 and £3.66m generated for streetworks related income for Fixed Penalty Notices and other highway services such as skips/scaffolding licences and road closures.
- 37 Ringway Jacobs continue to support the Council in response to claims for damage occurring on the highway. There were 867 claims against the Council received in 2022/23, the third highest annual number in the last 10 years, and reflective of the impact of adverse weather and harsher winter. Claim numbers averaged 72 per month and the rolling 12-month repudiation rate is running at 99% based on the Council's Section 58 defence.
- 38 For **Safety**, during 2022/23 there was one RIDDOR incident, 2 Lost Time Injuries, 2 First Aid Incidents and 5 service strikes. This was a disappointing year this year from a health & safety perspective, compared to previous year's performance which have been strong, however overall, each incident is an opportunity to learn from those incidents and to put measures in place to continue driving forward a strong health & safety culture.
- 39 From a sustainability point of view, Ringway Jacobs are actively involved in supporting the Council in its commitment to be carbon neutral by 2025 and wider pledge to support the borough being carbon neutral by 2045. RJ and Ansa are the key services in the Fleet Workstream working to deliver the Fleet carbon reduction target set for 2025, this has included the introduction of 6 fully electric vehicles and EV charging points in the depots. They are also moving towards fully electric plant/hand tools and the use of solar powered/hydrogen welfare units on site. For 2022 79% of all asphalt laid, was lower temperature, saving 84 tonnes of carbon, equivalent to saving 215,419 car miles or the electricity for 9 homes for a year.
- 40 From a waste management perspective, Ringway Jacobs continued to meet the requirements for waste management regulations and environmental compliance, with 100% of waste diverted from landfill.
- 41 Finally, Cheshire East Highways secured the Royal Society for the Prevention of Accidents (RoSPA) Gold Medal for the sixth consecutive year. The latest award recognises the commitment to health and safety across Ringway Jacobs during 2022. In gaining a Gold Award the team demonstrated that the adopted approach to health, safety and wellbeing that is driven from the very top of the organisation and embedded in every level of the business.

- 42 For **Customer Service and Communication**, during 2022/23, the Highway Service have continued to be involved in a service redesign to become more customer focussed as part of the Council's Brighter Future Together Programme (Customer Communications and Experience Workstream). The service has created a Customer Experience Project Group, focussing on four key areas, each area being led by a designated Project Lead:
- Demand Management and First Point of Contact Resolution
 - Inspection and Asset Management
 - Digital and IT changes
 - Culture
- 43 In 2022/23, the Highways Service have had ongoing involvement with the NHT survey and undertook satisfaction surveys with Members and Town & Parish Councils.
- 44 Continuing from 2021/22 the service completed customer journey audits (10 per month) into 2022/23 to establish where things have gone well as well as understanding areas for improvement. These audits have become a vital tool in the way of improving the customer's experience within Highways and continue to drive significant focus in this area. This has included changes to create a Customer Experience team, along with an associated action plan to continue to drive improvements to the way enquiries are managed across the service.
- 45 From a communications perspective the Highways Service have implemented the following:
- Monthly newsletters published, with the first one in April 2022, the numbers of subscribers have increased throughout 2022/23 from previously reported figures of 1,300 to now over 1,650. The newsletter provides updates on delivery, forthcoming events and social value initiatives.
 - Building on social media platforms – Twitter subscribers as of April 2023 - 7,458. We are looking at other opportunities within other social media platforms.
 - We have a new communication plan agreed for scheme delivery in 2023/24, this will see us take a more proactive approach to the way we communicate our schemes and recognise that some high profile or sensitive schemes need a more enhanced communication process. This new approach sets out consistent templates and timescales for communicating including advanced email notification of the works out to Councillors and Parish/Town Councils.

- We have also recently launched a new online map for our works programme for the forthcoming year from our annual plan ([CEC Highways Interactive Mapping System \(arcgis.com\)](#)), which gives residents much more information on schemes in their area and will be regularly updated.
- The Member and Town and Parish Satisfaction surveys closed on 31 May 2022. An action plan from the survey is in place and this was developed using the feedback received. This is currently being reviewed to close out and include any new activities. It is intended that this survey is repeated annually in June but survey planned for quarter 3 to take account of recent elections to give new Members and Councillors time to settle in first.
- Held two Engagement Days in the Borough. The first on 4th July at Crewe Alexandra's stadium with 38 members in attendance and they were able to watch demonstrations, talk with officers around service priorities and constraints and give feedback on their key issues. The second on 30th September at Macclesfield Town Hall with 25 members in attendance and members were updated on structures of highway teams, winter maintenance and flooding with opportunities to meet partner organisations such as the Environment Agency and United Utilities plus Senior / Local Highway Officers at Cheshire East Highways
- Re-launched the Fix My Street system in July 2022 as the principal way of contacting the Service with asset related enquiries.
- The Highway Service during 2022/23 worked towards implementing a new regime of quality audits, this has included the recruitment of a new Highway Assurance Engineer from December 2022 who has completed initial audits and scrutiny of works delivered and developed a full plan for 2023/24.
- Providing online briefings to Ward Members on Ward Member Budgets (December 2022) and Speed Management Strategy (March 2023).

46 **Governance** for the Highway Service Contract was improved by implementing a new governance structure during 2022/23 including Service Performance Board (chaired by Head of Highways), Quality, Audit and Value Board (chaired by Contract Asset Manager), Core Commercial Services (chaired by Contract Operations Manager) and Customer Experience, Communications and Engagement (chaired by Contract Performance and Customer Services Manager).

- 47 Information related to performance is presented in dashboard format, with key budgetary and progress information presented in each case, with any issues of note highlighted by exception on each sheet.
- 48 These reports are a key part of the monthly contract monitoring processes undertaken by the Council's client team with Cheshire East Highways as the service delivery partner.
- 49 A range of service specific reports considered and approved by Highways and Transport Committee including:
- Highways and Transport 2022/23 Programme
 - Winter 2021/22 End of Season Review
 - Speed Management Strategy, Vehicle Restraint System Strategy and Skid Resistance Strategy
 - It's Not Just Water – consider findings from Working Group
 - Review of Highways Ward Member Budget Scheme
 - Notice of Motion: Criteria for the Installation of Zebra Crossings and Light Controlled Crossings
 - Highway Asset Management Policy, Plan and Strategies
 - It's Not Just Water – Officer Recommendations
 - Notice of Motion: Tree Planting
 - Highways Tree Safety Inspection Policy and Code of Practice
 - Highways and Transport 2023/24 Programme
- 50 Across Highways, during 2022/23 **external recognition** was received from industry bodies for individuals, teams and also statutory bodies relating to compliance, examples include:
- Winners at the Highways Awards for Bollin Grove (Steve Berry Highways Authority Innovation Award) and Apprentice of the Year (Daniel Johnson).
 - Winner at APSE Highways Innovation Awards 2023 for the Apprentice Award (Daniel Johnson).
 - Received the Platinum Award for excellence in management of street information by the GeoPlace Awards.
 - Awarded the Considerate Constructor Award for work on Beam Street
 - Shortlisted at the Local Council Roads Improvement Group (LCRIG) for the best use of technology in the Highways and Transportation sector for Bollin Grove scheme.
 - Royal Society for the Prevention of Accidents (RoSPA) Gold Award (March 2023) recognising commitment and approach to health, safety and wellbeing during 2022
 - Continued compliance with British Standards and regular BSI audits relating to Quality, Environmental, Occupational Health and Safety,

Asset Performance Management and Building Information Management.

Overall, whilst many improvements to the service have been delivered during 2022/23, there remains a comprehensive programme of identified improvements and actions which both the Highways Client Team and Ringway Jacobs remain committed to deliver during 2023/24 focussing on the key contract objectives of; People; Value for Money; Programmes and Delivery and Communications & Engagement.

Infrastructure Services

- 51 Appendix 3 contains information on service performance on the delivery of the major transport scheme capital programme.
- 52 The information is presented in dashboard format, with key budgetary and progress information presented in each case, with any issues of note highlighted by exception on each sheet.
- 53 These reports are a key part of the monthly monitoring processes undertaken by the project teams. The information is the latest available prior to the drafting of this report for the three major schemes currently being delivered.
- 54 **Congleton Link Road (£91m)** was opened in April 2021. It is the largest project ever delivered by the Council. The scheme is now in a period of post-monitoring evaluation to assess how successfully it is meeting its objectives.
- 55 **Poynton Relief Road (£53m)** was opened in March 2023. It was delivered on budget and despite being constructed throughout the period affected by the pandemic, was delivered with minimal delays.
- 56 Work commenced in May 2022 to construct the **North West Crewe** major highway scheme and remains on programme for completion in March 2024. The scheme will enable delivery of large strategic housing sites near Leighton Hospital.
- 57 The public inquiry to consider the compulsory purchase, side roads and bridge scheme orders for the **Middlewich Eastern Bypass** scheme was held between 8th November and 11th November 2022. The Inquiry Inspector's report is now with the Secretary of State for decision. The time for decision has now gone beyond its target date of April 2023 which will add to the cost pressures that the scheme has experienced due to the very high inflation rates in the construction sector. Meanwhile, work is continuing on the preparation of the Full Business Case for submission

to the Department for Transport for final approval (subject to a positive decision by the Secretary of State).

- 58 Scheme development work has also continued on the **A500 Dualling** scheme that will enable delivery of planned growth and strategic access to Crewe and the HS2 Hub Station as set out in the Local Plan.

HS2 Programme

- 59 This service is responsible for the Council's response to the national High Speed Rail 2 project in accordance with the Council's priorities and overarching HS2 position.
- 60 This includes leading the Council's response to the line of route proposals for HS2 Phases 2a and 2b by responding to HS2 and DfT consultations and the petitioning process to ensure they deliver the maximum levels of environmental mitigation and compensation in accordance with Government policy. Once the phases become Acts of Parliament the service manages the Council's relationship with HS2 Ltd, and its contractors, as the scheme is constructed to ensure that HS2 undertake delivery of the scheme in accordance with the hybrid Bill and related undertaking and assurances secured by the Council.
- 61 The service is also responsible for influencing the Scheme to seek to maximise the local benefits for the Borough. For the towns of Crewe and Macclesfield, this will include developing and delivering complementary packages of access improvements for all modes of transport, including active and public transport options and supporting more sustainable end-to-end travel. In addition, the service works to secure key HS2 commitments from Government to achieve a better Crewe hub solution.
- 62 The HS2 service also manages the Council's key relationships with wider strategic rail partners in addition to HS2 Ltd, including Network Rail, Transport for the North, North Midlands Growth Corridor and Growth Track 360 to ensure that plans and strategies that impact the borough are aligned.
- 63 In January 2022, the Phase 2b Hybrid Bill was deposited in Parliament. The Phase 2b Hybrid Bill is seeking the powers to construct and operate the section of the route between Crewe and Manchester. In July 2022, the first additional provision to the Bill, known as AP1, was deposited in Parliament.
- 64 In August 2022, the Council submitted petitions against the original Hybrid Bill and AP1, setting out its objection to elements of the Bill and AP2 and what it wanted HS2 to do differently, our asks, to secure a better outcome for Cheshire East.

65 Key concerns raised in the Council's petition include:

- That the inclusion of the Crewe North Connection provides the rail track solution that would provide the option for HS2 Phase 2b services, including those between Birmingham and Manchester, to route via Crewe station, rather than through the Crewe HS2 tunnel, when Phase 2b opens. However, the Indicative Train Timetable that accompanies Hybrid Bill proposals for Crewe station do not assume any HS2 Phase 2b services use the Crewe Northern Connection.
- The Indicative Train Timetable that accompanies the Hybrid Bill assume no additional HS2 services are calling at Crewe station, other than the 2/3 trains per hour enabled via Phase 2a, until (or indeed if) NPR is delivered.
- The Hybrid Bill proposals do not provide sufficient infrastructure and investment at Crewe station, including a Transfer Deck, to allow efficient and accessible Station facilities, to safely accommodate 5/7 HS2 trains per hour and are not future proofed for additional HS2/NPR services calling at Crewe station or using the Crewe North Connection.
- Underestimation of the potential impacts to the local highway and public transport network during construction
- Lack of provision for innovative approaches to the delivery of the green corridor principle and to deliver active travel
- Lack of mitigation and/or compensation to address the environmental, landscape and ecology impacts of the Scheme
- Concerns over the Scheme will reduce the North West Area of available inert landfill capacity by 87%
- Potential flooding and drainage impacts
- Inadequate provision for the additional Council resources that would be required to provide appropriate community engagement

66 Following the submission of the petitions, the Council entered into negotiations with both HS2 Ltd and Government to seek to identify appropriate assurances, undertakings and commitments that could address the issues and concerns raised by the Council.

67 The Council was invited to appear before the **Hybrid Bill Select Committee** on the 13th March 2023 where it would have the opportunity to present its petition, and supporting evidence, and seek assurance and

undertakings directly from the Select Committee, should the negotiations not provide sufficient assurances.

- 68 On the 13th March 2023, the Council agreed to withdraw its petition after receiving a package of assurances and commitments from HS2 Ltd and the Department for Transport that included ones relating to:
- (a) Crewe Hub Station design development
 - (b) A500 and Middlewich Eastern Bypass schemes
 - (c) Highway junction improvements
 - (d) Road safety improvements
 - (e) Further highway impact assessments
 - (f) Active travel enhancements
 - (g) Public transport mitigation
 - (h) Tatton Park – Key Event assurances
 - (i) Ecology and Biodiversity Net Gain
 - (j) The second additional provision to the hybrid bill, AP2, is expected to be deposited in Parliament in July 2023, the Council will be petitioning against AP2 also to seek additional mitigations and improved outcomes, where appropriate.
- 69 In addition, the Council will have the opportunity to petition against any future additional provisions which impact the Borough and also to petition as the Bill passes through the House of Lords.
- 70 A commitment to the Council included the establishment of a new Crewe Hub Taskforce, to be attended by senior CEC officers and senior civil servants from across government departments. The Taskforce will seek to unlock HS2 regeneration opportunities around Crewe station.

Parking Service

- 71 The adopted MTFs for 2023/24 includes a commitment to develop proposals for changes to the Council's parking tariffs across its car parking estate. An earlier set of proposals were debated at Highways Committee in September 2021 without agreement. Further work is underway to produce a more holistic and equitable approach to parking management across the borough, which is expected to be taken forward on a town-by-town basis as part of the next Local Transport Plan review. Committee

will receive specific reports on the outcomes of this work at future meetings during 2023/24.

- 72 Recruitment and retention of Enforcement Officers is an ongoing pressure on the Parking Service, with current vacancy levels at about 40%. Local employers and businesses recovering from the pandemic are actively recruiting to roles that may be considered more appealing or less challenging than the work of the parking enforcement teams. The Council faces on-going challenges to retain a full complement of trained Civil Enforcement Officers in order to protect communities against illegal / irresponsible parking.
- 73 Updated enforcement policies for the Parking Service – Civil Enforcement officers were approved by the Highways and Transport Committee in November 2021.
- 74 The Council's Annual Monitoring Report 2021/22 was submitted to PACER in February 2023. In previous years, the team has been awarded the overall winner of the national Promoting Awareness of Civil Enforcement through Reporting (PACER) Awards. Work has started to prepare the Council's updated annual monitoring report for 2022/23.
- 75 The use of the Council's car parks has increased steadily through the year during the different levels of restrictions through the pandemic. Since the removal of restrictions levels of demand has levelled off at around 88% of pre-pandemic levels, with revenues reduced by a similar factor. Growth in card and phone payments has been part of the recovery, up by 37%, with cash payments down by circa 20%. The service is constantly monitoring usage and revenue to determine what impact this could have on income and budget setting next financial year. At financial year-end, current levels of use a covid-related impact could of around £0.8million was evident compared with pre-pandemic levels of parking activity.

Strategic Transport

- 76 The draft Borough-wide Electric Vehicle Charging Infrastructure Strategy was approved at Highways Committee in July 2021. Consultation responses have been analysed and the draft strategy updated. The final Strategy will be reported to Highways and Transport Committee at its meeting in July 2023, setting out the forecast requirements for EV charging infrastructure throughout the borough to enable rapid uptake of electric vehicles.
- 77 A bid to Government's On-Street Electric Vehicle Charging programme has been successful, securing funds for the installation of an initial set of 15 public charging points to serve users in Alsager, Congleton, Crewe, Knutsford, Middlewich, Macclesfield, Nantwich and Sandbach. The

scope of this bid was closely aligned to the requirements of the Office for Zero Emission Vehicles guidance. It is expected that further bids to the fund will be prepared in future years.

- 78 Work to procure a partner to supply, install and manage EV infrastructure is on-going and will be the subject of a further report to Highways Committee when bids have been received and reviewed. Government recently published details of the new Local Electric Vehicle Infrastructure fund (LEVI) which is intended to give councils access to funding and technical support to accelerate the development of nationwide charging networks. The Council has prepared an expression of interest to the LEVI fund and expects to prepare a business case for circa £2m of grant funding by the autumn 2023.
- 79 Local Transport Development Plans have been developed for all Principal Towns and Key Service Centres. These were reported to Highways and Transport Committee in 2022, they now form part of the Council's strategic infrastructure planning framework for transport. Government has indicated that revised national guidance of the requirements for the next generation of Local Transport Plan will be published for consultation soon. LTP's are expected to play a crucial role in delivering a more sustainable future. They are uniquely placed to change local transport networks to meet the needs of communities and to facilitate growth. Government is expected to seek reforms to the LTP funding regime as well, introducing a greater level of performance-related funding into the local transport financing system. Committee will receive reports on this new guidance when it is published and on the proposed programme of work to ensure Cheshire East Council responds effectively to the new requirements.

Walking and Cycling

- 80 Cycling infrastructure schemes are being implemented in accordance with the Councils adopted Local Cycling & Walking Improvement Plans, schemes include:
- The Wilmslow Station – Royal London scheme was completed and open for use in TBC
 - Work continues on the Crewe – Leighton – Nantwich Greenway scheme.
- 81 Government announced additional funding through the Active Travel Programme (Round 4) which is being used to develop schemes at Manchester Rd, Wilmslow and Manchester Road, Tytherington. Both of these schemes are intended to be demonstrator projects for the type of measures that can be introduced to encourage more walking or cycling for local trips. Consultations have taken place on these Active Travel

schemes with feedback informing on-going work to deliver the schemes. Construction work on both schemes will commence subject to agreement of final designs and release of funding from Active Travel England.

- 82 Sustrans awarded funding to support improvement of the Middlewood Way scheme at Black Lane, Macclesfield, which is part of the National Cycle Network linking Macclesfield to Bollington. Work started in March 2023 to deliver improvement works to the existing pedestrian and cyclist environment at the junction of B5470 Hurdsfield Road and Black Lane, Macclesfield, the works were substantially complete in June 2023.
- 83 The Council was unsuccessful in a bid to Government for a Social Prescribing Pilot Project with Public Health to promote cycling in Crewe. Work with colleagues from Public Health and the NHS continues to seek alternative funding options to deliver the planned initiatives. Also, in the same area of Crewe, the Council has completed a study to assess the feasibility of creating a “Mini Holland” Neighbourhood of measures to promote active travel, manage traffic and improve residential amenity. This study was submitted to Government in May 2023, one of 19 nationwide, and we await further clarification of future funding opportunities.
- 84 The Council has engaged and promoted Bike and Walk to School Days, through liaison with local schools. Engagement with promotional events and training sessions has been positive as people are seeking opportunities to improve health and well-being post-pandemic. Capacity funding has been secured as part of pandemic recovery measures which is being used for training and promotional events offered to schools and businesses.
- 85 Temporary cycle facilities were trialled through deployment of Covid Emergency Active Travel funding in 8 locations. Community views on 5 on-road schemes were mixed with these schemes removed on expiry of the relevant Temporary Traffic Orders. Three experimental town centre cycle access schemes allowing cyclists to access pedestrian priority areas in Crewe, Congleton and Macclesfield have now been made permanent after monitoring and amendment to the relevant Traffic Orders.

Public Transport

- 86 The pandemic has significantly reduced the use of local public transport and this has affected the ability to develop plans for rapid transit initiatives. Current monitoring indicates that ridership overall is at 70% to 80% of pre-pandemic levels, making the commercial operating environment very challenging. There is a more noticeable reduction in concessionary travel, which is at circa 60% of pre-pandemic levels.

- 87 Throughout the pandemic, most if not all the local public transport network has been heavily impacted by social distancing and changes in travel behaviour. The Council and local operators have relied on Covid Bus Recovery Grant and latterly the Local Transport Fund, which was intended to cover revenue deficits on services to end of June 23. In addition, Government introduced a national £2 fare cap on local bus services to encourage ridership and recovery of commercial viability. Most operators in Cheshire East are participating in the Fare Cap scheme, with its impacts being monitored closely to assess the longer-term impacts of reduced fares.
- 88 The Council published its first Bus Service Improvement Plan (BSIP), in response to the National Bus Strategy. The BSIP was submitted to Department for Transport on 31 October 2021 in accordance with the Government's programme. On 5th April 2022, Department for Transport informed the Council that it would be receiving no additional funding in response as part of the BSIP process. In accordance with the National Bus Strategy, we have started work to produce an updated BSIP which will be submitted to Government in October 2023.
- 89 On 23 April 2023, Arriva buses ceased all operations in Cheshire, from its 2 depots in Winsford and Macclesfield. Prior to this, Arriva provided approximately 40% of the bus network in Cheshire East. Other commercial operators registered local bus services covering much of the network, although some gaps in service remain. Since this time, the borough's largest operator is D&G buses, with other key routes operated by First Group, Stagecoach, Hollinshead Coaches and Goodwins Coaches. Participation in the Councils Enhanced Partnership for Buses will be adjusted to reflect these changes.
- 90 Enhanced Partnership Agreements were approved at Committee in July 2022. Government has indicated that this arrangement will be a pre-requisite for future funding awards for local bus. The inaugural meeting of the Enhanced Partnership Board meeting took place on 21 March 2022. The Partnership will help the Council to develop an updated Bus Service Improvement Plan.
- 91 Where commercial bus services cannot be provided, the Council has discretion to support (subsidise) local bus routes through contracted services. There are significant inflationary pressures affecting bus operations across the Borough and the changes arising after Arriva's decision to cease operations led to some revisions or reductions in the level of contracted services provided. The Council is receiving higher prices for contracted services and will face budgetary challenges when central government funding comes to an end. To inform these decisions, the Council has an adopted set of bus support criteria. In November 22, Committee resolved to consult on an updated set of local bus support

criteria and recommendations based on the outcomes of this consultation will be reported to Committee at the November meeting.

- 92 Following a successful funding bid to Government, the new Rural Mobility Fund service “Go Too” commenced operations on 4th October 2021, serving the rural areas to the south and west of Nantwich. Patronage levels and customer feedback have been building steadily on Go-Too, although the service has been subject to short term pressures owing to staff availability during recovery from the pandemic. Recent marketing activity has aimed to raise awareness of the services.
- 93 Go-Too is one part of the Council flexible or demand-responsive transport services. FlexiLink also provides a network of flexible transport services for elderly, disabled or other users without access to conventional public transport. Work is taking place to assess opportunities to strengthen and improve the offer to passengers, including consultation with users and stakeholders. Committee will receive a report on options for demand-responsive transport in July 23.

Consultation and Engagement

- 94 No consultation has taken place specifically on this report as it is intended to be a review for 2022-23 relating to the Infrastructure and Highway services. It is worth noting that across the four service areas (highways, infrastructure, HS2 and Strategic Transport and Parking) that consultation would have been carried out where appropriate and required by legislation.

Reasons for Recommendations

- 95 To provide an update to Committee on performance across Infrastructure and Highways services for 2022-23.

Other Options Considered

- 96 Not applicable, this report is to update Committee on performance from 2022/23.

Implications and Comments

Monitoring Officer/Legal

- 97 There are no legal implications arising from this Report.

Section 151 Officer/Finance

- 98 The financial implications of changes in performance requirements or responding to current performance levels will be provided in separate Finance Review reports to the Committee.

This report considers performance for 2022/23. However, reference is made in the report to future changes to baseline budgets referenced in the Council's approved budget/ Medium Term Financial Strategy (MTFS).

Policy

99 Highway Service

Corporate Plan 2021-25: Key priorities	
Priority	Aim
A transport network that is safe and promotes active travel	Safer and well-maintained roads

100 Infrastructure Service

Corporate Plan 2021-25: Key priorities	
Priority	Aim
A transport network that is safe and promotes active travel	Successful delivery of the major infrastructure programme

101 HS2 Programme

Corporate Plan 2021-25: Key priorities	
Priority	Aim
Thriving urban and rural economies with opportunities for all	Successful delivery of the Crewe HS2 Programme.
A transport network that is safe and promotes active travel	To protect residents and minimise the impacts of the HS2 line of route on our environment

102 Parking Service

Corporate Plan 2021-25: Key priorities	
Priority	Aims
To increase parking provision close to local transport hubs	Broadway Meadow multi-storey car park (MSCP) Complete Local Transport Plan parking reviews

103 Parking Service

Corporate Plan 2021-25: Key priorities	
Priority	Aims
Investment in electric vehicle infrastructure in our key service centres	Secure supplier and install charging points in Cheshire East car parks

104 Walking and Cycling

Corporate Plan 2021-25: Key priorities	
Priority	Aims
To promote uptake of cycling in our local service centres	Installation of cycle storage facilities in Cheshire East car parks Invest in new cycle routes and improve existing ones Prohibit parking in existing cycle lanes
More residents to use walking routes	Promote existing routes and nature trails Create new walking routes between service centres

105 Public Transport

Corporate Plan 2021-25: Key priorities	
Priority	Aims
To improve the speed and efficiency of public transport and encourage more residents to make fewer car journeys	Feasibility studies into the creation of rapid transit routes connecting existing infrastructure with key employment site
To reduce areas of the borough not served by public transport	Submit proposals to Rural Transport Fund Quality bus partnerships with operators and town councils
To encourage an increase in the use of public transport (especially buses)	Operators work together to share real time information Bus routes planned to provide multi-modal connectivity Cheshire East bus app developed

Equality, Diversity and Inclusion

106 There are no equalities implications arising from this report.

Human Resources

107 There are no human resources implications arising from this report.

Risk Management

108 The performance reporting process provides opportunities for the Council to identify and focus on areas for improvement to support achievement of its strategic ambitions. Timely performance reporting mitigates risk of the Council not achieving its outcomes by providing the opportunity to review outputs, identify trends and areas for improvement, and introduce

corrective and/or preventative actions wherever necessary to address areas of poor - or under – performance.

Rural Communities

109 There are no implications for rural communities arising from this report.

Children and Young People including Cared for Children, care leavers and Children with special educational needs and disabilities (SEND)

110 There are no implications for children and young people arising from this report.

Public Health

111 There are no implications for public health arising from this report.

Climate Change

112 Decarbonisation of the local transport network is a stated national objective that will be embedded into future Local Transport Plans and funding regimes. Specific technical guidelines are to be issued to all Local Authorities on how to analyse and embed defined carbon reduction pathways into their strategic plans and funding bids.

113 Active travel and passenger transport programmes that can encourage long-term behaviour change and generate travel choices that are less reliant on private cars, especially petrol and diesel cars are key policy priorities for successful local transport strategies. These measures are also a good strategic fit with Council policy priorities for carbon reduction and health & well-being as part of our response to the climate challenge.

114 The Highway Service continued to be committed to the Council's 2025 carbon neutral target. The Carbon Neutral Board as four key work packages seeking to deliver net zero carbon. The Highways Service is a key contributor to the Fleet and Street Lighting work package and involved in the Nature Based In setting work package.

115 Along with this the service is actively working to reduce its carbon footprint and further contribute to the net zero target. This is wide ranging and includes expanding its use of electric plant and tools, selection of lower carbon materials, expanded use of recycling and reduction in use of virgin aggregates, changes in working arrangements and travel patterns etc.

116 Within 2022/23, the service identified the following successes:

- In 2022/23 79% of asphalt laid, lower temperature asphalt, saving 85 tonnes of carbon, this is equivalent to 217,940 car miles saved or electricity for 9 houses for a year.
- Continued growth in the use of electric powered tools
- The use of solar powered welfare units and first use of a net zero hydrogen fuelled welfare unit
- Demonstration of a low carbon structures site at Marthall Lane, this included all vehicle, plant, generators, and welfare units being fully electric or hydrogen powered
- Recycled concrete slabs from footway improvement schemes to use as sub-base.

117 Within the 2022/23 Performance Management Framework, the Highway Service we have two performance measures:

Carbon Reduction within Highways Service Depots	This indicator measures the energy usage (diesel usage for vehicles (Fleet) / electricity for depots and offices / waste data) within the Highway Service. This indicator measures the CO2 emissions in tonnes In 2021/22 - 518.2 tonnes of carbon, in the above areas was produced. In 2022/23 – the target was for 492.29 tonnes (5% lower). Up to end of Q3, 173.5 tonnes of carbon had been produced across the town depots.
Carbon Reduction Programme – Traffic signs and bollards	This indicator measures the number of traffic signs and bollards replaced with either LED or solar as part of the Carbon Reduction Programme. On target to upgrade 3,400 traffic signs and bollards to either LED or solar in 2022/23.

118 The highway service is represented on the Corporate Carbon Board and relevant Carbon Neutral work package project boards and has established a team internally to focus and deliver reducing carbon across its highway maintenance and improvement activities.

Access to Information	
Contact Officer:	Tom Moody, Director of Infrastructure & Highways Services thomas.moody@cheshireeast.gov.uk
Appendices:	Appendix 1 - Performance Framework - Highway Service Contract 2022/23

	<p>Appendix 2 - Highways Contract – Revenue and Capital Programmes 2022/23 Appendix 3 - Infrastructure Service – Capital Programme 2022/23</p>
<p>Background Papers:</p>	<p>Infrastructure & Highways Department – Mid-year Performance Review</p> <p>Noted at Highways and Transport Committee 26 January 2023 (available at Agenda for Highways and Transport Committee on Thursday, 26th January, 2023, 10.30 am Cheshire East Council)</p>

Cheshire East Highways 2022/23 Performance Management Framework - Quarter 3 Update

Indicator Reference	Indicator Name	Indicator Type	Reporting Frequency	Description of Indicator	Oct-22	Nov-22	Dec-22	Cumulative Result	Target	Commentary
Sign off										
Council Priorities										
1.1	Recycling (Landfill)	Strategic Performance Indicator	Quarterly	This indicator measures the percentage of waste which is diverted from landfill. This percentage can be compared against other Ringway Jacobs contracts and could also be of interest to the Council in line with the 2025 carbon neutral aspirations			100%	100%	97%	Within Q3 100% of waste was either recycled or diverted from landfill. In tonnage this equated to 1,607.12 tonnes of waste recycled and 430.32 tonnes of contaminated waste diverted from landfill.
1.2	Carbon Reduction within Highways Service Depots	Strategic Performance Indicator	Quarterly	This indicator measures the energy usage (diesel usage for vehicles (Fleet) / electricity for depots and offices / waste data) within the Highway Service			173.52 tonnes	400.518	492.29	Within Q3 173.52 tonnes of CO2 were produced across the two Highway depots. This tonnage was made up of 124.83 tonnes from Brunswick Depot and 48.69 tonnes of CO2 from the Wardle Depot.
1.3	Carbon Reduction Programme - Traffic Signs and Bollards (over 2 years)	Strategic Performance Indicator	Monthly	This indicator measures the number of traffic signs and bollards replaced with either LED or solar as part of the Carbon Reduction Programme. This is year 2 of a 2 year programme. Within year one, the target is to replace 2,050 signs and bollards	18	708	567	1672	3002	Within December 567 signs and bollards were upgraded to either LED or solar. At the end of Q3, the total number of signs and bollards upgraded equated to 1,672. This programme is on track to meet its target by the end of the financial year.
Asset Management										
2.1	Condition of Principal Roads	Strategic Performance Indicator	Annual	This indicator identifies the percentage of principal roads (A road carriageways) where maintenance should be considered					4%	Annual measure to be reported in Q4.
2.2	Condition of Non-Principal Roads	Strategic Performance Indicator	Annual	This indicator identifies the percentage of non-principal roads (B & C road carriageways) where maintenance should be considered					5%	Annual measure to be reported in Q4.
2.3	Condition of Unclassified Roads	Strategic Performance Indicator	Annual	This indicator identifies the percentage of unclassified roads where maintenance should be considered					12%	Annual measure to be reported in Q4.
2.4	Condition of Footways	Strategic Performance Indicator	Annual	This measure identifies the percentage of footways where maintenance should be considered					32%	Annual measure to be reported in Q4.
2.5	Safety Inspections	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the distance (in kilometres) of safety inspections carried out to timetable	58.13%	66.71%	75.53%	75.53%	95%	Within December 1,011.86km of the network was due to be inspected, of which 1,009.89kms were completed within timeframe. At the end of Q3, 99.56% of the programmed inspections, planned to take place between April 2022 and December 2022 had been completed within timeframe. This measure is on track.
2.6	Category 'Emergency' Defects	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the restoration of the highway network to a safe condition within timeframe (1 hour between the hours of 7am and 5pm and 1.5 hours outside those working hours) following on from any non-traffic-signal emergencies. Due to the nature of the activity, this measure is reported as a percentage successfully attended and made safe within timeframe. This activity is in line with Well Managed Highway Infrastructure Code of Practice.	95.24%	99.11%	98.75%	98.44%	94%	Within Q3, 318 emergency calls were reported, with 307 responses responded to within timeframe. At the end of Q3, 98.44% of all reported non-traffic-related defects were reported to within timeframe.
2.7	Category 1-2H defects (2 - 5 working day)	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the repair of any Category 1 and 2H defects within timeframe (Cat 1 Defects made safe by the end of the second full working day and Cat 2H Defects made safe by the end of the fifth full working day). This indicator measures maintaining the highway network in a safe condition for all users and to reduce the potential for successful claims against the authority for non-compliance with statutory obligations. Due to the nature of the activity, this measure is reported as a percentage successfully attended and made safe within timeframe. This activity is in line with Well Managed Highway Infrastructure Code of Practice.	98.93%	97.92%	97.75%	98.32%	95%	Within Q3, 5,700 Cat 1 and 2H defects were reported, with 5,597 attended and made safe or repaired within timeframe. At the end of Q3, a total of 98.32% of all Cat 1-2H defects have been attended and made safe or repaired within timeframe.
2.8	Category 2M defects (20 working day)	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the repair of any Category 2M defects within timeframe (20 working days). This indicator measures maintaining the highway network in a safe condition for all users and to reduce the potential for successful claims against the authority for non-compliance with statutory obligations. Due to the nature of this activity, this measure is reported as a percentage successfully attended and made safe within timeframe.	100.0%	91.1%	100.00%	97.24%	95%	Within Q3, 209 Cat 2M defects were reported, of which 205 were attended and repaired within timeframe. At the end of Q3, a total of 97.24% of all Cat 2M defects were attended and repaired within timeframe.
2.9	Number of annual sample inspections of utility works successfully completed	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the number of sample inspections of utility works completed in year. The target is based on 30% of the number of inspections completed in the previous three financial years. The 30% is broken down into 10% of inspections whilst works are in progress, 10% of inspections within 6 months of reinstatement and 10% inspections within 3 months preceding the end of the guarantee period. This approach is in line with national guidance and ensures compliance with the requirements of New Roads and Street Works Act (NRSWA).	56.88%	65.51%	77.43%	77.43%	99%	Within December 322 annual sample inspection were completed, resulting in 77.43% of the annual inspection programme being completed by the end of Q3. This performance measure is currently ahead of the annual programme.
2.10	Condition of Structures - Average	Strategic Performance Indicator	Annual	This indicator measures the average condition ratio for Cheshire East Highways structural assets. The target of 89% is considered as good to very good in accordance with Chartered Institute of Public Finance and Accountancy (CIPFA)					90%	Annual measure to be reported in Q4.

2.11	Structures - Principal Inspections	Strategic Performance Indicator	Monthly	This indicator measures the number of principal inspections undertaken to all structural aspects of highway structures assets covered under Well Managed Highways Infrastructure Code of Practice and in line with the 2022/23 approved Business Plan.	44	76	89	89	100%	At the end of Q3, 92 Principal Inspections have been completed, 89 of which have been uploaded onto the Structure Team's reporting tool, Bridgestation. Some of the remaining inspections planned for Q4 will require special access, railway possessions and traffic management however the programme is currently on track to completed within the financial year.
2.12	Structures - General Inspections	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the number of general inspections undertaken for all highway structures within the prescribed frequencies. 400 general inspections are due to be completed within the 2022/23 financial year.	245	280	311	311	100%	At the end of Q3, 311 (78%) structures had General Inspections and these reports have been uploaded onto the Structure Team's reporting tool Bridgestation. This measure is well on track for its annual target.
2.13	Condition of Street Lighting - Structural	Strategic Performance Indicator	Quarterly	This indicator measures the percentage of Street Lighting structural columns which are identified as in a good condition from inspections undertaken as part of the 6 year cycle. Inspections are carried out as part of Highway Infrastructure Asset Management Plan.			95.18%	95.18%	95%	At the end of Q3 3,981 lighting columns have been inspected of which 95.18% are in a good condition (structurally)
2.14	Condition of Street Lighting - Electrical	Strategic Performance Indicator	Quarterly	This indicator measures the percentage of the street lighting columns electrical components which are identified as in a good condition from inspections undertaken as part of the six year cycle. Inspections carried out as part of Highway Infrastructure Asset Management Plan.			75.61%	75.61%	95%	At the end of Q3 3,981 lighting columns have been inspected of which 75.61% are in a good condition (electrical)
2.15	Condition of Illuminated signs - Structural	Service Indicator	Quarterly	Percentage of Illuminated Sign Electrical inspection in good condition as part of the 6 year cyclic inspections carried out as part of HIAMP.			76.09%	76.09%	90%	At the end of Q3 138 illuminated signs and bollards have been inspected with 76.09% identified as in good condition (structurally).
2.16	Condition of Illuminated sign - Electrical	Service Indicator	Quarterly	Percentage of Illuminated Sign Structural columns which are in good condition from inspections undertaken as part of the 6 year cycle. Inspections carried out as part of HIAMP.			47.83%	47.83%	90%	At the end of Q3 138 illuminated signs and bollards have been inspected with 47.83% in good condition (electrical)
2.17	Condition of Traffic Signals - Average	Strategic Performance Indicator	Quarterly	This indicator measures the average condition of the Traffic Signal asset.			82.99%	82.99%	90%	At the end of Q3 the average condition of the traffic signals asset is 82.99%.
2.18	Emergency Response - Traffic signal emergencies	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the response time to attend to any traffic signal related emergencies within 2 hours of logging onto the Traffic Signal system. Due to the nature of the activity, this measure is reported as a percentage successfully attended within timeframe.	91%	100%	100%	99%	100%	During Q3, 51 out of 52 traffic signal emergencies have been attended within timeframe. By end of Q3, 176 traffic signal emergencies out of 178 (99%) had been attended within timeframe.
Customer										
3.1	Customer Satisfaction with Highways Service	Strategic Performance Indicator	Annual	This indicator monitors the customer satisfaction within the Highway services by utilising the national NHT survey					46%	Annual measure to be reported in Q4.
3.2	Customer Journey Analysis	Service Indicator	Monthly	This indicator measures monthly audits completed within the Highway service. The audit involves a random sample of enquiries being examined and our current processes challenged as a way to understand and improve our customer's journeys and experiences	73%	59.5%	44.7%	56%	75%	The customer Journey analysis audits identify areas where customer experience is not at the levels expected by the Council. The Highway Service have developed an improvement plan looking at where improvements should be made.

Cheshire East Highways 2022/23 Performance Management Framework - Q4

Indicator Reference	Indicator Name	Indicator Type	Reporting Frequency	Description of Indicator	Jan-23	Feb-23	Mar-23	Cumulative Result	Target	Commentary
Sign off										
Council Priorities										
1.1	Recycling (Landfill)	Strategic Performance Indicator	Quarterly	This indicator measures the percentage of waste which is diverted from landfill. This percentage can be compared against other Ringway Jacobs contracts and could also be of interest to the Council in line with the 2025 carbon neutral aspirations			92%	97%	97%	Within Q4 92% of waste was either recycled or diverted from landfill with 4,543.6 tonnes recycled and 17.41 tonnes of contaminated waste were diverted from landfill. At year end, this measure had achieved 97.38% of recycled waste from landfill, which exceeds the 97% target for the year.
1.2	Carbon Reduction within Highways Service Depots	Strategic Performance Indicator	Quarterly	This indicator measures the energy usage (diesel usage for vehicles (Fleet) / electricity for depots and offices / waste data) within the Highway Service			80.11 tonnes	480.51	492.29	Within Q4 81 tonnes of CO2 were produced across the two depots this is made up of 55 tonnes from Brunswick and 26 tonnes from Wardle. For the summer months Wardle was producing more energy than was being used at the depot. This measure exceeded the target set.
1.3	Carbon Reduction Programme - Traffic Signs and Bollards (over 2 years)	Strategic Performance Indicator	Monthly	This indicator measures the number of traffic signs and bollards replaced with either LED or solar as part of the Carbon Reduction Programme. This is year 2 of a 2 year programme. Within year one, the target is to replace 2,050 signs and bollards	451	772	803	3698	3002	By year end, 3,698 signs and bollard replacements had taken place during 2022/23. This measure over achieved due to additional resource made available through our supply chain partner which allowed us to change additional signs/bollards to increase carbon savings.
Asset Management										
2.1	Condition of Principal Roads	Strategic Performance Indicator	Annual	This indicator identifies the percentage of principal roads (A road carriageways) where maintenance should be considered				4%	4%	In the latest annual condition report from the Department of Transport the average Principal network in England that should be considered for maintenance is 4%. Based on Cheshire East's current figures, it shows that the authority's road network is currently in line with the current average for authorities in England. The highway service performance indicator target set for 2022/23 was 4%.
2.2	Condition of Non-Principal Roads	Strategic Performance Indicator	Annual	This indicator identifies the percentage of non-principal roads (B & C road carriageways) where maintenance should be considered				5%	5%	In the latest annual condition report from the Department of Transport the average Non Principal network in England that should be considered for maintenance is 5%. Based on Cheshire East's current figures, it shows that the authority's road network is currently in line with the current average for authorities in England. The highway service performance indicator target set for 2022/23 was 5%.
2.3	Condition of Unclassified Roads	Strategic Performance Indicator	Annual	This indicator identifies the percentage of unclassified roads where maintenance should be considered				13%	12%	The condition of the unclassified network within the Borough where maintenance is to be consider over the next 12 months currently stands at 13% in 2022/23. The average over the last 3 years for the local authority is 13%. In the latest annual condition report from the Department of Transport the average for the unclassified network in England that should be considered for maintenance in the next 12 months is 15%. Based on Cheshire East's current figures it shows that the authority's road network is currently below the current average for authorities in England.
2.4	Condition of Footways	Strategic Performance Indicator	Annual	This measure identifies the percentage of footways where maintenance should be considered				33%	32%	The condition of the authority's high and medium usage footways within the Borough where maintenance is to be consider over the next 12 months currently stands at 33% for 2022/23. This is an increase of 1% in comparison to 32% in 2021/22. The average over the last 3 years for the local authority is 32%. As part of the government's pothole funding allocation for the Cheshire East, the authority will investment some additional funding from this grant into the footway network.
2.5	Safety Inspections	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the distance (in kilometres) of safety inspections carried out to timetable	84.80%	98.90%	100.00%	95%	95%	During March, 838.1 km of the network was inspected, which is 100% of the monthly programme of inspections completed. At year end, 94.52% of the programmed inspections were completed on time (95% when rounded up to 2 decimal places).
2.6	Category 'Emergency' Defects	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the restoration of the highway network to a safe condition within timeframe (1 hour between the hours of 7am and 5pm and 1.5 hours outside those working hours) following on from any non-traffic-signal emergencies. Due to the nature of the activity, this measure is reported as a percentage successfully attended and made safe within timeframe. This activity is in line with Well Managed Highway Infrastructure Code of Practice.	98.35%	97.80%	97.11%	98.27%	94%	At end of year, 98.27% of Emergency Defects had been responded to within timeframe.
2.7	Category 1-2H defects (2 - 5 working day)	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the repair of any Category 1 and 2H defects within timeframe (Cat 1 Defects made safe by the end of the second full working day and Cat 2H Defects made safe by the end of the fifth full working day). This indicator measures maintaining the highway network in a safe condition for all users and to reduce the potential for successful claims against the authority for non-compliance with statutory obligations. Due to the nature of the activity, this measure is reported as a percentage successfully attended and made safe within timeframe. This activity is in line with Well Managed Highway Infrastructure Code of Practice.	98.88%	94.09%	89.22%	97.25%	95%	By year end, 97.25% of all Cat 1-2H defects had been responded to within timeframe. A Performance Information Notice was submitted to the Client regarding adverse weather impact in January and March 2023.
2.8	Category 2M defects (20 working day)	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the repair of any Category 2M defects within timeframe (20 working days). This indicator measures maintaining the highway network in a safe condition for all users and to reduce the potential for successful claims against the authority for non-compliance with statutory obligations. Due to the nature of this activity, this measure is reported as a percentage successfully attended and made safe within timeframe.	99.3%	96.9%	89.4%	96.72%	95%	By year end, 96.72% of all Cat 2M defects had been responded to within timeframe. A Performance Information Notice was submitted to the Client regarding adverse weather impact in January and March 2023.
2.9	Number of annual sample inspections of utility works successfully completed	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the number of sample inspections of utility works completed in year. The target is based on 30% of the number of inspections completed in the previous three financial years. The 30% is broken down into 10% of inspections whilst works are in progress, 10% of inspections within 6 months of reinstatement and 10% inspections within 3 months preceding the end of the guarantee period. This approach is in line with national guidance and ensures compliance with the requirements of New Roads and Street Works Act (NRSWA).	84.88%	91.83%	100.00%	100.00%	99%	At year end, 2,572 annual sample inspections were completed, this means that 100% of the annual total have been completed.

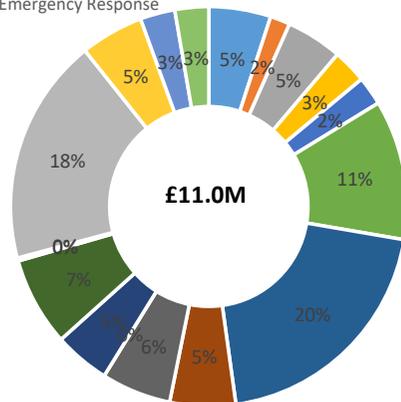
2.10	Condition of Structures - Average	Strategic Performance Indicator	Annual	(ALL INDICATORS) This indicator measures the average condition ratio for Cheshire East Highways structural assets. The target of 89% is considered as good to very good in accordance with Chartered Institute of Public Finance and Accountancy (CIPFA)			91%	91%	90%	At year end, the average Structure Condition was 91%.
2.11	Structures - Principal Inspections	Strategic Performance Indicator	Monthly	This indicator measures the number of principal inspections undertaken to all structural aspects of highway structures assets covered under Well Managed Highways Infrastructure Code of Practice and in line with the 2022/23 approved Business Plan.	91	96	102	100%	100%	At year end, 102 Principal Inspections have been completed by the relevant subcontractor.
2.12	Structures - General Inspections	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the number of general inspections undertaken for all highway structures within the prescribed frequencies. 400 general inspections are due to be completed within the 2022/23 financial year.	308	339	420	420	100%	At year end, 420 General Inspections have been completed on site.
2.13	Condition of Street Lighting - Structural	Strategic Performance Indicator	Quarterly	This indicator measures the percentage of Street Lighting structural columns which are identified as in a good condition from inspections undertaken as part of the 6 year cycle. Inspections are carried out as part of Highway Infrastructure Asset Management Plan.			94.36%	94.36%	95%	Throughout the year, 5,599 columns have been inspected. At year end, 94.36% were deemed as in a good condition (structurally), slightly below the target of 95%.
2.14	Condition of Street Lighting - Electrical	Strategic Performance Indicator	Quarterly	This indicator measures the percentage of the street lighting columns electrical components which are identified as in a good condition from inspections undertaken as part of the six year cycle. Inspections carried out as part of Highway Infrastructure Asset Management Plan.			73.87%	73.87%	95%	Throughout the year, 5,599 columns have been inspected. At year end, 73.87 % were deemed as in a good condition (electrical). This is below the target of 95%.
2.15	Condition of illuminated signs - Structural	Service Indicator	Quarterly	Percentage of Illuminated Sign Electrical inspection in good condition as part of the 6 year cyclic inspections carried out as part of HIAMP.			69.64%	69.64%	90%	Throughout the year, 705 illuminated signs and bollards have been inspected, with 69.64% in Good Condition (structurally). This is below the 90% target.
2.16	Condition of illuminated sign - Electrical	Service Indicator	Quarterly	Percentage of Illuminated Sign Structural columns which are in good condition from inspections undertaken as part of the 6 year cycle. Inspections carried out as part of HIAMP.			38.16%	38.16%	90%	Throughout the year, 705 illuminated signs and bollards have been inspected with 38.16% in Good Condition (electrical). This is below the 90% target.
2.17	Condition of Traffic Signals - Average	Strategic Performance Indicator	Quarterly	This indicator measures the average condition of the Traffic Signal asset.			89.77%	89.90%	90%	Although this measure fell slightly below the target of 90%, it was still within the tolerance level of two decimal places (89.90%). This was achieved through additional funding from DfT in the region £500k, which ensured an increase in condition.
2.18	Emergency Response - Traffic signal emergencies	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the response time to attend to any traffic signal related emergencies within 2 hours of logging onto the Traffic Signal system. Due to the nature of the activity, this measure is reported as a percentage successfully attended within timeframe.	100%	100%	100%	98.98%	100%	Overall for 2022/23, 225 out of 227 emergency traffic signal call outs were responded to within timeframe, a cumulative result of 99% (98.98%).
Customer										
3.1	Customer Satisfaction with Highways Service	Strategic Performance Indicator	Annual	This indicator monitors the customer satisfaction within the Highway services by utilising the national NHT survey				42.40%	46%	This indicator monitors the customer satisfaction within the Highway services by utilising the National Highways and Transport (NHT) survey. The overall result for this measure in 2022/23 is 42.4% satisfaction. The survey was sent to 5,000 households across Cheshire East Council area, whereby 1,351 members of the public responded. Although there has been a decline in the satisfaction rate, there is a general reduction in satisfaction rates across the country.
3.2	Customer Journey Analysis	Service Indicator	Monthly	This indicator measures monthly audits completed within the Highway service. The audit involves a random sample of enquiries being examined and our current processes challenged as a way to understand and improve our customer's journeys and experiences	39.7%	39.8%	59.6%	53%	75%	Based of the year end total, a Performance Improvement Plan has now been developed, identifying a number of actions for improvement.

Highways Revenue Works



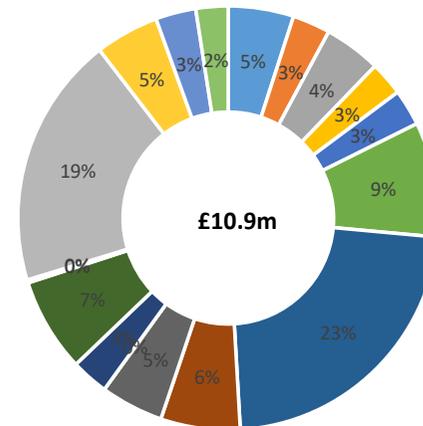
Highways Core Revenue budget by spend category

- Highway Permit Scheme (NRSWA)
- Customer & Stakeholder Engagement
- Asset Management
- Flood risk management
- Bridges and structures
- Highway Drainage Cyclic Maintenance inc Pumping stations
- Carriageway Pothole Defect Repairs
- Other Defect Repairs
- Emergency Response

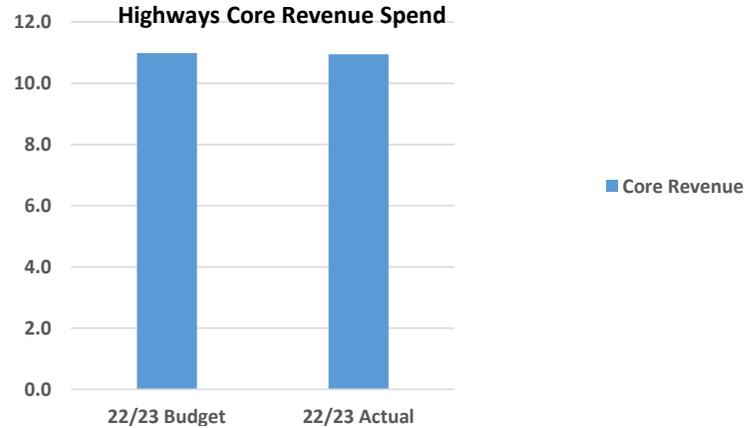


Highways revenue actual spend

- Highway Permit Scheme (NRSWA)
- Customer & Stakeholder Engagement
- Asset Management
- Flood risk management
- Bridges and structures
- Highway Drainage Cyclic Maintenance inc Pumping stations
- Carriageway Pothole Defect Repairs
- Other Defect Repairs
- Emergency Response



Highways Core Revenue Spend



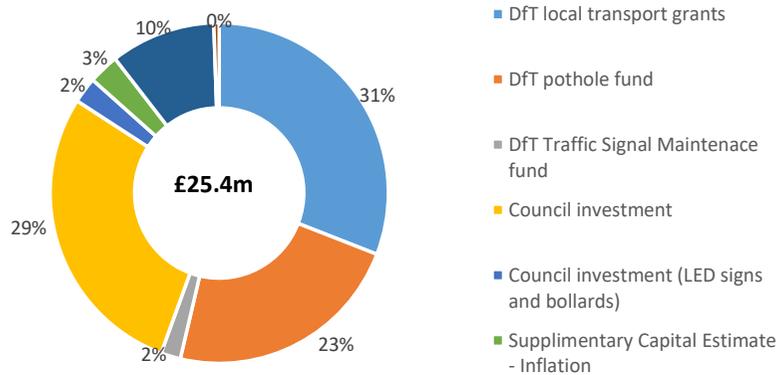
Please note;

The figures above account only for spend via the Highways Contract, not inclusive of Client team costs.

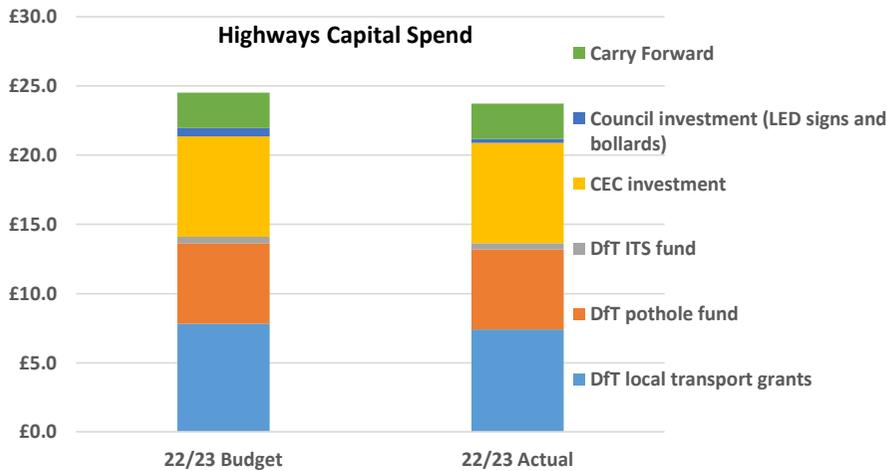
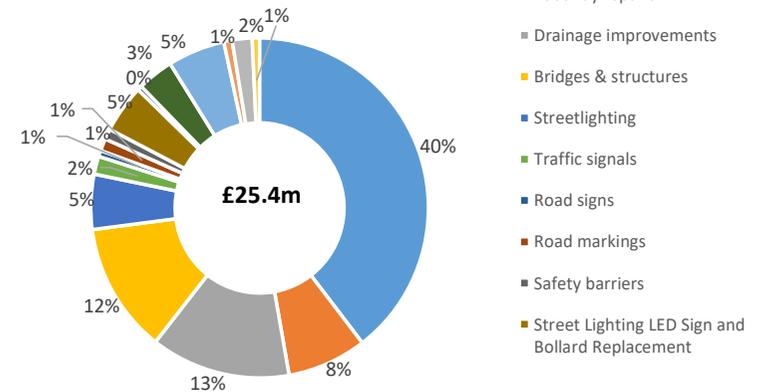
That the overspend observed in the above figures was offset against an increase in income and hence provided an overall balanced budget position at the end of the year.

Highways Capital Works

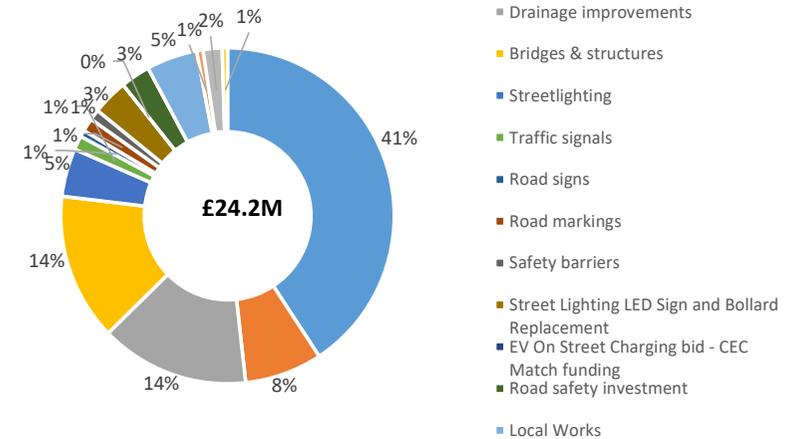
Highways capital funding by funding source



Highways capital works - budget



Highways capital works - actual spend

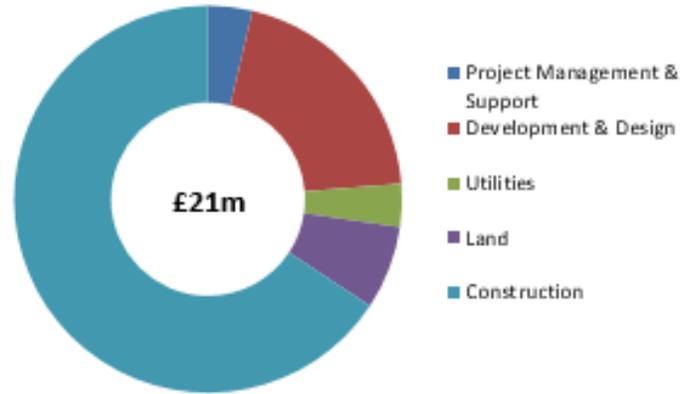


Appendix 3 - Infrastructure

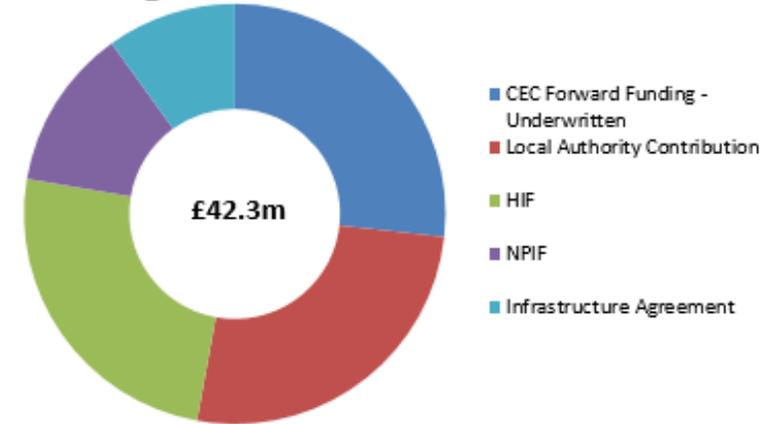
Delivery of major capital projects

North West Crewe Package

Actual Spend



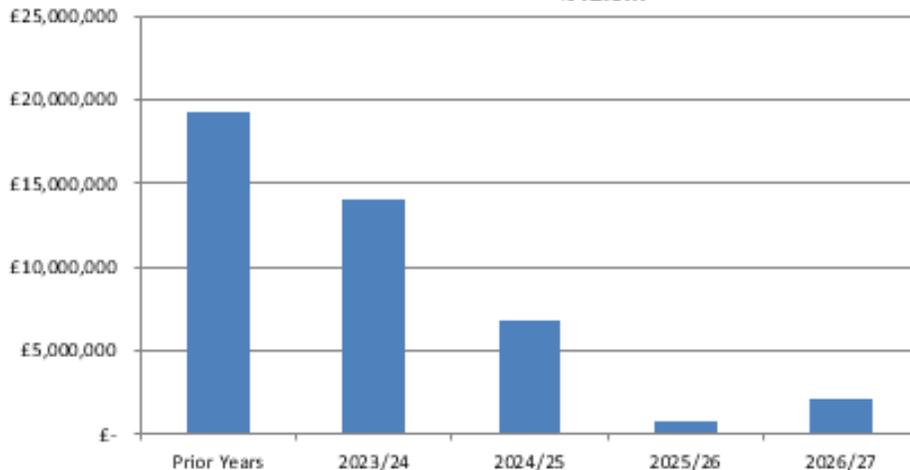
Funding



* Local Authority Contribution increase subject to Council approval.

Forecast Spend

Total Scheme Estimate
£42.3m



Milestones

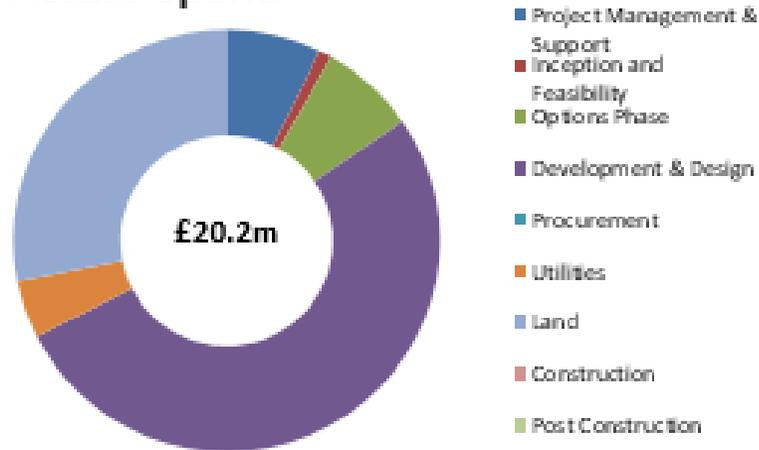
- Public Consultation – Mar '18
- Planning Application Submitted – Dec '18
- Planning Application Approved – Mar '19
- Construction Started – May '22
- Road Opening – Sections of the scheme will be opened in phases until Feb '24
- Planned completion – Apr '24

Issues

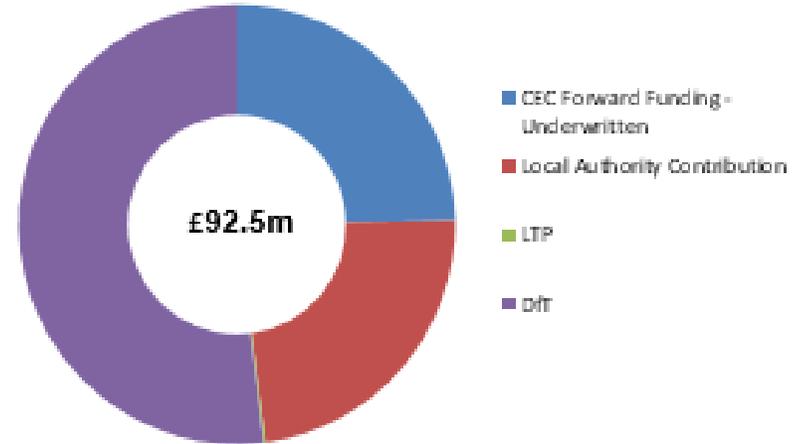
- Delayed developer planning approvals has impacted the construction programme.
- Overall budget being monitored carefully due to construction inflation.
- Extension of phase 1 traffic management due to utility company service diversion delays

Middlewich Eastern Bypass

Actual Spend

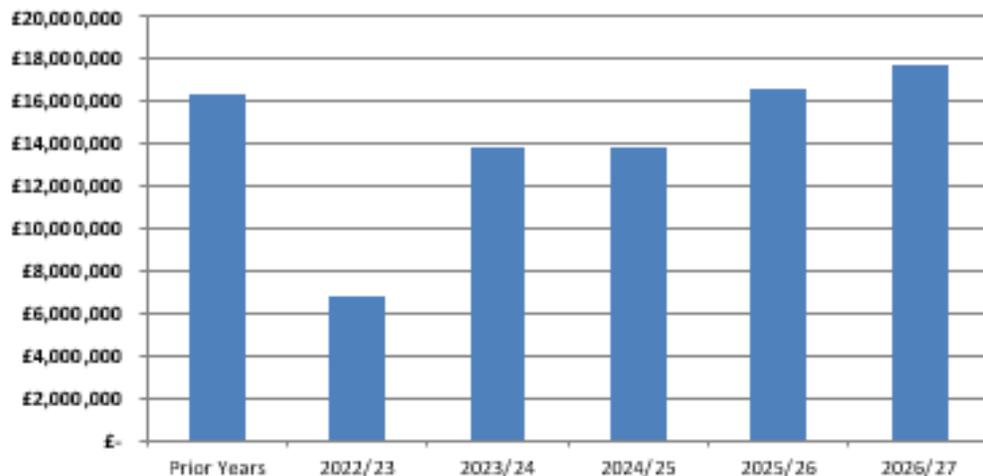


Funding



Forecast Spend

Total Scheme Estimate
£92.5m



Milestones - Assumes a public inquiry

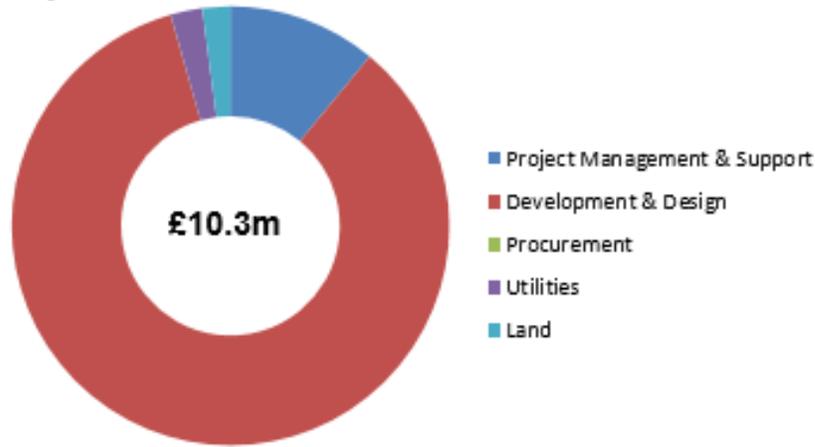
- Feasibility stage – May '16
- Informal Consultation – Sept '16
- Preferred Route Selection – Nov '16
- Production of the OBC – March '17
- Planning Application Made – Nov '18
- Planning Permission Granted – July '19
- Procurement – tender returns – Jan '19
- Public Inquiry held – 8th-11th Nov '22
 - (Inspectors report awaited)
- Agreements reached on all land required – Nov'22
- Submission of FBC to DfT – July '23
- Approval of FBC from DfT – Dec '23
- Start of Works – Apr '24
- Programmed opening Date – Sep '26
- Planned completion of Works – Mar '27

Issues

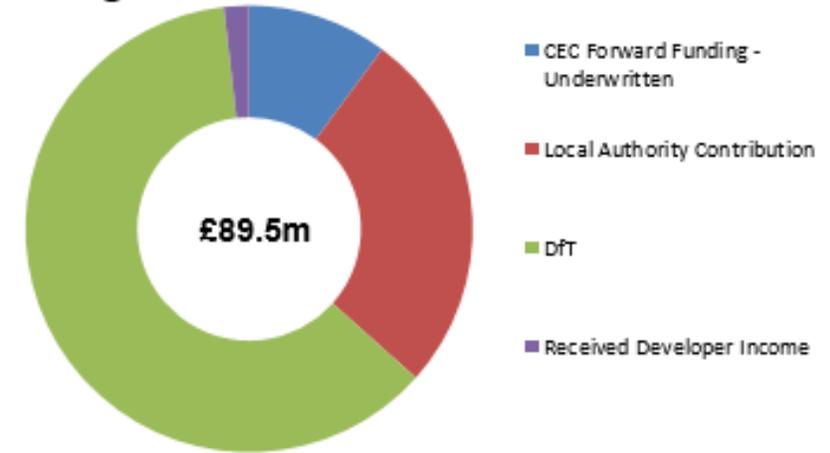
- RRAP & Habitat construction programme.
- Impact of exceptional construction inflation
- Delayed Inspector decision on Public Inquiry

A500 Dualling

Actual Spend

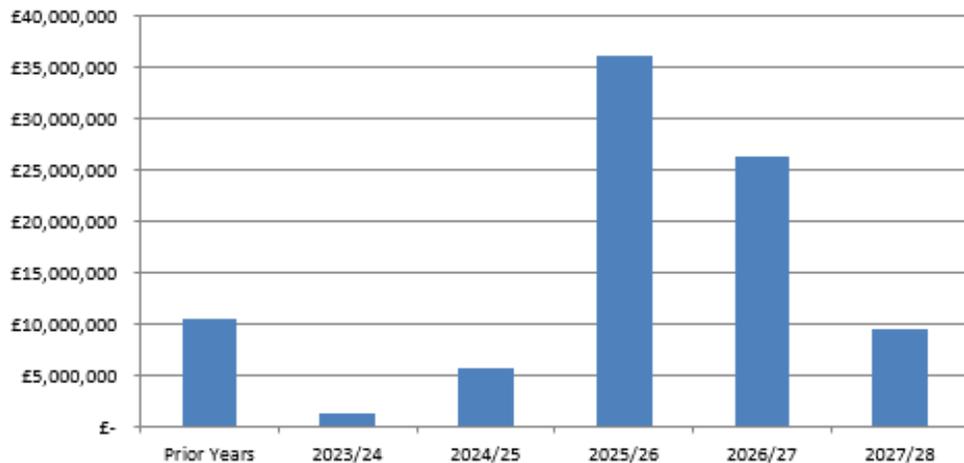


Funding



Forecast Spend

Total Scheme Estimate
£88.8m



Milestones

- Planning application submitted - July 2018 Approved - April 2019
- Balfour Beatty appointed D&B Contractor - Early 2019
- Revised planning application made - April 2020
- DfT programme entry - July 2020
- Design completed - March 2022
- Planning decision notice – February 2023
- Publish CPO - mid 2023 (TBC)
- Submit FBC to DfT - mid 2024
- DfT approve FBC - end 2024
- Start construction – early/mid 2025
- Completion - end 2027

OFFICIAL

Issues

- CPO/SRO orders publication delays

OPEN

By virtue of paragraph(s) X of Part 1 Schedule 1 of the Local Government Act 1972.

Highways & Transport Committee**20 July 2023****Lead Local Flood Authority 2022-23 Review****Report of: Peter Skates, Acting Executive Director Place****Report Reference No: HTC/03/23-24****Ward(s) Affected: All Wards****Purpose of Report**

- 1 This report gives an update on activity in relation to the Council's role as Lead Local Flood Authority for 2022-23.

Executive Summary

- 2 Since 2010 the Council has been a Lead Local Flood Authority (LLFA) having powers and statutory duties to manage and co-ordinate local flood risk management activities.
- 3 Local flood risk means flooding from surface water (overland runoff), groundwater and smaller watercourses (known as Ordinary Watercourses).
- 4 The report details activity undertaken in 2022/23 relating to its specific statutory duties and other permissive powers including:
 - Prepare and Maintain a Local Flood Risk Management Strategy
 - Investigate internal / business flooding - in 2022/23 there were 81 new and ongoing investigations, with 2 properties confirmed to have internal property level funding.
 - Report on significant flood events – reports for Weaver Catchment and Storm Christoph were completed in 2022/23
 - Consent on activities on ordinary watercourses – in 2022/23 there were 43 consents issued.
 - Provide planning advice as a statutory consultee (flooding, drainage and SUDS) - in 2022/23, 631 comments were made on planning consultations received by Cheshire East.

- Maintaining a register of assets.
- Carrying out physical works to manage local flood risks in Cheshire East.
- Co-ordinating activity with other local bodies and communities through public consultation, scrutiny and delivery planning.
- Co-operating with other Risk Management Authorities to improve effectiveness, delivery and efficiencies.

RECOMMENDATIONS

The Highways and Transport Committee is recommended to:

1. Note the update on activity in relation to the Council's role as Lead Local Flood Authority undertaken in 2022/23.
2. Agree that the Committee will monitor the activity of the Council in discharging its duties as Lead Local Flood Authority in 2023/24 and receive an annual report.

Background

- 5 Following severe flooding during the summer of 2007, the government commissioned an independent review (the 'Pitt Review') which in 2008 recommended that local authorities should lead on the management of local flood risk, working in partnership with other organisations. Two key pieces of legislation have brought this forward; the Flood Risk Regulations (2009) which transpose the EU Floods Directive into UK Law and the Flood and Water Management Act (2010).
- 6 In Cheshire East, there are 2,204 residential properties at risk from surface water flooding (1 in 100 year) and 2,885 from Fluvial Risk (Flood Zone 2 and 3).
- 7 Surface water flooding is known as Pluvial and this occurs, for example, when rainwater does not drain away through the normal drainage system, or soaks into the ground, but lies on or flows over the ground instead. This type of flooding can be difficult to predict and pinpoint, much more so than river or coastal flooding.
- 8 Fluvial is River Flooding that occurs when a river or stream cannot cope with the water draining into it from the surrounding land – for example, when heavy rain falls on ground that is already waterlogged. Cheshire East is responsible for Ordinary Watercourses and the Environment Agency is responsible for Main Rivers, details available at [Statutory Main River Map \(arccgis.com\)](#)

- 9 The Council is a key party in the Regional Flood and Coastal Committee (RFCC). Since 2010 the Council has been a Lead Local Flood Authority (LLFA) having powers and statutory duties to manage and co-ordinate local flood risk management activities. The Council does this by working together with other Risk Management Authorities including the Environment Agency, who manage flooding from generally main rivers, reservoirs, estuaries and the sea, the Canal and River Trust, infrastructure/ utility providers, such as United Utilities, National Highways. And business, householders and community groups including Town and Parish Councils.
- 10 Local flood risk means flooding from surface water (overland runoff), groundwater and smaller watercourses (known as Ordinary Watercourses).

Lead Local Flood Authority Statutory Responsibilities

- 11 As a Lead Local Flood Authority, the Cheshire East continues to deliver on its statutory duties and obligations under the Flood and Water Management Act 2010.
- 12 **Prepare and Maintain a Local Flood Risk Management Strategy** - Section 9 of the Flood and Water Management Act requires Cheshire East to create and maintain a local flood risk management strategy. The Council's original strategy was formally adopted and published in 2017 and this will be subjected to a thorough review this year and brought to a future committee.
- 13 **Investigate internal / business flooding** – The LLFA has a duty to record and investigate flooding events where people or property, businesses or critical infrastructure were involved. The purpose of a formal flood investigation is to:
- Identify who has relevant flood risk management functions, and
 - Investigate whether each of those risk management authorities has exercised, or is proposing to exercise, those functions in response to the flood.
 - The results will be published and data shared with other flood risk management authorities. These include United Utilities and the Environment Agency
- 14 Where a review of the flood has been completed and it is determined that a formal investigation is not needed, the findings are shared with the person who asked for the review and with other flood risk management authorities and relevant landowners. The review is also recorded and reviewed to help in decision making about future flood risk management.

- 15 Where there are a number of flooding incidents to investigate, these will be prioritised within the available resource, taking into account where the potential risk to the community as a whole is highest.
- 16 In 2022/23 there were 81 new and ongoing investigations, with 2 properties confirmed to have internal property level funding.
- 17 **Report on significant flood event** - If the impact of the flood was significant, a formal flood investigation is carried out known as a Section 19 investigation. Significant for Cheshire East equates to 5 or more properties suffering internal flooding in any one catchment. To date 4 bespoke Section 19 reports have produced and published, these are:
- Poynton 2016
 - Poynton Brook, River Dean, River Bollin, Harrop Brook and tributary of Todd Brook 2019
 - Weaver Catchment Flooding 2019 (linked to flooding 25 to 26 October 2019)
 - Storm Christoph 2021 (linked to flooding 20-21 January 2021)
- 18 Reports for Weaver Catchment and Storm Christoph were completed during 2022/23. All reports can be viewed at <https://www.cheshireeast.gov.uk/planning/flooding/floods-and-flood-risk/flood-investigations.aspx>.
- 19 **Consent on activities on ordinary watercourses** – The law governing land drainage consent is the Land Drainage Act 1991 and an ordinary watercourse is any water channel that is not a main river, even a small stream or ditch and consent covers all of the following:
- any development within 8 metres of a watercourse
 - work on structures and features on or next to the watercourse
 - work on the watercourse itself
 - diversions to the watercourse
- 20 It is important to note that:
- you must get consent for both permanent and temporary work/structures
 - where work to create a permanent structure involves temporary work, for example, a water diversion, you'll need a separate consent for the temporary work
 - you must apply for consent for each separate piece of work or structure
 - land drainage consent is separate from any planning permission you might need

- you might need consent even just for repairs or maintenance work
- 21 The guidance from Cheshire East is that land drainage consent is sought at least 8 weeks before work starts and notes that longer time is needed if the site is a nature conservation site or ancient monument. Processing consents also requires the applicant to provide adequate data at the start, if additional calculations or consultations are needed then timescales will need to be extended. The fee for land drainage consent is £50 per structure or piece of work.
- 22 In 2022/23, 43 consents were issued. Our processes are being updated and streamlined to be more efficient and cost effective this will include online applications and payment systems.
- 23 **Provide planning advice as a statutory consultee (flooding, drainage and SUDS)** – The Flood Risk Team assess flood risk across the borough as part of our duty to take flood risk into account in the planning and development process. For reports and other documents, see [strategic flood risk assessment](#). For details about the requirements for sustainable drainage in new planning applications, see [surface water management and new developments](#).
- 24 In 2022/23, 631 comments were made by the Lead Local Flood Authority on planning consultations received by Cheshire East. Throughout 2022/23 there have been challenges with resources within the team to respond to planning consultations within the statutory timeframe, which is impacting on decision marking of applications. The LLFA are working with the Local Planning Authority to prioritise current workloads and to reduce / remove the consultee backlog.
- 25 Moving into 2023/24, measures are now in place to respond to any outstanding applications and to deal with new applications received, this includes additional temporary resource and improvements to processes to manage the requests received. This is supported by ongoing workshops with planning officers to further improve the processes around the flood team providing responses as statutory consultee.
- 26 In addition, a new Service Indicator is also proposed for 2023/24, this will be measured on a monthly basis to record the length of time it takes for planning application response times – the statutory duty is to provide a response to the Local Planning Authority within 21 days of receiving the consultation. Updates to performance will be reported through updates mid-year and end of year reports to Highways and Transport Committee.

- 27 **Maintaining a register of assets** – these are physical features that have a significant effect on flood risk across the Borough these can include bridges, culverts, historic structures, retaining walls and other drainage structures. A publicly available version is being developed throughout 2023/24 and this will include details of the inspection regime in place which covers all Critical Assets across the Borough. Utilising our powers to designate specific features as flood risk management assets gives a degree of protection from damage and removal.
- 28 **Carrying out physical works to manage local flood risks in Cheshire East** – the following schemes were delivered in 2022/23 to mitigate flood risk:
- Giantswood Lane, Congleton (July 2022) – Two Properties better protected from surface water and groundwater flooding.
 - Castle Mill Lane, Ashley (October 2022) – Two Properties better protected from surface water runoff flooding.
 - Waterloo Road, Poynton (June 2022) – Multiple properties and a crucial road are now better protected from flooding from an Ordinary Watercourse and surface water runoff.
 - London Road South, Poynton (August 2022) – Multiple businesses, the main road, as well as several properties are now better protected from surface water and Main River flooding.
 - Bowes Gate Road, Bunbury Road and Bunbury Common, Bunbury (November 2022) – Multiple properties better protected from surface water flooding.
 - Pool View, Winterley (December 2022) – 1x Property better protected from the Highway drainage surcharging and causing surface water flooding.
 - Moss Lane, Leighton (January 2023) – Several properties and the road are now better protected from surface water flooding
- 29 Moving into 2023/24, as part of the annual business planning process capital allocations have been reassigned so that there is a specific allocation for dealing with flood risk issues and a separate allocation for highway drainage. This will help improve delivery of capital projects by having clearer lines of accountability for delivery and prioritisation of funding.
- 30 Cheshire East contributes to the National Flood and Coastal Erosion Risk Management (FCERM) programmes of work for worthwhile projects wherever it is considered it can attract Defra Flood Defence Grant in Aid (FDGiA) and Local Levy funding. Due to the nature of flooding and surface water flood risk across Cheshire many projects can be difficult to justify and require robust Business Cases to demonstrate value for money. Several feasibility studies have been funded

historically via this funding stream and some success in areas like Bradfield Green where extensive new capital works were delivered under the available grant schemes circa 2015 (total project value approximately £300k). Cheshire East currently have indicative allocations for Poynton Brook and Tributaries although this requires further discussion with the Environment Agency concerning eligibility for grant in aid. These work programmes are kept under review via established Cheshire and Mid Mersey Flood Partnership to ensure local priorities based on risk is refreshed annually.

- 31 In addition to the statutory duties detailed above, the Council has permissive powers to:
- Enforce the Land Drainage Act 1991 where applicable
 - Designate Features
 - Make byelaws
- 32 In 2022/23, no formal / legal action has been issued to enforce the Land Drainage Act 1991, but various investigations are ongoing and 8 formal letters were issued under the Act.
- 33 **Co-ordinating activity with other local bodies and communities through public consultation, scrutiny and delivery planning** – all schemes delivered to reduce flood risk are done through the Highway Services Contract and individual consultation would be carried out depending upon the project scale and complexity.
- 34 During flooding, responses are provided by Cheshire East both as Lead Local Flood Authority and Highways Authority. The response is delivered by Cheshire East Highways (Ringway Jacobs) who under the Highway Service Contract provide a Provide a 24/7, 365 day-a-year service.
- 35 Flooding responses will typically require a multi-agency approach to the response due to the scale, impact and risk. In these cases, the Highways Client Team and Cheshire East Highways will:
- Work closely to develop emergency response arrangements with:
 - Cheshire East Council Emergency Planning Team
 - Emergency services
 - Many other agencies including Environment Agency, Met Office, adjacent authorities etc
 - Contributing to Major Incident responses as part of CEMART
 - Monitor weather forecasts based on information from Met Office & Environment Agency
 - Implement adverse weather plan
 - Implement adverse weather desk throughout incident, to:

- Provide operational response includes road closures, communications, provision of gully tankers, jetting teams etc
 - Introduction of staff rosters to provide additional cover for 24/7 response that is above standard provision
 - Working with specialist supply chain partner to deal with effects of flooding both in terms of expertise and resource
 - Undertake effective communication and updates wither direct or through CEMART
 - Working alongside CEMART to ensure continuity
-
- 36 Post significant events there is a formal debrief and activities would include:
- To review the Council's response to, and recovery from, the incident
 - To identify any lessons learnt to assist in the planning of and response to similar incidents in the future
 - To be consistent with our professional responsibilities
 - To identify recommendations for consideration by the Council
 - An Incident Debrief Report will be circulated for review by the Corporate Leadership Team
- 37 As referenced earlier in this report, flood events are investigated, and the response taken depends upon the severity and number of properties flooded.
- 38 **Co-operating with other Risk Management Authorities to improve effectiveness, delivery and efficiencies** - To tackle flood risk in an integrated way across the region, Cheshire East Council is a member of the [Cheshire Mid-Mersey local authority partnership](#).
- 39 The Cheshire Mid-Mersey Partnership is one of five Flood & Coastal Erosion Risk Management (FCERM) Partnerships within the North West region, the remaining four are:
- The Association of Greater Manchester Authorities (AGMA)
 - Cumbria
 - Lancashire
 - Merseyside.
- 40 The Partnerships are in regular contact to actively deliver the duties set out by the Flood and Water Management Act 2010 which is overseen by the North West Regional Flood & Coastal Committee (NW RFCC).

- 41 Members of the flood team also attend operational monthly meetings with United Utilities and regularly quarterly meetings at a strategic level are also in place.
- 42 Cheshire East also supports the **Flood Hub**, this is a resource that has been designed to be a one stop shop for flood information and resources to support householders, businesses and communities across the North West in becoming more flood resilient. The Flood Hub has pulled together multiple sources of guidance to produce a hub of information that gives an overview of flood resilience and its many related topics. By signposting a variety of other useful sources, you will easily be able to find all the information you need either within our content or by visiting one of the linked websites.
- 43 The Knowledge Hub on the website can be browsed to find a variety of downloadable resources that have been produced in collaboration with the flood team at Newground, or sourced from external sites.
- 44 On the website, the Local Area page highlights the regional focus of the website by pooling information on flood risk management across the North West, with further information on community groups, flood schemes, natural flood management schemes and events in the easy to use interactive map.
- 45 The Flood Hub can be accessed at <https://thefloodhub.co.uk/>. The Flood Hub website has been funded by the North West Regional Flood and Coastal Committee (RFCC).

Sustainable Drainage System

- 46 The Borough Council is committed to ensuring new developments adopt sustainable approaches to surface water management. To this end, the flood risk team have contributed to a new Sustainable Drainage System Guidance produced by Cheshire East Council in its role as Lead Local Flood Authority and Local Planning Authority. The primary purpose of the Sustainable Drainage Systems Supplemental Planning Document (SuDS SPD) is to provide guidance on how planning approval applications can achieve compliance with policy requirements set out in the National Planning Policy Framework and the Cheshire East Local Land.
- 47 A Sustainable Drainage System (SuDS) works with the landscape of its site, using a system of components to deliver more naturalist water management which provides reduced surface water run-off quantity and increased surface water run-off quality. Alongside these primary water-management benefits, a sustainable drainage system can provide multiple secondary environmental and social benefits which lead to a

higher quality development. The SPD being adopted is a tool to help planning approval applicants achieve SuDS by advising on the levels of best practice expected. Where schemes ignore opportunities to positively work with water on site, planning permission may be refused.

- 48 Internal consultation of the SuDS SPD completed in May 2023 and this will then follow with consultation through the Local Plan Consultees for formal adoption later in 2023.
- 49 In addition, it has been announced national that the UK government will implement Schedule 3 of the Flood and Water Management Act 2010 that will mandate sustainable drainage (SuDS) in new developments in England from 2024. Key features of the proposed changes include:
- SuDS will have to be incorporated into new developments in England.
 - Applications for the approval of SuDS on new developments that meet the criteria will have to be made to a SuDS Approving Body, or “SAB”, which will sit within the Council.
 - SAB approval will be separate from the Local Planning Authority approval.
 - SAB approval could be subject to conditions and may require a non-performance bond.
 - Construction works covering an area of under 100 sqm or single properties will be exempt. Nationally Significant Infrastructure Projects will also be exempt.
 - Applications for approval could be made to the SAB directly or through the Council combined with the planning application. A fee will be payable and there will be rights of appeal against refusal.
- 50 The impact of implemented Schedule 3 is being assessed and implications will be considered as part of the annual business planning cycle and reported to a future committee meeting.

It's Not Just Water – Officer Recommendation

- 51 At the Highways and Transport Committee on Thursday 26th January 2023, the Committee considered a report which provided a response to the report of the former Environment and Regeneration Overview and Scrutiny (EROSC) Committee’s Working Group – “It’s Not Just Water”.
- 52 An amendment was proposed and seconded and subsequently carried which sought agreement to include the Working Group’s recommendation (4) “MPs should be lobbied to bring about change to national flood funding” to the officer report recommendations.

53 The recommendations as detailed below were resolved (unanimously) by Committee are being implemented.

1. *Approves Officer Recommendation Responses 1 and 2 contained in section 5 of this report in order that they can be implemented operationally, the officer recommendations are:*

- *Officer Recommendation 1 Response – Governance and Democracy*

That the oversight of the LLFA statutory function is retained with the Highways and Transport Committee in line with the current Constitution.

- *Officer Recommendation 2 Response – Delivery of the LLFA Function*

To retain the current outsourced arrangement for the Flood Risk Management / LLFA delivery function.

Create a standalone LLFA delivery team initially from existing staff resource within the Cheshire East Highways (Ringway Jacobs) organisational structure which for all operational and decision-making matters relating to flood risk management reports directly to the Council's Head of Highways.

Implement a succinct set of key performance indicators (KPIs) specifically for the delivery of the LLFA function picking up on the key aspects of the Working Groups concerns.

Flood Risk Management / LLFA specific Key Performance Indicators to be reported to the Highways and Transport Committee as part of the bi-annual reports on the performance of the Highways and Infrastructure division.

2. *Approves officer responses 3, 4 and 5 to not implement the Working Group Recommendations 3, and 5 detailed in section 5 of this report at the current time given the costs are not within the current Medium Term Financial Strategy (MTFS).*
3. *Agrees to implement the Working Group Recommendation 4 - to lobby MPs to bring about change to national flood funding.*

Consultation and Engagement

54 This report is a review of the activity of the Council in discharging its duties as Lead Local Flood Authority in 2022/23. No consultation has taken place specifically on this report as in delivering this function, consultation would have been carried out where appropriate and required by legislation.

Reasons for Recommendations

- 55 To provide an update to Committee on activity relating to the Council’s role as Lead Local Flood Authority for 2022/23
- 56 To facilitate monitoring of the activities the council undertakes to discharge its duties as Lead Local Flood Authority in 2023/24 by means of an annual report to the Highway and Transport committee.

Other Options Considered

57 Not applicable.

Implications and Comments

Monitoring Officer/Legal

58 There are no legal implications for this report that is for noting. Legal advice was previously provided for the items considered and delivered throughout 2022/23 by the Council relating to its statutory role as the Lead Local Flood Authority.

Section 151 Officer/Finance

59 This report considers activity for 2022/23 relating to the Council’s role as Lead Local Flood Authority. The budget for this activity is held within the Highways Service within Highways and Infrastructure.

Policy

- 60 This report is linked to our aims of:
- Open - An open and enabling organisation
 - Fair - A Council which empowers and cares about people; and
 - Green - A thriving and sustainable place.

An open and enabling organisation	A council which empowers and cares about people	A thriving and sustainable place
The report is to provide Committee members with an update of activity for 2022/23 relating to the	The statutory duties placed upon the Council as Lead Local Flood Authority all contribute to mitigating flood risk and	Flood risk mitigation promotes the use of Sustainable Drainage in providing solutions to development and contributes to a thriving

Council's role as Lead Local Flood Authority	the impact on people as a result of flooding	and sustainable place to live
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Equality, Diversity and Inclusion

61 There are no equalities implications arising from this report.

Human Resources

62 There are no human resources implications arising from this report.

Risk Management

63 The Council has a statutory duty as Lead Local Flood Authority. Failure to fulfil its duties and obligations may result in developments being brought forward that do not consider flood risk fully and result in increased flood risk that could have been mitigated. Other risk include lack of investment and not carrying out physical works to manage local flood risks that could lead to repeat events or more severe flooding and not co-ordinating with other Risk Management Authorities to maximise investment to improve effectiveness, delivery and efficiencies relating to flood risk across the Borough.

64 *Rural Communities*

65 There are no implications for rural communities arising from this report.

Children and Young People including Cared for Children, care leavers and Children with special educational needs and disabilities (SEND)

66 There are no implications for children and young people arising from this report.

Public Health

67 There are no implications for public health arising from this report.

Climate Change

68 The climate of the Earth is changing, for 11,000 years the average temperature across the world was a stable 14°C. The Industrial Revolution began in the mid-1800s when humans began to burn fossil fuels (coal, oil, and gas). This practice released greenhouse gases (carbon dioxide, methane, and nitrous oxides) into the air where large quantities have built up in the atmosphere- rising by 40% during the 20th and 21st century.

- 69 By the 1980s the 'greenhouse effect' had been noticed and by the end of the decade the International Panel on Climate Change had been established to provide governments with information in tackling climate change.
- 70 Data held by the Met Office shows the coldest years and warmest years in the UK. Notably the warmest years have all occurred since 2006.
- 71 The long-term effects of climate change in the UK are expected to be:
- Warmer and wetter winters
 - Hotter and drier summers
 - More frequent and intense weather extremes
- 72 And by 2070 projections show:
- Winters will be between 1 and 4.5°C warmer and up to 30% wetter
 - Summers will be between 1 and 6°C warmer and up to 60% drier
- 73 Changes to the climate system include:
- Rising ocean levels- glaciers and ice sheets will melt adding more water to oceans, elevating levels, and expanding the ocean space with warmer water.
 - Ocean acidification- through the absorption of carbon dioxide.
 - Extreme weather events- becoming more intense and frequent such as heatwaves, droughts, and floods.
- 74 The Highway Service both as Lead Local Flood Authority and Local Highway Authority continue to be committed to the Council's 2025 carbon neutral target. The service is actively working to reduce its carbon footprint and further contribute to the net zero target. This is wide ranging and includes expanding its use of electric plant and tools, selection of lower carbon materials, expanded use of recycling and reduction in use of virgin aggregates, changes in working arrangements and travel patterns etc.

Access to Information	
Contact Officer:	Paul Davies, Contract Operations Manager Paul.davies@cheshireeast.gov.uk
Appendices:	None
Background Papers:	<p>Local Flood Risk Management Strategy 2017, available at: https://www.cheshireeast.gov.uk/pdf/highways/flood-risk-strategy/local-flood-risk-management-strategy-2017.pdf</p> <p>Section 19 flood reports available at: https://www.cheshireeast.gov.uk/planning/flooding/floods-and-flood-risk/flood-investigations.aspx.</p> <p>Strategic Flood Risk Assessment available at: https://www.cheshireeast.gov.uk/planning/spatial-planning/research and evidence/strategic flood risk assmnt/strategic flood risk assmnt.aspx</p> <p>Sustainable drainage in new planning applications (current) available at: https://www.cheshireeast.gov.uk/planning/flooding/floods-and-flood-risk/surface-water-management.aspx</p> <p>Cheshire Mid-Mersey local authority partnership available at: https://thefloodhub.co.uk/your-local-area/cheshire/</p>

	<p>The Flood Hub available at:</p> <p>https://thefloodhub.co.uk/</p> <p>Its Not Just Water – Officer Recommendations Report from 26th January 2023 Highways and Transport Committee available at:</p> <p>https://moderngov.cheshireeast.gov.uk/documents/s100799/Report%20-%20Its%20Not%20Just%20Water%20Officer%20Recommends%20Rev%2010.0%2016.12.2022%202.pdf</p>
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OPEN

By virtue of paragraph(s) X of Part 1 Schedule 1 of the Local Government Act 1972.

Highways & Transport Committee**20 July 2023****Street Lighting Energy Savings: Consultation Proposals and Options Update****Report of: Tom Moody, Director of Infrastructure & Highways****Report Reference No: HTC/04/23-24****Ward(s) Affected: All Wards****Purpose of Report**

- 1 To update Committee on the progress relating to the MTFs revenue saving proposals PL23-27 102 (energy saving measures from streetlight).

Executive Summary

- 2 The Council provide over 40,150 streetlights across the borough. Whilst there have been energy saving measures adopted in respect of retrofitting LEDs we will reduce our energy consumption further by reducing the number and timing of street lighting in the borough either by turning off completely or part night starting Winter 2023 and continuing into 2024/25. Options will be reviewed to consider priorities and safety aspects associated with turning off alternate lights or turning lights off in the early hours of the morning in some areas.

RECOMMENDATIONS

The Highways and Transport Committee is recommended to:

1. Note progress to date in relation to energy savings measures from streetlights.
2. Agree a delegation of authority to the Director of Highways and Infrastructure, in consultation with the Chair of Highways & Transportation Committee, to finalise the initiatives and take all steps to complete public consultation on the energy saving options as set out in Table 1 of the committee report.
3. Note that the outcomes of consultation will be reported to committee in January 2024 together with recommendations on an implementation plan.

Background

- 3 The Council have over 40,150 streetlights in Cheshire East and since 2015 have replaced 39,492 streetlights with light emitting diode (LED) lanterns. The project was delivered in two phases with both funded through the Salix LED conversion project fund. Phase 1 was replacement of the high wattage lanterns on the inter urban routes (main routes in rural and urban areas) and Phase 2, the lower wattage streetlights in residential areas.
- 4 There are approximately 1,000 number of streetlights not converted to LED and these tend to be in heritage areas or wall/pole mounted lights where current technology prevents or is prohibitively expensive to replace. It is worth noting that pole mounted lanterns are fixed to timber poles often located in remote and restricted locations that are owned by the three power companies present Cheshire East. To replace these lanterns with LED units the permission of the relevant power company is required and this is generally given by two of the three companies but the policy of the third is to remove these lanterns as and when they find them and not allow a replacement on their asset (effectively this is an involuntary switch off).
- 5 In addition to the LED replacement programme, the Council invested £1.25 million in 2022/23 in improvements to the street lighting asset. This ranged from cable replacement that are no longer to standard and causing faults on the network, replacement of elements at the end of its serviceable life including concrete columns, and the continuation of LED conversions to replace any lanterns that are not already changed.
- 6 LED lighting technology on existing streetlights gives the following benefits:
 - They have a white light. This improves visibility and colour recognition, improving safety for road users.
 - They direct light towards the road and pavement instead of in all directions. This reduces light pollution into homes and gardens and makes it easier for drivers to see hazards.
 - They are more energy-efficient than conventional streetlights. This means they are cheaper to run and have a lower carbon footprint.
 - They last longer and are more reliable than other types of lights.
- 7 The current dimming profile is built into the LED driver in each lighting column lantern and it is important to note that the transition between the current dimming profiles is not visible to the naked eye. The profile used is:
 - 100% - Switch on to 8pm
 - 70% - 8pm to 11pm

- 50% - 11pm to 5 am
 - 100% - 5am to Switch off
- 8 Charges for street lighting tend to be through an Unmetered Supply (UMS), this is provided for electrical equipment where either it is not practical to install a meter and/or the cost of installing a meter is disproportionate to the cost of electricity used by the equipment. Typical unmetered equipment is streetlights, traffic signals, illuminated signs and bollards but can also include CCTV, advertising displays, telecommunication cabinets and Electrical Vehicle charging facilities.
- 9 The Council also uses a “Photo-Electric Control Unit (PECU) Array” to accurately calculate its energy consumption and is accessed by the Meter Administrator to get this local data and inform the energy bill process. In 2022/23, the all-in rate (includes any pass through and standing charges) applied to street lighting energy usage was £0.265 per kWh. The Council’s energy usage across the whole streetlight stock together with illuminated traffic signs, bollards and traffic signals was almost 4,800,000 kWh resulting in energy costs of £1.263 million. Street lighting energy costs are funding through the Council’s highway revenue budget.
- 10 The Council like other councils nationwide is facing a challenging financial position for the 2023-24 financial year. Cheshire East Council met on 22 February 2023 and agreed the Medium-Term Financial Strategy (MTFS) Strategy for 2023-27. The report provides detailed information on the issues facing the Council in the medium term and shows how these are being addressed to present a balanced financial position for the 2023/24 financial year.
- 11 Street Lighting energy makes up 8.76% of the Highway Service budget and with the increasing cost of energy and the impact of energy generation and consumption on carbon levels, it makes sense for the Highway Service to seek options to making savings in this area. The key objective is to reduce energy consumption across the street lighting asset. It is expected that energy prices will continue to rise during 2023/24, and it has been confirmed that Council’s price per unit of electricity will increase by 11% to £0.294 per kWh and the only way to mitigate against increases and / or reduce the annual energy costs related to street lighting is to reduce its energy consumption. This will add a further £137,000 pressure to the existing street lighting energy budget in 2023/24.

MTFS Options consulted upon

- 12 One of the proposals included in the approved MTFS related to energy savings for streetlights and includes savings of £0.485m over two years based on the 2022/23 energy prices (£0.242m in 2023/24 and £0.243m

in 2024/25). In order, to make these savings the annual streetlighting energy consumption needs to be reduced by 1,900,000 kWh (39.8%).

In the MTFS, several ways were detailed including:

- Option A - Turn off alternate streetlights
- Option B - Turn off streetlights in urban areas in the early hours
- Option C – Turn off all streetlights in urban areas

- 13 The actual solution implemented across the Borough will depend upon the approach adopted and a review of priorities and safety aspects associated with each.

Energy Saving Options

- 14 We have reviewed the options detailed in the MTFS options and have refined these as described below.

- 15 **Option A** - more detailed work has been undertaken and Option A - Turn off alternate streetlights is no longer considered appropriate.

- 16 Part 1 of BS 5489 Para 4.4.2 'Measures to minimize electrical use', says that: *"Good lighting can contribute to electrical energy and carbon reduction strategies, and should be at the forefront of any electrical energy and carbon reduction strategy developments."* With regard to part-night lighting it further says that: *"Longitudinal uniformity should be maintained during switch off and switch on that occur during the hours of darkness."*

- 17 Therefore, to switch off alternative lights would be contrary to that standard.

- 18 **Option B and C** - in order to provide the level of savings required consideration to all streetlights (urban and rural) need to be included and the energy saving proposals that we intend to consult on subject to approvals are shown in Table 1 below:

19 Table 1 street lighting Energy Saving Options

Location of Street Light(s)	Energy Saving - Variable Light Options		
	Leave On	Switch Off	Part Night
Town Centre	●		●
Rural Main Road		●	●
Rural Residential		●	●
Inter Urban Routes	●	●	●
Urban Main Road	●	●	●
Urban Residential		●	●
Conflict Areas ¹	●		
High Crime Area	●		
CCTV Monitored Route	●		
Route with known Road Safety issues	●		
Industrial Area	●		
Town Centre		●	●

¹ Areas of interface between different types of public highway user eg junction, crossings etc

- 20 The next step is to use the above matrix of energy savings options and highway locations to broadly assess every road with street lighting on the public highway in the borough.
- 21 This will then be fine-tuned to take account of sensitive receptors including areas of high footfall, bus routes, pedestrian crossing facilities and locations of road traffic collisions or anti-social behaviour etc.
- 22 It is anticipated that in all areas across the borough that the solution will be a combination of switch off and part night. The hours of part night is to be confirmed but based on the approach taken by other local authorities it is likely to be between 1am and 5am but this is subject to the assessment of the amount of energy saved.

Technical Solutions

- 23 There are a number of technical solutions that can be utilised to facilitate the implementation of the street lighting energy saving options and these are summarised below:
- 24 Central Management System (CMS) - is a dynamic and flexible street lighting control system operated from a single location and is the preferred technical solution. To implement requires the existing 'all night' photocell being replaced with a CMS node in each streetlight.
- enables us to control the exact switch on/off times of individual and streetlights and vary the lamp power at any time
 - reports faults, so we know which streetlights are and are not working in real time
 - improves the management of the inventory and accuracy of energy billing.
 - Allows for flexibility to turn streetlights in high-risk areas or in the event of an emergency to be turned on.
 - Facilitates easier implementation of future policy changes
- 25 Photocell only (individual columns) - control when the streetlights come on and go off. The existing photocells are 'all night'. To change these to operate 'part night' requires switching photocells in each individual streetlight so the streetlights switch off at certain times (e.g. from 1am to 5am).
- Not centrally controlled
 - It isn't possible to dim AND part-night a lamp with one solution. The driver would need to be changed in each lamp to dim it too.
 - Not suitable for high footfall areas (town centres) and conflict areas (roundabouts, bus routes, junctions in urban areas)
- 26 Pull Fuses - from individual streetlights or of a series of columns are fed by a Cheshire East Council supply through a single feeder pillar the fuse is removed at this location).
- This is a binary option: streetlights are on or off for good effectively. It is reversible but requires significant resources to visit each location to replace the fuse. Daily replacement isn't possible,
 - If a streetlight is off for a certain amount of time (2 years?) then it MUST be removed from the public highway.
- 27 The costs related to the technical solution are being developed included options for funding the capital investment to change, details will be included in a future Highways and Transport Committee report. However, it is worth noting that the effect of either turning off completely or part

night light can be achieved in different way each with different benefits detailed above. Subject to finance, the preferred technical option would be a Central Management System as it achieves the objective but gives wider benefits including the option to reverse any changes on either a temporary or permanent basis remotely.

Energy Costs

- 28 The council has a corporate energy contract which is delivered for it by West Mercia Energy (WME) who manage energy contracts for the public sector. WME track the wholesale energy prices in the market and procure energy contracts dependent on the risk appetite of the local authority.
- 29 WME have proved to be effective in their energy procurement strategy for Cheshire East as can be seen in the commodity price information below.

2023 /24

	GAS	POWER
	p/therm	£/MWh
Market High	725.62	583.41
Market Average	209.48	190.95
Market current	137.66	142.01
EBDS	313.59	302.00
East rate	176.12	123.85



Diagram 1 – Cheshire East Energy Commodity Prices compared to Govt capped rates

- 30 The WME commodity rates are below the Government Capped rates. Cheshire East WME electricity rate is £123.85MWh compared to the Government capped rate of £302MWh. These are illustrated in the graph by the blue dotted line and black solid line respectively.
- 31 The energy rates are unlikely to go down below the 2022/23 rates on which the MTFs energy saving proposal is based and this has been confirmed by the 11% increase in the Cheshire East rates for 2023/24.

Consultation and Engagement

- 32 No consultation has taken place to date on the proposed street lighting energy saving options. These are being developed to deliver the MTFS street lighting energy budget reductions approved by the Council.
- 33 Any change to the status quo relating to street lighting is sensitive and it is important to share the street lighting energy saving options being considered with the public and key stakeholders such as the emergency services, ward members and town and parish councils.
- 34 The proposal is to take the street lighting energy saving options out to a public consultation in September/October 2023. The consultation is being developed with guidance from the Council's Research Unit and will be made available through the Council's consultation web page and be publicised through a press release and social media posts. There will also be a separate project web page where information and updates on the project will be posted.
- 35 There is no statutory requirement regarding the duration of the consultation, but it's proposed that the consultation will be open for a period of 4 weeks.
- 36 As well as inviting the public to engage with the consultation, specific invitations will be sent to statutory consultees, ward members, town and parish councils etc.
- 37 The proposals which are to be consulted will be based on the energy saving options being developed as set out in paragraphs 14 to 19
- 38 There are no specific Trade Union / Staff impacts from the street lighting energy saving proposals, but they will have an opportunity to engage through the public consultation as individuals.

Reasons for Recommendations

- 39 The recommendations have been made to update Committee on the progress relating to the MTFS revenue saving proposals PL23-27 102 (energy saving measures from streetlight).

Other Options Considered

- 40 One of the options listed in the MTFS 2023-27 was to switch off alternate streetlights but this has been discounted as it is important to maintain the longitudinal uniformity of street light as set out in paragraphs 14 and 15 above.

- 41 The 'Do Nothing' option would result in the MTFS option not being achieved and further savings would have to be made elsewhere in the service area.

Option	Impact	Risk
Do nothing	High	High

Implications and Comments

Monitoring Officer/Legal

- 42 The main purpose of a streetlight is to light the public highway, the Council as the highway authority does not have a statutory duty to provide them. The Council has a discretionary power which it can exercise, in doing so it must act reasonably. The Council must act in accordance with the principles set out in the case of *Associated Provincial Picturehouses Limited -V- Wednesbury Corporation*, that is, it must take into account relevant considerations, it must not have regard to irrelevant considerations, and it must not reach a decision which is unreasonable in the sense that it is so irrational that no reasonable authority could have reached it.

It is envisaged that a public consultation exercise will take place in the near future, the Council should be mindful that such an exercise should be carried out in accordance with the Gunning principles as the consultation is only legitimate when these four principles are met:

- 1) proposals are still at a formative stage - A final decision has not yet been made, or predetermined, by the decision makers.
- 2) there is sufficient information to give 'intelligent consideration' -The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response.
- 3) there is adequate time for consideration and response- There must be sufficient opportunity for consultees to participate in the consultation. There is no set timeframe for consultation, despite the widely accepted twelve-week consultation period, as the length of time given for consultee to respond can vary depending on the subject and extent of impact of the consultation.
- 4) 'conscientious consideration' must be given to the consultation responses before a decision is made Decision-makers should be able to provide evidence that they took consultation responses into account.

Section 151 Officer/Finance

- 43 The highway service budget for street lighting energy has been reduced by £0.485m over two years to help the Council address the financial pressures being faced. In the current financial year that budget has already been reduced by the requisite £0.242m. As a result, it is essential that a suitable energy saving option is allowed to proceed so that the energy costs incurred by the Council for its street lighting can be brought within the approved reduced budget available as set out in the MTFS 2023-27.
- 44 To deliver the required energy savings all options require expenditure on labour and plant with the part night and CMS options also requiring the purchase of new materials in the form of photocells or CMS nodes.
- 45 The source of funding for each option may be a factor where an option is revenue dependent i.e., the Fuse out options as there is no improvement in the asset. Whereas the Part night and CMS options require new equipment which will invest in and improve the asset and may be classified as capital expenditure.
- 46 All the options effectively require investment to save. The Fuse out option is likely to be lowest cost but is a light on or off approach whereas, the Part night and CMS options require more investment but greater potential for acceptance and benefits over the long term.
- 47 The highway service is currently working with the suppliers in the market to get an estimate of the cost for all three options for the size of the streetlighting asset in Cheshire East and will update the report with these when available. Once this is available then funding options can be determined and considered are available including whether it's feasible to manage some or all within current MTFS budgets.
- 48 There is no allocation in the MTFS for any additional costs.

Policy

- 49 The MTFS proposals previously produced are part of the Council's requirement to produce a balanced budget. This report is linked to our aims of:
- Open - An open and enabling organisation
 - Fair - A Council which empowers and cares about people; and
 - Green - A thriving and sustainable place.

<p>An open and enabling organisation</p> <p>The report is to provide Committee members with an update of work done to date in relation to the MTFs and to be open and transparent</p>	<p>A council which empowers and cares about people</p> <p>The intention is that the proposals will be consulted upon, this will enable those impacted to comment and feedback considered as part of any future changes</p>	<p>A thriving and sustainable place</p> <p>The proposals will result in carbon savings due to less energy being used to operate a significant asset owned and managed by the Council</p>
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Equality, Diversity and Inclusion

- 50 An Equality Impact Assessment has been completed and included as Appendix 1 to this report, this will be maintained throughout the development and implementation of these proposals. Due to the early stages of the project development no specific actions resulting from the Equality Impact Assessment have been listed here.

Human Resources

- 51 Delivery of the energy saving proposals and any future maintenance would be through the 15-year Highways Service Contract. There is no impact on any directly employed staff from Cheshire East Council.

Risk Management

- 52 Each option has different benefits and risks will vary and can be influenced by a number varying number of factors local factors. The following tables sets out the high-level risks and summaries their impact and likelihood for each option:

Option A - Turn off alternate streetlights

Risk	Impact	Likelihood
Impact on existing level and standard of lighting	H	H
Reduced customer satisfaction	M	H
Potential increase in collisions on the network	H	M

Increased risk to the public from slips, trips and falls	M	M
Potential increase in crime or the perception that the streets are less safe	M	M
Potential reduction in defence against highway claims.	H	M
Political interest.	M	H
Significant cost and time of changes required to implement solution from limited resource	M	H
Extended response times to lighting defects due to lack of available resource during implementation	M	H
If decision taken to reverse changes in future, there may be an influx of defects to be addressed in a short period	H	M

Option B - Turn off streetlights in urban areas in the early hours

Risk	Impact	Likelihood
Impact on existing level and standard of lighting	M	H
Reduced customer satisfaction	H	H
Potential increase in collisions on the network	M	M
Increased risk to the public from slips, trips and falls	H	H
Potential increase in crime or the perception that the streets are less safe	H	H
Potential reduction in defence against highways claims.	M	M
Political interest.	H	H
Significant cost and time of changes required to implement solution from limited resource	H	H
Extended response times to lighting defects due to lack of available resource during implementation	M	H
If decision taken in future to reverse changes, there may be an influx of defects to be addressed in a short period	H	H

Option C – Turn off all streetlights in urban areas

Risk	Impact	Likelihood
Impact on existing level and standard of lighting	H	H
Reduced customer satisfaction	M	H
Potential increase in collisions on the network	H	M
Increased risk to the public from slips, trips and falls	M	H
Potential increase in crime or the perception that the streets are less safe	M	H
Potential reduction in defence against highway claims.	M	M
Political interest.	H	H
Significant cost and time of changes required to implement solution from limited resource	L	M
Extended response times to lighting defects due to lack of available resource during implementation	M	M
If decision taken in future to reverse changes, there may be an influx of defects to be addressed in a short period	M	M

Rural Communities

- 53 Streetlights are located across the Borough, with higher numbers in urban areas. Decisions to turn off lights completely or part night in rural areas will be included in future consultations. In addition, street lighting in parishes are a mix of parish council and Council owned assets which may create an inconsistency in approach to lighting going forward and this may be more noticeable in rural areas.

Children and Young People including Cared for Children, care leavers and Children with special educational needs and disabilities (SEND)

- 54 There are no implications for children and young people arising from this report.

Public Health

- 55 The proposals are to turn off streetlights for either all or part of the night. Whilst no direct impact for public health the proposals could have a greater (positive or negative) impact on some groups compared to others (e.g. rural vs urban; younger vs older)

- 56 There is likelihood of increased risk of slips, trips and falls, traffic collisions as actual or perceived risk of crime. There is also likely to have be a greater impact on individuals with particularly protected characteristics, including the elderly, disabled and women. These will be considered as part of the project and factor into the recommendations on options and technical solutions that are consulted on and subsequently presented to Committee for decision.
- 57 Some options may have a greater potential impact on residents perception that the streets are less safe and their decision making on whether to go walking in the evening during the longer darker autumn/winter months with associated impact on health.
- 58 It is not expected to impact poorer vs more affluent groups as decision on options to include will be applied consistently across the Borough.

Climate Change

- 59 The reduction in the street lighting energy budget requires a 39.8% reduction in the kilowatt hours of energy burnt by the Council’s streetlight asset each year, which will also see a substantial reduction in quantity of CO2 produced as part of the power generation process and reduce the carbon footprint by 408.72 tonnes by 2025. This reduces to 50.36 tonnes in 2050 as the energy grid is decarbonised.
- 60 The switch off or change to part night can have real benefits on the health and wellbeing of wildlife and biodiversity. The reduced level of light pollution also helps with dark skies supporting astronomy and giving more people visibility of the night sky which can help support positive wellbeing.

Access to Information	
Contact Officer:	Paul Davies, Contract Operations Manager Paul.davies@cheshireeast.gov.uk
Appendices:	Equality Impact Assessment – Street Lighting Energy Savings V1
Background Papers:	None

EQUALITY IMPACT ASSESSMENT

TITLE: MTFS 23-27 102 Street Lighting Energy Saving

VERSION CONTROL

Date	Version	Author	Description of Changes
20/01/23	Original	Paul Davies	Initial draft developed to form part of Appendix to the July Highways and Transport Committee paper and to continue to be developed as the project develops.
26/05/23	V1	Paul Davies	Draft updated to reflect the end of the MTFS consultation and approval of the MTFS 2023-27 by the Council and incorporate feedback from Director of Highways and Transport and Legal and finance teams

CHESHIRE EAST COUNCIL –EQUALITY IMPACT ASSESSMENT

Stage 1 Description: Fact finding (about your policy / service /

Department	Highways & Transport		Lead officer responsible for assessment		Paul Davies	
Service	Highway Service		Other members of team undertaking assessment		N/A	
Date	15/05/2023		Version		1	
Type of document (mark as appropriate)	Strategy	Project X	Function	Policy	Procedure	Service
Is this a new/ existing/ revision of an existing document (please mark as appropriate)	New X		Existing		Revision	
Title and subject of the impact assessment (include a brief description of the aims, outcomes, operational issues as appropriate and how it fits in with the wider aims of the organisation) Please attach a copy of the strategy/ plan/ function/ policy/ procedure/ service	<p>MTFS High Level Business Case PL23-27 102 Energy Saving – Street Lighting</p> <p>The Council like other councils nationwide is facing a challenging financial position for the 2023-24 financial year. Inflation, including fuel, energy, is running at around ten per cent currently, compared to a national target of two per cent. Pay inflation is also significantly higher than forecasts, and interest rates have risen from 0.5 per cent in February 2022 to three per cent. In addition, like other councils, Cheshire East Council is seeing increasing complexity of demand in services to support people who need additional help. More than 60 per cent of the council's net budget is spent on these services for adults and children.</p> <p>The Council's draft financial strategy includes a number of proposals to re-balance the council's budget in the face of these significantly increased costs and demand on services.</p> <p>As part of this, all Council departments are considering proposals that affect day to day services. Street Lighting energy makes up 8.76% of the Highway Service budget and with the increasing cost of energy and the impact of energy generation and consumption on carbon levels, it makes sense for the Highway Service to seek options to making savings in this area.</p> <p>The key objective is to reduce energy consumption across the street lighting asset. It is expected that energy prices will continue to rise during 2023/24, (current estimate 12%) and the only way to mitigate against increases and / or reduce the annual energy costs related to street lighting is to reduce its energy consumption. The Service has looked</p>					

	<p>at four options which will be reviewed to consider the priorities, benefits and safety aspects associated with each. The options included in the business case that supported the MTFS are:</p> <p>Option A - Turn off alternate streetlights Option B - Turn off streetlights in urban areas in the early hours Option C – Turn off all streetlights in urban areas</p>
<p>Who are the main stakeholders and have they been engaged with? (e.g. general public, employees, Councillors, partners, specific audiences, residents)</p>	<p>General Public Members Town and Parish Councils Emergency Services Cycling Groups Schools Cheshire Road Safety Group Bus Operators Road Haulage Association AA RAC Internal Departments – including but not limited to Planning, Highways Development Management, Passenger Transport, Highways, Environmental Services etc Alternative Service Delivery Vehicles (ASDVs) - Ansa</p> <p>The Council has issued a Public Consultation entitled ‘Budget Engagement 2023’ and this closed on 30th January 2023.</p> <p>The MTFS consultation was available on the Council’s website and open to all stakeholders to take part in and share their views on the Budget proposals which includes the Highway Service’s Street lighting savings proposal and options for delivery.</p>

	The Council approved the MTFs 2023-27 at the full council meeting on February 2023 and this included the street lighting energy saving proposal with resultant cut of £242k in the highway service street lighting energy budget for 2023-24.	
Consultation/ involvement carried out.	YES X	NO
What consultation method(s) did you use?	Public Consultation on Council website	

Stage 2 Initial Screening

<p>Who is affected and what evidence have you considered to arrive at this analysis? (This may or may not include the stakeholders listed above)</p>	<p>All stakeholders identified above are affected by the street lighting proposal which has benefits and risks.</p> <p>If the proposal is accepted, the associated delivery options will deliver a reduction in amount of electricity consumed by streetlights, a reduction in carbon generation and the required financial benefit based on current pence per unit of electricity. These will help the Council present a balanced budget for the 2023/24 financial year that seeks to keep to a minimum the financial and service changes impacts experienced by residents and business and the service providers.</p> <p>The reduction in electricity consumed and carbon generated will help contribute to the Council's target to be Carbon Neutral by 2025 and for the Borough to be Carbon Neutral by 2045 benefitting the residents of Cheshire East and play a part in the UK response to Climate Change.</p> <p>The options available to deliver the street lighting proposal vary requiring that a significant number of the streetlights in the borough would either be illuminated for fewer hours than normal per day or not be illuminated at all. These changes can be summarised in lighting levels present potential risks include the impact of reduced standard of lighting, crime and perception of crime, community safety etc.</p> <p>The delivery options for further public consultation are as set out in Table 1 below:</p>
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<p>Who is intended to benefit and how</p>	<p>It is intended that the Council’s budget proposals will help the Council achieve a balanced budget for 2023/24 financial year on behalf of the Borough’s residents and businesses. The proposals seek to maintain the provision of services while minimising the financial and service change impacts experienced by residents and business and the internal service providers.</p> <p>The reduction in electricity consumed and carbon generated will help contribute to the Council’s target to be Carbon Neutral by 2025 and for the Borough to be Carbon Neutral by 2045 benefitting the residents of Cheshire East and play a part in the UK response to Climate Change.</p>
<p>Could there be a different impact or outcome for some groups?</p>	<p>Yes, potentially for vulnerable individuals and groups in our communities such as the women, the elderly, etc the reduction in lighting levels and hours of lighting can increase concerns about personal safety, crime and risk of slips, trips and falls etc. These may also impact key stakeholders such as the emergency services.</p> <p>Vulnerable road users may also feel increased concern about using the highway during hours of reduced lighting or no lighting because of the potential risk of road traffic collisions increasing.</p>
<p>Does it include making decisions based on individual characteristics, needs or circumstances?</p>	<p>Street lighting decisions are made on a boroughwide basis for the existing street lighting stock and often led by environmental targets to reduce electricity consumed and carbon generated plus associated budgetary benefits of achieving financial savings that help achieve a balanced budget across the Council while maintaining a service provision to the residents and businesses.</p> <p>They are not based on an individual’s characteristics, needs or circumstances.</p>
<p>Are relations between different groups or communities likely to be affected? (eg will it favour one particular group or deny opportunities for others?)</p>	<p>There is a potential for vulnerable individuals and groups in our communities such as the women, the elderly, to feel more at risks when lighting levels and hours of lighting reduce. This may cause some to stay at home at times when they previously might have gone out causing potential increase in isolation and mental and physical well being.</p> <p>Vulnerable road users may also feel less safe about using the highway during hours of reduced lighting or no lighting because of the potential risk of road traffic collisions increasing.</p>

Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?		No						
Is there an actual or potential negative impact on these specific characteristics? (Please tick)								
Age	Y ✓	N	Marriage & civil partnership	Y	N ✓	Religion & belief	Y	N ✓
Disability	Y ✓	N	Pregnancy & maternity	Y ✓	N	Sex	Y ✓	N
Gender reassignment	Y	N ✓	Race	Y	N ✓	Sexual orientation	Y	N ✓

Stage 3 Evidence

What evidence do you have to support your findings? (quantitative and qualitative) Please provide additional information that you wish to include as appendices to this document, i.e., graphs, tables, charts		Level of Risk (High, Medium or Low)
Age	<p>Local authorities do not have a duty to provide street lighting but where it is provided they have a duty of care to ensure that the street lights are maintained in a safe condition. The Council is assessing the street lighting energy saving options available and will consult the public on these options.</p> <p>The choice of energy saving option will follow on from the consultation process and the approved solution applied on a street by street basis to take account of location, purpose, function and sensitive receptors including areas of high footfall, bus routes, pedestrian crossing facilities and locations of road traffic collisions or anti-social behaviour etc</p>	<i>low</i>

<p>Marriage and Civil Partnership</p>	<p>Local authorities do not have a duty to provide street lighting but where it is provided they have a duty of care to ensure that the street lights are maintained in a safe condition. The Council is assessing the street lighting energy saving options available and will consult the public on these options.</p> <p>The choice of energy saving option will follow on from the consultation process and the approved solution applied on a street by street basis to take account of location, purpose, function and sensitive receptors including areas of high footfall, bus routes, pedestrian crossing facilities and locations of road traffic collisions or anti-social behaviour etc</p>	<p><i>low</i></p>
<p>Religion</p>	<p>Local authorities do not have a duty to provide street lighting but where it is provided they have a duty of care to ensure that the street lights are maintained in a safe condition. The Council is assessing the street lighting energy saving options available and will consult the public on these options.</p> <p>The choice of energy saving option will follow on from the consultation process and the approved solution applied on a street by street basis to take account of location, purpose, function and sensitive receptors including areas of high footfall, bus routes, pedestrian crossing facilities and locations of road traffic collisions or anti-social behaviour etc</p>	<p><i>low</i></p>
<p>Disability</p>	<p>Local authorities do not have a duty to provide street lighting but where it is provided they have a duty of care to ensure that the street lights are maintained in a safe condition. The Council is assessing the street lighting energy saving options available and will consult the public on these options.</p> <p>The choice of energy saving option will follow on from the consultation process and the approved solution applied on a street by street basis to take account of location, purpose, function and sensitive receptors including areas of high footfall, bus routes, pedestrian crossing facilities and locations of road traffic collisions or anti-social behaviour etc</p>	<p><i>low</i></p>
<p>Pregnancy and Maternity</p>	<p>Local authorities do not have a duty to provide street lighting but where it is provided they have a duty of care to ensure that the street lights are maintained in a safe condition. The Council is assessing the street lighting energy saving options available and will consult the public on these options.</p> <p>The choice of energy saving option will follow on from the consultation process and the approved solution applied on a street by street basis to take account of location, purpose, function and sensitive receptors including areas of high footfall, bus routes, pedestrian crossing facilities and locations of road traffic collisions or anti-social behaviour etc.</p>	<p><i>medium</i></p>

	As part of the street by street assessment process consultation feedback and data on anti social behaviour and crime will be taken into consideration and inform the decision on appropriate energy saving option.	
Sex	<p>Local authorities do not have a duty to provide street lighting but where it is provided they have a duty of care to ensure that the street lights are maintained in a safe condition. The Council is assessing the street lighting energy saving options available and will consult the public on these options.</p> <p>The choice of energy saving option will follow on from the consultation process and the approved solution applied on a street by street basis to take account of location, purpose, function and sensitive receptors including areas of high footfall, bus routes, pedestrian crossing facilities and locations of road traffic collisions or anti-social behaviour etc.</p> <p>As part of the street by street assessment process consultation feedback and data on anti social behaviour and crime will be taken into consideration and inform the decision on appropriate energy saving option.</p>	medium
Gender Reassignment	<p>Local authorities do not have a duty to provide street lighting but where it is provided they have a duty of care to ensure that the street lights are maintained in a safe condition. The Council is assessing the street lighting energy saving options available and will consult the public on these options.</p> <p>The choice of energy saving option will follow on from the consultation process and the approved solution applied on a street by street basis to take account of location, purpose, function and sensitive receptors including areas of high footfall, bus routes, pedestrian crossing facilities and locations of road traffic collisions or anti-social behaviour etc</p>	low
Race	<p>Local authorities do not have a duty to provide street lighting but where it is provided they have a duty of care to ensure that the street lights are maintained in a safe condition. The Council is assessing the street lighting energy saving options available and will consult the public on these options.</p> <p>The choice of energy saving option will follow on from the consultation process and the approved solution applied on a street by street basis to take account of location, purpose, function and sensitive receptors including areas of high footfall, bus routes, pedestrian crossing facilities and locations of road traffic collisions or anti-social behaviour etc</p>	low
Sexual Orientation	<p>Local authorities do not have a duty to provide street lighting but where it is provided they have a duty of care to ensure that the street lights are maintained in a safe condition. The Council is assessing the street lighting energy saving options available and will consult the public on these options.</p>	low

	The choice of energy saving option will follow on from the consultation process and the approved solution applied on a street by street basis to take account of location, purpose, function and sensitive receptors including areas of high footfall, bus routes, pedestrian crossing facilities and locations of road traffic collisions or anti-social behaviour etc	
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Stage 4 Mitigation

Protected characteristics	Mitigating action <i>Once you have assessed the impact of a policy/service, it is important to identify options and alternatives to reduce or eliminate any negative impact. Options considered could be adapting the policy or service, changing the way in which it is implemented or introducing balancing measures to reduce any negative impact. When considering each option you should think about how it will reduce any negative impact, how it might impact on other groups and how it might impact on relationships between groups and overall issues around community cohesion. You should clearly demonstrate how you have considered various options and the impact of these. You must have a detailed rationale behind decisions and a justification for those alternatives that have not been accepted.</i>	How will this be monitored?	Officer responsible	Target date
Age	N/A	NA	NA	NA
Marriage and Civil Partnership	N/A	NA	NA	NA
Religion	N/A	NA	NA	NA

Disability	N/A	NA	NA	NA
Pregnancy and Maternity	As part of the street by street assessment process consultation feedback and data on anti social behaviour and crime will be taken into consideration and inform the decision on appropriate energy saving option.	NA	NA	NA
Sex	As part of the street by street assessment process consultation feedback and data on anti social behaviour and crime will be taken into consideration and inform the decision on appropriate energy saving option.	NA	NA	NA
Gender Reassignment	N/A	NA	NA	NA
Race	N/A	NA	NA	NA
Sexual Orientation	N/A	NA	NA	NA

5. Review and Conclusion

Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed

The street lighting energy saving options being considered will be design to deliver the energy saving approved by the Council in its MTFS 2023-27 approved in February 2023. The options will be taken to public consultation and decision on appropriate solution taken following that process. It is anticipated that a mix of the part night and switch off options will be required and vary dependent on a range of factors including location, purpose, usage and various sensitive receptors. Data gathering is underway to determine what would be required to deliver the identified energy savings and will be available as part of the decision making process.

Implementation will require investment to deliver the savings and work is ongoing to understand the cost of the various options and technical solutions.

Specific actions to be taken to reduce, justify or remove any adverse impacts	How will this be monitored?	Officer responsible	Target date
Please provide details and link to full action plan for actions			
When will this assessment be reviewed?			
Are there any additional assessments that need to be undertaken in relation to this assessment?	N/A		

Lead officer sign off		Date	26/05/2023
Head of service sign off		Date	26/05/2023

Please publish this completed EIA form on the relevant section of the Cheshire East website

OPEN/NOT FOR PUBLICATION

By virtue of paragraph(s) X of Part 1 Schedule 1 of the Local Government Act 1972.

Highways and Transport Committee

20 July 2023

Parking Review: MTFS Initiatives 2023/24

Report of: Tom Moody, Director of Highways and Infrastructure

Report Reference No: HTC/10/23-24

Ward(s) Affected: All Wards

Purpose of Report

- 1 The purpose of this report is to provide the committee with an update on progress towards delivery of the Parking Review included in the adopted Medium Term Financial Strategy (MTFS). A set of initiatives is currently being developed in response to the council's adopted MTFS whilst, at the same time, meeting the strategic aims and objectives in the Corporate Plan 2021-25, as follows:
 - (a) **Open** – communities will have opportunity to express views on all proposals ensure that there is transparency in the council's decision-making process.
 - (b) **Fair** – the approach is intended to improve the fairness and equity of the Council's parking management regime, whilst considering the unique characteristics of places in Cheshire East, and
 - (c) **Green** – aims to improve parking management (off-street and on-street) and encourage greater use of sustainable and active modes of transport, which are consistent with the council's ambition to be a net carbon zero borough by 2045.
- 2 The parking review outcomes are aligned with the priorities and policies set out in the Environment Strategy and Carbon Neutral Action Plan. The proposals also align with the framework set out within the Local Transport Plan (LTP) and High-Level Parking Strategy including creating an integrated transport network, encouraging users to consider alternative sustainable and active modes of transport and recovering

costs from services users associated with operating and maintaining off-street car parks.

- 3 The Medium-Term Financial Strategy adopted at Council in February 2023 contained the following policy proposal relating to car parking:

Policy Proposal 108 (page 103) - The Council must meet unprecedented and complex challenges with increasing customer expectations to provide a modern, responsive and equitable parking service. The proposals for parking must align operational arrangements and tariffs with corporate priority outcomes for fairness and transparency, including supporting our Town Centres to recover after the pandemic. These proposals will include options for zonal parking charges. The implementation plan will include further consultation. Options are expected to align to an increase in income, or reduction in costs, over the next two years to maintain the ongoing sustainability of the service

- 4 This report describes how proposals intended to respond to this priority are being developed and consulted to improve the performance of the Council's car parking strategy.

Executive Summary

- 5 Cheshire East Council has not increased parking charges since 2018, when tariffs were increased by 10pence. The Council's current approach to provision of car parking, both in car parks and on-street reflects a number of legacy arrangements dating from the time when the former county district councils were responsible for public car parking. Since local government reorganisation, there has been only limited harmonisation or standardisation of car parking tariffs within Cheshire East. A lack of consistency leads to circumstances that fail to reflect the nature of our towns, are difficult to understand for users and may be perceived to lack fairness across the borough.

- 6 This report sets out how development and implementation of an integrated parking strategy is aligned with the council's Corporate Plan, the MTFs as well as other adopted council policies such as the Local Transport Plan (LTP), Town Centre Vitality Plans and Carbon Neutral Action Plan.

- 7 The proposals aim to deliver on the High-Level Parking Strategy policies contained within the adopted LTP. This includes the need to recover costs from service users associated with operating each car park (including, but not limited to, maintenance, gritting, enforcement, VAT and business rates) as part of a strategy to:

- (a) Manage demand;

- (b) Ensure direct users pay for the service; and
 - (c) Provide finance to support other strategic transport aims.
- 8 Provision of public car parking is a discretionary service for the Council, meaning that the service is expected to cover all costs from revenues raised by charges to users of the parking service. Currently, car park revenue made from some car parks cross-subsidies the maintenance and operation of other free car parks.
- 9 The report sets out how the Council intends to develop proposals to implement the initiatives defined within the MTFS, with a view to ensuring that the provision and tariffs for public car parking operated by Cheshire East Council reflect the local context in each town, whilst providing more consistency across the whole borough. The report responds to the resolution at Committee in September 2021, taking into consideration the need for a town-by-town approach to setting tariffs and consideration of the need for appropriate mitigation measures to manage the displacement of car parking onto less appropriate or sensitive residential streets.
- 10 To revise its arrangement for car parking both in car parks and on-street, the Council must have regard to national statutory requirements for public consultation on the necessary legal orders. No formal consultation or engagement has taken place to date. This report seeks approval for the Director of Highways and Infrastructure to prepare proposals and undertake consultation in order to inform an implementation plan for consideration by Committee later in January 2024.
- 11 The impact of not progressing these parking initiatives would have on the MTFS revenue savings is also identified, as well as the risks that will need to be managed in delivering the proposals if a decision is made by Committee to approve an implementation plan.

RECOMMENDATIONS

1. Note the scope of the parking initiatives and the contribution of these to delivering the Council's Medium-Term Financial Strategy, as adopted at council on 22 February 2023;
2. Agree a delegation of authority to the Director of Highways and Infrastructure, in consultation with the Chair of Highways & Transportation Committee, to finalise proposals relating to these initiatives and take all steps to complete public and statutory consultation.
3. Agree that Committee receive further briefings on these proposals in advance of public consultation, in accordance with the Consultation and Engagement Plan (Appendix 1) and that the work programme be updated accordingly.
4. Note that the outcomes of consultation will be reported to committee in January 2024, with recommendations on an implementation plan.

Background

- 12 Cheshire East Council is responsible for the operation, management and civil enforcement of on-street and off-street parking regulations across Cheshire East. On-street responsibilities include Pay & Display parking spaces, loading bays, waiting restrictions and Blue Badge (disabled driver) scheme. Off-street responsibilities cover 111 Council-operated car parks included in the Cheshire East Consolidated Car Parks Order, of these, 64 car parks are Pay & Display and 47 car parks are free to use.
- 13 There are significant differences in the location of charged and free car parks, because of the legacy arrangements inherited by the Council. There are several towns and key service centres where car parking remains free of charge, including Alsager, Bollington, Handforth, Holmes Chapel, Middlewich, Poynton, Prestbury and Sandbach
- 14 Before the pandemic, the Council's parking service had annual revenues circa £5million and operating costs of circa £4m per year. The surplus income raised from parking charges supports wider highways and transport functions, contributing £1.1 million in the 2021/22 financial year; equivalent to 54% the Council's total annual LTP grant for Integrated Transport. Following the pandemic, the Council must respond to evident structural changes in the demand for parking, especially a loss of long-stay parking activity arising from behaviour changes such as home-working. This review of parking is an opportunity to understand current and emerging trends in parking demands.
- 15 When adopting the MTFs and its budgets for 2023/24, the council included a High-Level Business Case (HLBC) for a review of parking charges. Proposals are currently being developed for measures set out in the HLBC.
- 16 To provide a modern, responsive and equitable parking service, parking provision and charges are being reviewed on a place-by-place (town-by-town) basis. This approach further develops the proposals considered at Highways & Transport Committee in September 2021, ensuring that future proposals:
 - (a) align operational arrangements and parking tariffs with corporate priority outcomes for fairness and transparency;
 - (b) support our Town Centres to continue to recover after the pandemic;

- (c) reflect parking provision in each town, any significant changes in the supply of parking places and the nature of local parking demands; and
 - (d) take account of inflationary pressures on the costs of the parking service e.g., operational and maintenance costs.
- 17 The wider impact of transport and parking is also recognised in the councils' ambitions to reduce its carbon footprint. In May 2019, the council committed to its operations becoming carbon neutral by 2025 and, in January 2022, made a further pledge to make Cheshire East a carbon neutral borough by 2045. Adopting proposals for revised parking tariffs will be an integral element of the wider strategy to reduce transport-related carbon emissions.
- 18 The council adopted bespoke Town Centre Vitality Plans in January 2023. Whilst each locality has its own priorities, a series of common themes was established, which were: enhancing public realm, improving connections; and encouraging walking and cycling. Well managed off-street and on-street parking can have a positive environmental effect through making towns attractive and supporting thriving businesses, access to services and active social lives.
- 19 Alongside measures to support walking, cycling, bus, rail, and road traffic, the LTP sets out how parking measures should be considered as part of an integrated transport strategy. It establishes how parking provision supports accessibility for residents, businesses, shoppers, workers and commuters.
- 20 To deliver a policy response to the challenge defined in the MTFs, the Council is to develop proposals for 4 initiatives related to car parking, as follows:
 - (a) To develop proposals for implementing Pay & Display parking charging on a more consistent basis across the borough, considering the specific nature of each centre, the demands for car parking, alternative options available and the need for a package of mitigation measures to control displacement of car parking.
 - (b) To review parking tariffs at council-operated car parks to develop proposals to adjust for inflation, since the previous adjustment to tariffs in 2018.
 - (c) To review the Council's use of staff and member parking permits to develop an approach that better aligns with the Corporate Travel Plan and reduces costs.

- (d) To pilot a system of Demand Responsive Parking Charges at several locations, including the new Royal Arcade car park in Crewe plus sites in Macclesfield and Wilmslow to assess whether this approach has wider applications across the parking service.
- 21 When developing its proposals for changes to parking, the Council will assess the likelihood of parked cars being displaced from our car parks or on-street parking places into residential streets or other less suitable locations. Where displacement is considered to be a significant risk, the Council will develop options for mitigation measures to avoid the negative effects of displaced parking. Mitigation measures may include waiting restrictions, residents' parking schemes or other measures, with the appropriateness these considered on a case-by-case basis and subject to public consultation.
- 22 The updates in this report focus on revisions to Pay & Display tariffs and their application across the borough. Committee will receive further briefings and updates on all aspects of the programme in accordance with the committee work programme.

Consultation and Engagement

- 23 This initiative was included in the Council's consultation on its Medium-Term Financial Strategy, as Proposal 108 (Parking). In summary, responses to that consultation identified:
- (a) 32% support and 37% opposition, though a significant proportion also felt they did not have enough information to make a decision (31%).
 - (b) the importance of car parking charges in relation to town centre vitality,
 - (c) that a consistent charging policy across Cheshire East is needed as the current one is felt to be unfair, but also stressed that each town and car park has its own unique characteristics meaning applying the same charges everywhere might not be appropriate.
 - (d) a car parking policy for the whole of Cheshire East is required, but maybe one that sets charges for each car park depending on factors such as: current occupancy rates; quality of the town's offer; car parks usage e.g., access to key services such as GPs; quality of local competition etc.
 - (e) respondents stressed that setting car parking charges too high could undermine the success of high streets, so potentially reducing council income from business rates etc., and acknowledging that although the council requires income from car

“ parks, parking income can't be at the expense of town centre footfall.”

- 24 No specific consultation or engagement on detailed measures has taken place, these proposals are still in their development stages. Ward Councillors and affected Town / Parish Councils will be invited to comment on draft proposals in advance of any statutory consultations.
- 25 The proposals being developed for statutory public consultation are revisions to the councils existing consolidated car parks order. Therefore, consultation will comply with the statutory requirements of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The scope of these draft orders will include changes to implement the parking review using a town-by-town approach and including an inflationary adjustment to tariffs.
- 26 In developing the plans for measures to mitigate the risk of car parking being displaced onto residential streets or other locations, including private car parks, there will be engagement with relevant town/parish councils and/or other key stakeholders/operators. This engagement is intended to inform the proposals that will be put out to public consultation.
- 27 Subject to the Committee's approval in July 2023, statutory consultation would take place on the proposals to invite representations from stakeholders and the public on the proposals. The statutory minimum consultation period is 21 days though the Council proposes to extend consultation to a period of 6 weeks, giving residents and businesses sufficient time to make representations.
- 28 Consultation on measures affecting staff and member car parking permits, will take place with Trade Union, staff representatives and elected members. Officers from human resources and democratic services are advising on the preparation of these consultations.
- 29 A Consultation and Engagement Plan for the project is appended to this report.

Reasons for Recommendations

- 30 The operation and management of off-street car parks is not a statutory function of the council. As a discretionary service, it is appropriate to fund all associated costs through direct charges to service users and not subsidise such costs through taxation.
- 31 The council, as a best value authority, should be able to demonstrate that it is achieving value for money for the discretionary services it chooses to operate. When facing funding decisions, the council has the flexibility to

exercise appropriate discretion to consider overall economic, environmental and social value.

- 32 All car parks require maintenance, management and enforcement and therefore cost money for the council to operate. The current car park charging arrangements, with a mixed and inconsistent approach to car park charging, with many being free, do not demonstrate how the council is achieving value for money from its car parking service across the whole borough.
- 33 The proposals support an approach where the users of the service pay towards the cost of providing that service. Parking is not a universal service used by every person who is a resident in Cheshire East.
- 34 The proposals are fairer than the current system, where, for historical reasons, the rationale for car parks that are charged for and those remain free is not clear.
- 35 The proposals assist in the delivery of the strategic objectives, and revenue savings, set out in the 2023-27 MTFS.

Other Options Considered

36

Option	Impact	Risk
Do nothing	MTFS savings for parking changes would not be realised across the strategy time period.	Shortfall in revenue over the period of the MTFS.
Reduce expenditure across other highways and transport programmes	MTFS savings could still be met. Reduced levels of other services (e.g., roads maintenance, bus services, sustainable travel measures).	Reduced delivery against key council priorities. Risk to government funding streams for transport.
Close / dispose of all free car parks that don't recover full costs	Reduction in overall parking availability and accessibility. Reduce operation and maintenance costs associated with the whole parking estate.	Impacts Town Centre Vitality. Makes town centres less accessible for our workers, residents, commuters, shoppers and visitors.

Implications and Comments

Monitoring Officer/Legal

- 37 Proper management of parking on roads and within car parks is essential to ensure the smooth flow of traffic and it allows drivers to park near to their destinations.
- 38 A local authority has the power to provide suitable parking places for the purpose of relieving or preventing congestion of traffic either with the provision of off-street parking places or by an order to authorise the use as a parking place of any part of the road in their area.
- 39 On 22nd February 2023 a meeting of the Full Council passed the Medium-Term Financial Strategy which includes in relation to Parking (108): "The Council must meet unprecedented and complex challenges with increasing customer expectations to provide a modern, responsive

and equitable parking service. The proposals for parking must align operational arrangements and tariffs with corporate priority outcomes for fairness and transparency, including supporting our Town Centres to recover after the pandemic. These proposals will include options for zonal parking charges. The implementation plan will include further consultation. Options are expected to align to an increase in income, or reduction in costs, over the next two years to maintain the ongoing sustainability of the service”

- 40 Section 1 of the Road Traffic Regulation Act 1984 (“the Act”) gives the Council a discretionary power to make a Traffic Regulation Order. This is a discretionary power exercisable where it appears the proposed order is:
- (a) “s1(a) expedient for avoiding danger to persons or other traffic using the road ... or for preventing the likelihood of any such danger arising, or “
 - (b) s1(c) expedient for facilitating the passage on the road ... of any class of traffic, including pedestrians.”
 - (c) s1(d) expedient for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or”
 - (d) s1 (f) expedient for preserving or improving the amenities of the area through which the road runs.”
- 41 Expedient means advantageous, advisable on practical grounds, suitable or appropriate.
- 42 Section 2 of the Act describes the types of provision that can be included within an Order, which includes “restricting or regulating the use of a road, or of any part of the width of a road, by vehicular traffic, or by vehicular traffic of any class specified in the order “.
- 43 Section 122 places a duty on the Council to exercise its powers (so far as practicable having regard to the matters specified below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians and cyclists) and the provision of suitable and adequate parking facilities on and off the highway. In summary, the matters specified are: -
- (a) The desirability of securing and maintaining reasonable access to premises;
 - (b) The effect on the amenities of any locality affected;

- (c) The national air quality strategy;
 - (d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - (e) Any other matters appearing relevant to the Council.
- 44 Section 32 of the Act empowers a Council for the purpose of relieving or preventing congestion to provide both off street car parking and on street car parking spaces. Section 35 empowers to the Council to set the conditions of use for such spaces including the power to charge for using off-street car parking spaces. Section 45 and 46 of the Act allow the Council to designate parking places within the highway and to make charges for the use of those spaces
- 45 In proposing a Traffic Regulation Order, it is necessary under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to consult on the proposals, including giving public notice for a 21-day period to allow objections to be submitted. Public notice is given by publishing a notice in a local paper circulating in the area in question and may also include display of notice within the road or car park affected by the proposals. Documents relating to the proposals are required to be kept on deposit for the duration of the consultation. Before making any order, the Council must consider all valid objections received during the consultation period which have not been withdrawn. If any modifications are proposed to be made to the order at this stage, following consultation, and they make a "substantial change" to that originally advertised, to notify those likely to be affected by those modifications and to allow them an opportunity to make representations and ensure that these representations are duly considered by the Council. Such consultation is not required in respect of consolidation, minor or experimental orders. Part IV of Schedule 9 to the Act provides that any power to make an order as respects any road under the Act, shall include power for the Authority to make an order varying or revoking any previous order as respects that road made, or having effect as if made, under or by virtue of the provision in question, whether the previous order was made by that or some other authority.
- 46 The Committee may delegate the decision to commence consultation on the proposals to the Director of Highways and Infrastructure.

Section 151 Officer/Finance

- 47 During the 2021/22 financial year, the parking service generated a total revenue of just under £5.2 million. Levels of parking activity have been gradually recovering since the COVID-19 pandemic, which significantly

impacted income over recent financial years. The MTFs contained £1.456m of growth to account for the reduction in parking revenues due to changes in customer behaviour and staffing pressures since the pandemic.

- 48 The council is required to undertake statutory public consultation on the proposals. This is a legislative part of the process. The proposals would require the Parking service to fund £5,000 for the cost of the statutory public adverts, which is the only specific financial impact of this report. This can be found within the existing parking budget.
- 49 The full year effect of the savings is £2.3 million. The savings attributed to these proposals amounted to £1.575m in 23/24 and a further £0.725m in 24/25. These figures were based on the HLBC. At this stage, the savings for the current financial year are unlikely to be achieved.
- 50 The capital costs for these proposals will be reviewed and confirmed. They will need to be added to the Council’s capital programme
- 51 Since adoption of the MTFs, detailed proposals are being prepared to inform statutory public consultation and these will be accompanied with forecast revenues for each proposal.
- 52 Any shortfall in the additional income forecasts in the current MTFs will have to be addressed in February 2024 as part of the process to approve the 2024 to 2028 MTFs.

Policy

- 53 The Corporate Plan priorities that the proposals align with are presented in the table below.

An open and enabling organisation (Include which aim and priority)	A council which empowers and cares about people (Include which aim and priority)	A thriving and sustainable place (Include which aim and priority)
<ul style="list-style-type: none"> • Ensure that there is transparency in all aspects of council decision making. • Support a sustainable financial future for the council through service development, improvement and transformation. 	<ul style="list-style-type: none"> • Work together with residents and partners to support people and communities to be strong and resilient. 	<ul style="list-style-type: none"> • A transport network that is safe and promotes active travel. • Thriving urban and rural economies with opportunities for all.

<ul style="list-style-type: none"> • Look at opportunities to bring more income into the borough. 		
------------------------------------------------------------------------------------------------------------------	--	--

54 The proposals are also consistent with, and support, the high-level parking strategy within the adopted LTP, the 2023-27 MTFS, Town Centre Vitality Plans, Council’s Environment Strategy and Carbon Neutral Action Plan.

55 If the council does not undertake statutory consultation, the proposals cannot be implemented.

Equality, Diversity and Inclusion

56 An Equality Impact Assessment Initial Screening was produced to support the HLBC that informed the 2023-24 MTFS.

57 The council would comply with its statutory obligations required under law (see Legal). In so doing, the council will ensure that the consultation documents are available to residents who request assistance in relation to disability, minority language or other relevant protected characteristics.

58 An Equality Impact Assessment will be prepared to assess the impact of the proposals as a basis for any decision to implement in due course. This will be updated further to take account of the outcomes of statutory consultation.

Human Resources

59 A corporate working group has been set up, including Human Resources, to determine the implications for both Staff and Members from the proposals.

60 Advice from this working group will inform the proposals for implementation to be presented to committee at a future meeting.

Risk Management

61 The project is governed by a robust process, which tracks and mitigates risks that are recorded within a risk register. These risks are flagged and discussed at board meetings and, where required, flagged to the appropriate board or Place DMT and CLT.

62 If the proposals are not taken forward for statutory consultation, the existing inconsistencies in the way that parking costs are recovered in different towns will not be addressed.

- 63 The lead in times for some equipment means that implementation may take between six to nine months. Delaying the start of the statutory consultation means that the savings within the MTFs will not be achieved.

Rural Communities

- 64 There are no implications that are specific to rural communities. It is acknowledged that rural residents will experience changes to parking charges when visiting any of the affected towns and villages.

Children and Young People including Cared for Children, care leavers and Children with special educational needs and disabilities (SEND)

- 65 There are no implications that are specific to children and young people.

Public Health

- 66 The proposals, within the wider integrated transport strategy, are likely to have a positive overall impact on the health and wellbeing of Cheshire East residents as it will incentivise them to travel via more sustainable or active modes of transport.

- 67 Regarding the distribution of impacts between different groups, we believe any differentials to be modest, but at the margins, impacts are likely to be greater for:

- (a) Car-reliant lower income households; and
- (b) Rural residents with only limited opportunities to use alternative means of travel.

Climate Change

- 68 In May 2020, the council adopted its Carbon Neutral Action Plan, which further sought to:

- (a) Reduce emissions by encouraging a modal shift away from combustion cars (5.6) by targeting a 6% reduction in car share for all trips by 2025 compared to 2015 levels; and
- (b) Encourage active forms of travel (5.8), targeting 6% of all trips to be by active travel by 2025.

- 69 The proposals will help to influence travel choices, particularly for short trips, which will contribute towards achieving the targets for modal shift by 2025 and the councils net zero targets.

Contact Officer:	Richard Hibbert, Head of Strategic Transport and Parking Richard.hibbert@cheshireeast.gov.uk
Appendices:	1: Consultation and Engagement Plan
Background Papers:	

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Communications and Engagement Plan



Parking Review - MTFs Initiatives

July 2023

Client: Tom Moody, Director of Highways and Infrastructure	Service / Team: Strategic Transport & Parking – Parking Services
	Contact Officer: Lorraine Rushton, Parking Manager
Elected Members	
Councillor Craig Browne	Chair of Highways Committee
Councillor Laura Crane	Deputy Chair of Highways Committee
Members of Highways and Transport Committee	
<i>Add additional rows as required</i>	
Approvals:	
Name	Role / notes
Highways & Transport Committee	Approving Committee
CEC “Big Board” / CLT / Policy Briefing	Oversight of all MTFs initiatives
Place Directorate SMT / DMT	Senior Management oversight
Tom Moody	Director of Highways and Infrastructure
Richard Hibbert	Head of Strategic Transport and Parking
<i>Add additional rows as required</i>	

Comms Plan personnel:			
Name	Email	Phone	Role
Trevor Green (TG)	trevor.green@cheshireeast.gov.uk		Communications Lead
Rhiannon Hilton (RH)	rhiannon.hilton@cheshireeast.gov.uk		Contributor (CEC communications manager)
<i>Add additional rows as required</i>			

Background:

Cheshire East Council is responsible for the operation, management and civil enforcement of on-street and off-street parking regulations across Cheshire East. On-street responsibilities include Pay & Display parking spaces, loading bays, waiting restrictions and Blue Badge (disabled driver) schemes. Off-street responsibilities cover 111 Council-operated car parks included in the Cheshire East Consolidated Car Parks Order, of these, 64 car parks are Pay & Display and 47 car parks are free to use.

There are significant differences in the location of charged and free car parks, because of the legacy arrangements inherited by the Council. There are several towns and key service centres where car parking remains free of charge, including Alsager, Bollington, Handforth, Holmes Chapel, Middlewich, Poynton, Prestbury and Sandbach.

Before the pandemic, the Council's parking service had annual revenues of circa £5million and operating costs of circa £4m per year. The surplus income raised from parking charges supports wider highways and transport functions, contributing £1.1 million in the 2021/22 financial year. Following the pandemic, the Council has to respond to evident structural changes in the demand for parking, especially a loss of long-stay parking activity arising from behaviour changes such as home-working. This review of parking is an opportunity to understand current and emerging trends in parking demands.

When adopting the MTFS and its budgets for 2023/24, the council included a High-Level Business Case (HLBC) for a review of parking charges. Proposals are currently being developed for measures set out in the HLBC.

To provide a modern, responsive and equitable parking service, parking provision and charges are being reviewed on a place-by-place (town-by-town) basis. This approach further develops the proposals considered at Highways & Transport Committee in September 2021, ensuring that future proposals:

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- align operational arrangements and parking tariffs with corporate priority outcomes for fairness and transparency;
- support our Town Centres to continue to recover after the pandemic;
- reflect parking provision in each town, any significant changes in the supply of parking places and the nature of local parking demands; and
- take account of inflationary pressures on the costs of the parking service e.g., operational and maintenance costs.

The wider impact of transport and parking is also recognised in the councils' ambitions to reduce its carbon footprint. In May 2019, the council committed to its operations becoming carbon neutral by 2025 and, in January 2022, made a further pledge to make Cheshire East a carbon neutral borough by 2045. Adopting proposals for revised parking tariffs will be an integral element of the wider strategy to reduce transport-related carbon emissions.

The council adopted bespoke Town Centre Vitality Plans in January 2023. Whilst each locality has its own priorities, a series of common themes was established, which were: enhancing public realm, improving connections; and encouraging walking and cycling. Well managed off-street and on-street parking can have a positive environmental effect through making towns attractive and supporting thriving businesses, access to services and active social lives.

Alongside measures to support walking, cycling, bus, rail, and road traffic, the LTP sets out how parking measures should be considered as part of an integrated transport strategy. It establishes how parking provision supports accessibility for residents, businesses, shoppers, workers and commuters.

To deliver a policy response to the challenge defined in the MTFS, the Council is to develop proposals for 4 initiatives related to car parking, as follows:

- To develop proposals for implementing Pay & Display parking charging on a more consistent basis across the borough, considering the specific nature of each centre, the demands for car parking, alternative options available and the need for a package of mitigation measures to control displacement of car parking.
- To review parking tariffs at council-operated car parks to develop proposals to adjust for inflation, since the previous adjustment to tariffs in 2018.
- To review the Council's use of staff and member parking permits to develop an approach that better aligns with the Corporate Travel Plan and reduces costs.
- To pilot a system of Demand Responsive Parking Charges at the new Royal Arcade car park in Crewe, to assess whether such an approach has wider applications across the parking service.

The committee report for July 2023 requests for a delegated approval to start consultation. Public consultation and stakeholder engagement will inform a future decision on any changes to parking provision across the borough.

Key dates/timeline: (dates are provisional / subject to change)

Transport Committee	20 July 2023
Pre-consultation engagement with ward councillors	3 August 2023 – 1 September
Engagement with Town / Parish Councils	3 August 2023 – 1 September
Engagement with key stakeholders/businesses	3 August 2023 – 1 September
Statutory Public Consultation – Start date	8 September 2023

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Statutory Public Consultation – End date	20 October 2023
Analysis of consultation responses	October – November 2024
Transport Committee Decision Report	January 2024
Implementation Programme Start	February 2024
Implementation Programme Complete	June 2024 (estimated)

Budget

The budget for communications / engagement is provided within existing service budgets including staff time.

Communications objectives/outcomes:

Aim: To build general public and specific stakeholder awareness about the consultation and proposed changes

Aim: To build understanding about the context and the potentially unpopular decisions that may be required

Aim: To promote the perception of the council as a ‘open, fair and green organisation’

Aim: To promote perceptions that CEC is working to secure future jobs, investment and growth in the borough

Aim: To promote perceptions that the council is working to encourage more-sustainable transport

Aim: to encourage constructive responses and interaction with our outline proposals to build a picture of public perception about the process and specific proposals

Aim: To mitigate criticism and secure public support for the process and proposals under consultation

Stakeholders / audiences:

Stakeholder	Notes
Local residents / General Public/service users i.e. motorists	<i>Media & comms cascade</i>
Cheshire East Council (CEC) members	<i>Media & comms cascade</i>
Town and parish councils	<i>Media & comms cascade, briefing meetings</i>

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Local MPs	<i>Media & comms cascade</i>
Cheshire East Council staff	<i>Centranet & Team Voice</i>
Schools	<i>Parking service direct engagement</i>
Local businesses	<i>Parking service direct engagement</i>
Business groups/chambers of commerce	<i>Parking service direct engagement</i>
Emergency services (police, fire, ambulance)	<i>Parking service direct engagement</i>
Network Rail & rail companies	<i>Parking service direct engagement</i>

Risks / opportunities:

RISK: Failure to follow best practice, be transparent and follow statutory consultation

RISK: Failure to deliver the agreed proposals in a timely manner or introduce by March 2024 target

RISK: Lack of clarity on messaging could raise a perception/concerns among residents and elected members around fairness and support for our local businesses and communities

RISK: Failure to be seen to be co-operating and consulting with partner councils and other key stakeholders

RISK: Perceived failure to adequately consult with residents and other stakeholders – leading to challenge

RISK: Perceived lack of consistency across the borough's parking provision

OPPORTUNITY: To show that Cheshire East Council is a 'open, fair and green organisation'

OPPORTUNITY: Reassert the strength of, and commitment to, partnership and stakeholder working

OPPORTUNITY: Improve highways and traffic management

OPPORTUNITY: Positively position the council as pro more-sustainable methods of transport

OPPORTUNITY: Reassert the council's commitment to planning for the longer-term prosperity of the borough

Approach / Strategy:

Messaging and engagement must be:

- Clearly articulated
- Evidence based

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- Link to previous narratives ([Corporate Plan](#), [MTFS](#), CEC [Economic Plan](#), [Local Transport Plan](#) and [Environment Strategy](#))
- Focussed on long-term benefits/outcomes (links with public transport, active travel initiatives)
- Clearly branded as Cheshire East - to build consistency around comms and engagement activity

We aim to

1. Inform and engage around the consultation and adoption of proposals process:
 - a. Articulate and explain what is being proposed and consulted upon and why.
 - b. To encourage active involvement in taking part on the consultation on proposals
 - c. The need to ensure people's views are heard and any concerns addressed
 - d. Reinforce key messages around proposals under consultation
 - e. Explain the stages /timeline in the process of consideration and adoption of proposals and implementation
 - f. Manage expectations and be transparent

We will do this by:

- Creating/applying a confident and consistent factual tone of voice and communications
- Media releases at key moments in the consultation and decision-making process
- Social media posts signposting to website, consultation pages and media release content
- Build engagement and understanding of key messages via social media activity (following the principles of engaging social media as described in CEC's Social Media Vision). This may include:
 - Visualisation / infographics
 - Informing process interaction
 - Did you know...?
- Signpost other general interest stakeholders to media release content /online consultation.
- Internal staff communications (Team Voice and Centranet)
- Being prepared with confident, evidence-based statements / responses to media/stakeholder enquiries.

All Town and Parish Council engagement will be based on a presentation of:

- The rationale for introducing/ increasing parking charges – sighting corporate policies, the MTFS and Local Transport Plan – tie in with public transport etc.
- Our evidence base using the occupancy analysis and review of alternative parking availability in the town. This would be completed using excel spreadsheets and mapping that has been prepared to inform the parking review;
- Tariffs proposed for each car park, linking to the evidence base analysis;

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- The level of displacement (low, medium, high) and the parameters used to reach this conclusion.
- The proposed/ potential mitigations, where applicable, using the displacement mapping. In towns where no mitigations are proposed, we would explain why we do not think they are required.
- Opportunity for the Town or Parish to provide comments in addition to any response to the statutory consultation.

Key messages:

- Delivering equality and greater fairness;
- Taking into account each towns own characteristics and recovery from the COVID-19 pandemic;
- Links to wider corporate transformation programmes incl. office estate and zero carbon.
- CEC incurs costs to maintain and operate free car parks and extra revenue is needed to be able to continue the upkeep and investment in car parks;
- Revenues generated will help to protect budgets for other services (such as adult social care, cared for children and waste collection) and also provide another funding stream for local transport schemes;
- Tariffs and charges are fair and transparent for all users;
- Encouraging people to use more-sustainable modes of transport, such as cycling, walking, scooting, public transport – to reduce pollution and congestion and improve health and wellbeing.

Consultation platform

Consultation material will be made available in our libraries and customer contact centres, however, we expect most feedback will be captured mainly via emails to the consultations teams as well as in writing.

Notice of proposals, orders, statement of reasons and plans will be hosted on the council website's consultation page. Notice of proposals will also be posted on lamp columns on site.

Action Plan/Tasks (see sheet below): Subject to regular review as part of project board meetings

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ACTIVITY	CHANNEL(S)	AUDIENCE(S)	RESOURCES	DATE /TIMESCALE	AIMS / MESSAGES	RISKS / NOTES	ACTION – WHO	COMPLETE
Transport Committee	Meeting	Members Public Media	Committee time	22/07/2023	Cheshire East Council has consulted with the public on general parking principles		Democratic services	
Social media support	Twitter, Facebook, LinkedIn	Residents, town and parish councils + wider stakeholders	Staff time	July 2023	Share thanks for responses and link to consultation response		Comms team	
Website pages created for MTFS parking charges proposals consultation Hard copies prepared for libraries and CSPs – Covid restrictions permitting	CEC website	Residents town and parish councils + wider stakeholders	Staff time	July 2023 Pages live by consultation start Sept 23	Inform residents and stakeholders about proposed changes to parking charges, the purpose and process etc		BB / web team	
MTFS parking proposals consul CEC Commstation	Website/hard copies in libraries (Covid rules permitting)	Residents town and parish councils + wider stakeholders		Sept – Oct 23	Consultation: Inform residents and share key messages about changes to parking charges, the purpose and process etc		Parking services with support from other teams	

Media Release	Press release issued to all media	Residents, town and parish councils + wider stakeholders	Staff time	By July 23	Launch of consultation. inform residents and share key messages about changes to parking charges, the purpose and process etc		CEC Comms	
Social media support	Twitter, Facebook, LinkedIn	Residents, town and parish councils + wider stakeholders	Staff time	By 04/08/23 onwards	Launch of consultation. inform residents and share key messages about changes to parking charges, the purpose and process etc		CEC Comms	
Media Release	Press release issued to all media	Residents, town and parish councils + wider stakeholders	Staff time	September 2023	'Have your say' reminder to residents and stakeholders re consultation. Share key messages, explain purpose and process etc		CEC Comms	
Social media support CEC Comms	Twitter, Facebook, LinkedIn	Residents, town and parish councils + wider stakeholders	Staff time	Late August 2021	'Have your say' reminder to residents and stakeholders re consultation. Share key messages, explain purpose and process etc		CEC Comms	

Media Release	Press release issued to all media	Residents, town and parish councils + wider stakeholders	Staff time	End of first week of September 2021	'Don't miss out - have your say' reminder to residents and stakeholders re consultation. Share key messages, explain purpose and process etc		CEC Comms	
Social media support	Twitter, Facebook, LinkedIn	Residents, town and parish councils + wider stakeholders	Staff time	End of first week of September 2021	'Don't miss out - have your say' reminder to residents and stakeholders re consultation. Share key messages, explain purpose and process etc		CEC Comms	
Media Release	Press release issued to all media	Residents, town and parish councils + wider stakeholders	Staff time	W/C 20/09/21	End of consultation period. Thank people for sharing feedback/views. Explain next steps		CEC Comms	
Social media support	Twitter, Facebook, LinkedIn	Residents, town and parish councils + wider stakeholders	Staff time	W/C 20/09/21	End of consultation period. Thank people for sharing feedback/views. Explain next steps		CEC Comms	
Media Release	Press release issued to all media	Residents, town and parish councils + wider stakeholders	Staff time	November 2021	Details of finalised recommended proposals re parking charging. Key messages. Explain next steps		CEC Comms	

Social media support	Twitter, Facebook, LinkedIn	Residents, town and parish councils + wider stakeholders	Staff time	January 24	Details of finalised recommended proposals re parking charging. Key messages. Explain next steps		CEC Comms	
Transport Committee	Meeting	Members Public Media		January 24	Decision on proposals		Democrat ic services	
Media Release	Press release issued to all media	Residents, town and parish councils + wider stakeholders	Staff time	After Transport Committee decision – January 2024	Promotion of the decisions taken, Key Messages and date of implementation		CEC Comms	
Social media support	Twitter, Facebook, LinkedIn	Residents, town and parish councils + wider stakeholders	Staff time	After Transport Committee decision January 2024	Promotion of the decisions taken, Key Messages and date of implementation		CEC Comms	
Media Release/Information Bulletin	Press release issued to all media	Residents, town and parish councils + wider stakeholders	Staff time	March 2024	Reminder of parking charge changes due to be implemented on 1 March 2022		CEC Comms	
Social media support	Twitter, Facebook, LinkedIn	Residents, town and parish councils + wider stakeholders	Staff time	March 2024	Reminder of parking charge changes due to be implemented on 1 March 2022		CEC Comms	
Social media support	Twitter, Facebook, LinkedIn	Residents, town and parish councils + wider stakeholders	Staff time	1 March 2024	Reminder of parking charge changes coming into effect from this day		CEC Comms	

Add additional rows as required

OFFICIAL

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OPEN/NOT FOR PUBLICATION

By virtue of paragraph(s) X of Part 1 Schedule 1 of the Local Government Act 1972.

Highways & Transportation Committee**20 July 2023****FlexiLink Demand Responsive
Transport Service – Public Consultation**

Report of: Tom Moody, Director of Infrastructure and Highways**Report Reference No: HTC/12/23-24****Ward(s) Affected: All****Purpose of Report**

- 1 FlexiLink is a demand responsive bus service which operates across the borough and is funded by the Council as part of the supported bus network. Over the last 9 months, the Council have been reviewing the efficiency and effectiveness of the service in relation to the Council's Bus Service Improvement Plan (BSIP) and in light of the wider changes across the bus network as a whole in Cheshire East.
- 2 The purpose of the report is to update Committee on the key findings of the review so far and seek approval to launch a public consultation on a series of options to improve the service. It is essential that the views of existing service users, residents and stakeholders are understood and reflected in the final proposals, which will be presented to Committee early in 2024.

Executive Summary

- 3 The bus network in Cheshire East plays a key role in providing access to jobs and services and connecting people and places. Local bus services support the delivery of the Council's strategic priorities for economic growth, environmental sustainability, social inclusion and health and wellbeing.
- 4 The majority of the Council's supported bus services are conventional fixed route services operating to a specified timetable. FlexiLink is different as it provides a demand responsive transport (DRT) solution. The Department for Transport (DfT) define DRT as a flexible service

that provides shared transport to users who specify their desired location and time of pick-up and drop-off. DRT services run without a set timetable and typically use smaller vehicles than fixed route bus services.

- 5 FlexiLink is the only DRT service funded by the Council as part of the supported bus network. There is a second DRT service in operation in the south of the borough, which is funded by the DfT Rural Mobility Fund – it is a 3 year pilot project branded ‘go-too’. The focus of this report is the FlexiLink service, whilst drawing on lessons learnt so far from the pilot project.
- 6 To be eligible to use the FlexiLink service, residents must be aged 80 or over, have a disability, or live beyond the reach of any other public transport. The service is booked by telephone and offers a personalised, door to door service. FlexiLink operates in a similar way to a traditional ‘Dial-a-Ride’ service, and consequently 99% of passengers are concessionary pass holders who travel free of charge.
- 7 There is a fleet of 10 vehicles to provide the FlexiLink service, which integrates with the provision of home to school transport for children with special educational needs and disabilities (SEND). Therefore, the core hours of operation for FlexiLink are between 0930 and 1430 Monday to Friday.
- 8 Ansa Transport, who operate both FlexiLink and go-too, have developed marketing and promotional material to improve awareness and increase the use of both DRT services. This is considered to be a first step in a programme to develop a comprehensive travel app covering all passenger transport modes.
- 9 Over the last 9 months, the Council has been undertaking a detailed analysis of operational data for the FlexiLink service to understand how the service has been performing, with an assessment of efficiency, affordability and value for money.
- 10 The review has identified a number of significant challenges, including low levels of demand, under-utilised vehicles and often inefficient vehicle deployment due to a lack of automated routing and scheduling software. A summary of the data review is included in the ‘Background’ section of the report.
- 11 To address the challenges, a series of options are proposed including:
 - Expanding the eligibility criteria to serve a wider population
 - Expanding the operating hours and days
 - Improve integration with the mainstream network (i.e. feeder service)

- Modernising the booking and scheduling system
- Introducing a new fare structure, including a charge for concessionary pass holders.

- 12 The next stage of work is to carry out a public consultation to understand the transport needs of service users, residents and stakeholders and seek their views on the proposals.

RECOMMENDATIONS

The Highways and Transportation Committee is recommended to:

1. Note the review of the Council's FlexiLink bus service.
2. Approve the proposal to launch a public consultation to seek the views of service users, residents and stakeholders.
3. Approve the Consultation & Engagement Plan (see Appendix 1).
4. Delegate approval of the consultation material for publication to the Director of Infrastructure and Highways who will make all necessary arrangements to undertake public consultation.

Background

National Bus Strategy – Bus Back Better

- 13 The DfT National Bus Strategy (published in March 2021) sets out a long-term strategy for buses in England and recognises the role that demand responsive transport services can play, particular in lower-density rural areas where there are less concentrated levels of demand.
- 14 The advance in technology is enabling demand responsive services to compete with the attractiveness and flexibility of the car, by offering more personal, on-demand service, taking people from their doors, or closer to their doors, than a regular bus.
- 15 The strategy recognises that demand responsive services are not a perfect solution to every challenge. Several of the large operators have tried and failed to operate them commercially. They must strike a balance: on the one hand, providing a service which is responsive and frequent enough to be useful and on the other, not running too much mileage, with little environmental advantage over the car. It is recognised that demand responsive services will never replace frequent urban and inter-urban routes, as too many vehicles would be needed.
- 16 The DfT expect all demand responsive services to be fully integrated with the mainstream network and that they will be provided using

accessible vehicles, including provision for wheelchair users. The strategy sets out a commitment to improving connectivity of isolated rural communities and those with infrequent and unreliable services.

- 17 Through the £20m Rural Mobility Fund, the DfT have awarded funding to 17 pilot projects to trial innovative demand responsive solutions to transport challenges faced by rural areas, including Cheshire East.

DfT Rural Mobility Fund – Pilot Project

- 18 The Council were successful in securing £1.26m from the DfT Rural Mobility Fund to trial a demand responsive service in the rural area to the south and west of Nantwich. The 'go-too' service launched in October 2021 and is in the second year of a three-year pilot project which is due to end in October 2024.
- 19 The go-too service is open to all residents in the target area and the service operates Monday to Saturday from 7am until 9pm. The standard fare is £3 per journey or £2 for concessionary passholders. The service is provided with two vehicles. More information on the service is available at www.go-too.co.uk
- 20 The Council are continuously monitoring the go-too service to review performance, develop marketing and promotional campaigns, capture lessons learnt and adapt where necessary. The key findings are that:
- The go-too brand has a strong identity in the target area
 - The service has developed a growing base of core users
 - High quality vehicles support the attractiveness of the offer
 - The app-based booking system is popular with service users
 - The scheduling and route optimisation technology support the efficiency of the service and utilisation of vehicles
 - The most popular days of operation are Friday and Saturday.
- 21 The priority for the next stage of development of the service is to increase the number of service users and increase the average number of passengers per journey. Ansa Transport, who operate the service on behalf of the Council, have developed a Marketing and Communications Plan to encourage the greatest possible uptake of the service over the remainder of the pilot period up to October 2024.

Cheshire East Bus Service Improvement Plan (BSIP)

- 22 The Council's BSIP (published in October 2021) recognises the potential to move beyond the delivery of a traditional model of delivering bus services. The plan identifies that Demand Responsive Transport (DRT) is an option which is intended to 'fill the gaps' in the network

where it is a more appropriate solution for bus service delivery and where it offers value for money.

- 23 The plan recognises that DRT works particularly well within rural areas (or at the urban fringe) as it more efficiently able to directly serve hard to reach locations and areas of isolation. However, the intention is that DRT should not be limited to rural areas alone, and in the BSIP, town connections have also been considered to strengthen the bus network and public transport availability across Cheshire East.
- 24 The BSIP has looked at metrics for bus usage across the borough and has identified six potential areas where DRT could offer a potential solution – northwest of Knutsford, surrounding Wilmslow, south and west of Macclesfield, east of Macclesfield, northwest of Crewe and south east of Crewe. Unfortunately, the Council did not secure DfT funding to deliver any roll-out of DRT solutions.

FlexiLink – Data Analysis

- 25 The FlexiLink service is operated using a booking system which has very limited functionality for performance monitoring and reporting. The routing and scheduling of the vehicles is done manually and therefore the only source of information on what journeys the vehicles are undertaking is to revert to the daily driver run sheets.
- 26 To provide an overview of FlexiLink operations, driver run sheets were analysed for sample period between June 2022 and March 2023. The key findings from the data analysis are listed below:
- Vehicle Utilisation – Of the 10 vehicles available in the FlexiLink fleet, 7 vehicles operate across the borough and only 6 tend to operate on a Monday. The vehicles are not fully utilised due to the low levels of demand for the service. Currently, if telephone bookings are not made, there is no reason to deploy the vehicles. In 2022, driver shortages also contributed to reduced vehicle deployment.
 - Average number of passengers per journey – The vehicles have a maximum of 16 seats, although many of the vehicles are configured for wheelchair users and therefore have lower seating capacity. To understand the vehicle occupancy levels, the driver run sheets have been analysed to establish the average number of passengers on a vehicle per journey. Across the borough, the average number of passengers per journey is 4 – with geographical variations set out in the table below. This provides an indication of the efficient use of vehicles.

Geographical Area	Average number of passengers per journey
FT2 – Macclesfield/Poynton/Disley	2.24
FT3 – Sandbach/Haslington/Alsager/Middlewich	4.39
FT4 – Crewe & Nantwich Area	3.69
FT5 – Knutsford/Handforth Dean/Wilmslow	6.25
Boroughwide	4

- Geographical Distribution – 70% of vehicles operate in areas in the south of the borough (FT3 and FT4) and 30% operate in the north of the borough (FT2 and FT5).
- Membership & Eligibility – To use the FlexiLink service, passengers must register and undertake a screening for eligibility. There are currently 466 registered users of the FlexiLink service and the majority qualify based on age (see table below).

Eligibility Criteria	Number	Proportion
Aged 80 or over	339	73%
Disability	79	17%
No other bus service	48	10%
Total Members	466	100%

Note – not all members will be active users of the service

- Journey Purpose – At the point of making a booking, passengers are asked the purpose of their journey. 68% of journeys are for shopping, 20% for clubs / day centres and 6% social. Analysis of the driver run sheets found that the majority (88%) of journeys are regular bookings which are repeated at regular intervals (e.g. weekly) and 12% are ad hoc journeys.
- Passenger Numbers – FlexiLink was launched in August 2019 with nearly 5,000 passenger journeys in the first month of operation. Between August 2019 and February 2020, the monthly journeys had fallen by 30%. In March 2020, the service was suspended during the Covid-19 pandemic. In August 2020 when the service was reinstated, passenger numbers were significantly lower (-85%) compared to when the service launched. Whilst there has been a slow recovery in

passenger numbers, monthly figures during Q3 2022 were approx. 50% lower than pre-covid patronage.

- Concessionary Travel – The table below illustrates that 99% of FlexiLink passengers are concessionary pass holders and travel free on the service. Only 1% of passengers are paying the standard fare of £3. During 2022/23, the revenue collected on FlexiLink was £837.

Total number of trips 2022/23	26,658
Number of fare paying trips 2022/23	279
Number of concessionary trips 2022/23	26,379
Fare Box Revenue 2022/23	£837

- Cost per passenger journey – As passenger numbers fall, this has a direct impact on the cost per journey of the service. Vehicle occupancy is often low which in-turn contributes to a high cost per passenger journey as vehicles are transporting small numbers and often a single passenger per journey. However, it is recognised that cost per passenger journey is a crude measure that does not reflect the wider social value of the service, in terms of enabling independence and reducing social isolation.

- 27 The data analysis has found that FlexiLink has low levels of demand, low vehicle utilisation and often inefficient vehicle deployment due to a lack of automated routing and scheduling software. There is significant scope to improve and modernise the service in line with the Council's wider ambitions for demand responsive transport, as set out in the BSIP.

Consultation and Engagement

- 28 A period of public consultation and stakeholder engagement is proposed to understand the transport needs of existing service users, residents and stakeholders, and seek their views on the proposals to change the FlexiLink service. It is proposed to launch the consultation in early August for an 8 week period until the end of September 2023.
- 29 A Consultation & Engagement Plan has been developed in conjunction with the Council's Research & Consultation Team and is included as Appendix 1. The draft questionnaire which will be used to gather data and evidence is included as part of the plan.
- 30 The Council will engage with bus operators and user groups through the Enhanced Partnership Board and Forum. Within the Forum, all bus

operators who operate within the Cheshire East Enhanced Partnership Plan and Scheme area will be invited to participate, ensuring that the whole industry have an opportunity to input to the consultation.

- 31 The Equality Impact Assessment has identified a number of organisations who can help represent the views of those with protected characteristics to ensure their views are reflected in the consultation.

Reasons for Recommendations

- 32 Before implementing any changes to a transport service, it is important to conduct thorough research and analysis to understand the transport needs of the target community.

- 33 This should include:

- understanding the existing bus service provision
- identifying transportation gaps
- assessing demand for DRT services.

- 34 The programme of work also includes the need to learn from comparable authorities through benchmarking and reviewing best practice from other DRT services operating nationwide.

- 35 A period of public consultation is recommended to ensure the FlexiLink service continues to serve its intended purpose while identifying opportunities for service modernisation and quality enhancement.

Other Options Considered

- 36 The alternative option is to do nothing and continue with the existing FlexiLink service. However, in its current form, passenger numbers would continue to be relatively low and the service would become increasingly unsustainable and unaffordable.

- 37 Removal of this service would leave vulnerable users, such as those with disabilities and/or over the age of 80, without access to a service that they depend upon. The loss of this service would have an adverse effect on social inclusion, health and wellbeing and environmental sustainability which are all priorities within the Corporate Plan.

Option	Impact	Risk
Do Nothing	No changes to the current FlexiLink operations.	Passenger numbers will remain low. Cost per passenger journey will remain high and the service will not be financially sustainable.

Implications and Comments

Monitoring Officer/Legal

- 38 The Local Transport Plan 2019 sets out an action:
 “Action 6.4 – We will look to maximise the availability and usage of the flexible transport service within the budget available”
- 39 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.
- 40 In developing proposals for supported bus services, including demand responsive transport, the Council must have regard to the transport needs of all the residents in the borough. The consultation will provide an opportunity to seek the views of more vulnerable groups, including older people, people with disabilities or mobility problems and parents/carers with young children. Development of plans will need to be in accordance with statutory and legal requirements for public consultation, stakeholder engagement and Equalities Impact Assessment.

Section 151 Officer/Finance

- 41 The Council’s supported bus budget for 2023/24 is £2,470,396, which funds the provision of fixed route bus services and FlexiLink. The budget for FlexiLink is included in the Ansa Transport Management Fee and is £451,518 – this is approximately 18% of the Council’s overall budget for supported bus services.
- 42 The costs of the public consultation and stakeholder engagement will be funded through the transport policy budget. A review of the outcomes of

this consultation will be undertaken by Council staff in the Strategic Transport & Parking Service and therefore funded through existing staffing budgets.

Policy

- 43 The Local Transport Plan (2019-2024) outlines the role transport will play in supporting the long-term goals to improve the economy, protect the environment and make attractive places to live and work. FlexiLink plays a part in achieving these goals, by delivering social, economic and environmental benefits.
- 44 Cheshire East’s Bus Service Improvement Plan (BSIP) sets out the ambition for the bus network to improve the speed, reliability and quality of public transport, to encourage more residents to choose bus, make fewer car journeys and contribute to carbon reduction targets. A modernised FlexiLink service will help to encourage bus use and provide an alternative to the private car, generating congestion and carbon reduction benefits.
- 45 The FlexiLink review, public consultation and stakeholder engagement will support the following Corporate Plan priorities:

An open and enabling organisation	A council which empowers and cares about people	A thriving and sustainable place
<ul style="list-style-type: none"> • Ensure that there is transparency in all aspects of council decision making • Listen, learn and respond to our residents, promoting opportunities for a two-way conversation • Support a sustainable financial future for the council, through service development, improvement and transformation • Promote and develop the services of the council through regular communication and engagement with all residents 	<ul style="list-style-type: none"> • Work together with our residents and partners to support people and communities to be strong and resilient • Reduce health inequalities across the borough 	<ul style="list-style-type: none"> • A great place for people to live, work and visit • Welcoming, safe and clean neighbourhoods • To reduce the impact on our environment • A transport network that is safe and promotes active travel • Thriving urban and rural economies with opportunities for all • To be carbon neutral by 2025

Equality, Diversity and Inclusion

- 46 The Council will ensure the equality implications of the proposed changes are fully evaluated through an Equality Impact Assessment (EqIA). A draft EqIA is appended to this report (see Appendix 2).
- 47 As part of the consultation and stakeholder engagement process, discussions will be held with representative groups, including Cheshire Centre for Independent Living and Cheshire Eye Society.

Human Resources

- 48 There are no direct implications for Human Resources.

Risk Management

- 49 A risk register for the project has been developed and will be kept up to date. In terms of governance and corporate oversight, a Project Board has been established including colleagues from key enabling services, namely Research & Consultation and Communications. This will ensure that the process of undertaking public consultation is robust.

Rural Communities

- 50 Demand responsive transport services can have an important role to play in lower-density rural areas where there are less concentrated levels of demand for public transport. The Corporate Plan outlines targets to reduce areas of the borough not served by public transport. The Council has demonstrated a commitment to this through the successful bid for DfT funding as part of the Rural Mobility Fund and subsequent operation of the pilot Go-too service. The consultation will help understand the extent to which the FlexiLink proposals will support accessibility in rural communities.

Children and Young People including Cared for Children, care leavers and Children with special educational needs and disabilities (SEND)

- 51 The Corporate Plan outlines the significant pressures in Children's Services, particularly placements for looked after children and services for children with SEND, including home to school transport. A significant number of school children across the borough use buses to access educational establishments.
- 52 FlexiLink integrates with home to school transport provision for children with SEND and the proposals in this report do not impact on that integration. The FlexiLink proposals do not seek to change the provision for home to school transport and any proposals to enhance FlexiLink

services will be considered alongside the ongoing home to school transport review led by the Children and Young People’s Directorate.

Public Health

- 53 There are pockets of deprivation in Cheshire East related to income, health and life chances. Bus services enable a greater proportion of residents to access important services, such as health care facilities. FlexiLink supports independent living, social inclusion and helps to reduce health inequalities across the borough.
- 54 During the consultation period, engagement will include conversations with council services for Learning & Disabilities, Live Well for Longer and adult social care teams to consider any service priorities that can be addressed during the design of options for Flexilink.

Climate Change

- 55 Cheshire East Council have committed to be carbon neutral in its own operations by 2025. Additionally, the Council have committed to becoming a carbon neutral borough by 2045, which will include measures to decarbonise transport. For demand responsive transport (DRT) services, the advance in technology is enabling DRT to compete with the attractiveness and flexibility of the car which may contribute to carbon reduction targets.

Access to Information	
Contact Officer:	Richard Hibbert, Head of Strategic Transport & Parking richard.hibbert@cheshireeast.gov.uk
Appendices:	Appendix 1 – Consultation & Engagement Plan Appendix 2 – Equality Impact Assessment
Background Papers:	Cheshire East Bus Service Improvement Plan (BSIP)

Appendix 1: Consultation, Engagement and Communications Plan

Name of engagement / consultation activity:	FlexiLink – Public Consultation
Project Senior Responsible Officer (SRO):	Richard Hibbert
Project Manager (PM):	Jenny Marston
Project service / team:	Strategic Transport

Service Area Input:
Strategic Transport & Parking
Adult Social Care
Children & Families
Research & Consultation
Communications
Legal
Finance

Version control:			
Version	Author	Date	Description
V6	CT	10/07/2023	Consultation, Engagement & Communications Plan

Project purpose and background

An explanation of the issues and the purpose of the project, key information to set the scene

The bus network in Cheshire East plays a key role in providing access to jobs and services and connecting people and places. Local bus services support the delivery of the Council's strategic priorities for economic growth, environmental sustainability, social inclusion and health and wellbeing.

The majority of the Council's supported bus services are conventional fixed route services operating to a specified timetable. FlexiLink is different as it provides a demand responsive transport (DRT) solution. The Department for Transport (DfT) define DRT as a flexible service that provides shared transport to users who specify their desired location and time of pick-up and drop-off. DRT services run without a set timetable and typically use smaller vehicles than fixed route bus services.

FlexiLink is the only DRT service funded by the Council as part of the supported bus network. There is a second DRT service in operation in the south of the borough, which is funded by the DfT Rural Mobility Fund – it is a 3 year pilot project branded 'go-too'. The focus of this plan is the FlexiLink service, whilst drawing on lessons learnt so far from the pilot project.

To be eligible to use the FlexiLink service, residents must be aged 80 or over, have a disability, or live beyond the reach of any other public transport. The service is booked by telephone and offers a personalised, door to door service. FlexiLink operates in a similar way to a traditional 'Dial-a-Ride' service, and consequently 99% of passengers are concessionary pass holders who travel free of charge.

There is a fleet of 10 vehicles to provide the FlexiLink service, which integrates with the provision of home to school transport for children with special educational needs and disabilities (SEND). Therefore, the core hours of operation for FlexiLink are between 0930 and 1430 Monday to Friday.

Over the last 9 months, the Council has been undertaking a detailed analysis of operational data for the FlexiLink service to understand how the service has been performing, with an assessment of efficiency, affordability and value for money. The review has identified a number of significant challenges, including low levels of demand, under-utilised vehicles and often inefficient vehicle deployment due to a lack of automated routing and scheduling software.

To address the challenges, a series of options are proposed including:

- Expanding the eligibility criteria to serve a wider population
- Expanding the operating hours and days
- Improve integration with the mainstream network (i.e. feeder service)
- Modernising the booking and scheduling system
- Introducing a new fare structure, including a charge for concessionary pass holders.

The next stage of work is to carry out a public consultation to understand the transport needs of service users, residents and stakeholders and seek their views on the proposals.

Project Strategic Objectives

What the key strategic objectives of the project are, and how these relate to the corporate plan

The strategic objective of this project is to improve the effectiveness, efficiency, affordability and sustainability of the FlexiLink service. FlexiLink supports the delivery of Local Transport Plan objectives and Corporate Plan priorities in providing access to services, particularly for older people and people with disabilities.

Before implementing any changes to a transport service, it is important to conduct thorough research and analysis to understand the transport needs of the target community. This should include:

- understanding the existing bus service provision
- identifying transportation gaps
- assessing demand for DRT services

The programme of work also includes the need to learn from comparable authorities through benchmarking and reviewing best practice from other DRT services operating nationwide. A period of public consultation is recommended to ensure the FlexiLink service continues to serve its intended purpose while identifying opportunities for service modernisation and quality enhancement.

The consultation objectives are:

- To present potential options for the FlexiLink service
- To provide data and supporting information to outline why these options have been developed
- To generate a questionnaire that enables feedback from residents and key stakeholders regarding the options, to help inform decision making.

Engagement approach

A description of the engagement approach to be used, describing the various engagement stages and methods

A period of public consultation and stakeholder engagement is proposed to understand the transport needs of existing service users, residents and stakeholders, and seek their views on the proposals to change the FlexiLink service. It is proposed to launch the consultation in early August 2023 for an 8-week period until the end of September 2023.

It is recognised that this consultation will take place partly during the summer holidays, so there is a need for reminders to be sent at the beginning of the school year (during September) and a minimum of 2 weeks will be given to allow for responses after this reminder has been sent (this will be sent to all stakeholders likely to be impacted by the school holiday period).

It is important for the Council to be open and transparent on the purpose of the consultation, which is to propose a set of solutions to modernise the FlexiLink service and ensure its sustainability and continued operation. The draft questionnaire which will be used to gather data and evidence is included as an Annex to this Consultation Plan.

The Council will engage with bus operators and user groups through the Enhanced Partnership Board and Forum. Within the Forum, all bus operators who operate within the Cheshire East Enhanced Partnership Plan and Scheme area will be invited to participate, ensuring that the whole industry have an opportunity to input to the consultation.

The Equality Impact Assessment has identified a number of organisations who can help represent the views of those with protected characteristics to ensure their views are reflected in the consultation.

Stakeholders and methods

A summary of the people and groups you want to engage / consult with from your stakeholder analysis including impacted groups from your equality impact assessment. The methods you will use to gather information, based on the best ways to target your key audiences or impacted groups

Stakeholder	Method	What stage
CEC Members	Email correspondence	Pre-consultation stage
Town & Parish Councils	Email correspondence	Consultation stage
CEC Residents	Press release / social media – questionnaire	Consultation stage
Bus Operators	Enhanced Partnership Board & Forum (see below)	Consultation stage
Bus User Groups	Focus group	Consultation stage
Special Schools: Park Lane; Springfield; Church Lawton; Adelaide; Adelaide Heath Academy; The Axis Academy	Focus groups	Consultation stage
Adult Social Care Partnership Boards	Board meetings	Consultation stage
Disability Information Bureau (DIB)	Focus group	Consultation stage
Cheshire Disabled People's Panel	Focus group	Consultation stage
FlexiLink Passenger Groups: Jubilee House - The Wishing Well Project Union Street – Dementia Group	Focus group	Consultation stage

Lifestyle Centre, Crewe – Exercise group		
Cheshire Centre for Independent Living and Cheshire Eye Society	Focus group	Consultation stage
Age UK	Focus group	Consultation stage
Enhanced Partnership Board <ul style="list-style-type: none"> • Chair of H&T Committee • Deputy Chair of H&T Committee • Head of Highways • Head of Strategic Transport & Parking • 1x Large Operator • 2x Small Operators 	Board meeting – July	Pre-consultation stage
Enhanced Partnership Forum <ul style="list-style-type: none"> • All local bus operators • Community Transport Operators • CEC Members • Bus User Groups • Train Operating companies • Other Statutory consultees • Healthcare and education • Police • Chamber of Commerce • Neighbouring Authorities & LEP • Traffic Commissioner 	Forum meeting – September	Consultation stage
Transport Focus – National Representative Body of Bus Users	Meeting/discussion	Consultation stage

Activity plan

The time to take for each stage including preparation, live engagement / consultation, analysis phase and feedback phase

Activity	Who / team responsible	Estimated date / timescales
<i>e.g., Draft questions</i>	<i>e.g., John Smith, Public health</i>	<i>e.g Before 10th June</i>
Draft consultation questions and supporting documents	Strategic Transport	May/June/July 2023
Review and feedback of consultation questions and supporting documents		

Design paper copies of the questionnaire		
Finalise consultation questions and supporting documents / sign off		
Send paper copies to print / distribute to libraries		
Conduct Public Consultation	Strategic Transport	Early August – end of September 2023
Analysis and Feedback	Consultation Team	October 2023
Develop proposals	Strategic Transport	November 2023 – Spring 2024

Communication plan

Communications tactics to promote the engagement / consultation

Activity	Audience	Channel	Date timescale /	Aim Messages /	Who
Press Release	Residents and wider stakeholders	Issued to all media	August 2023	Inform residents & outline the purpose of the consultation	Media Team/Rhiannon Hilton
Social Media	Residents and wider stakeholders	CEC corporate accounts and ANSA Transport	August-September 2023	Inform residents & outline the purpose of the consultation	Media Team/Rhiannon Hilton
Ward Members	All ward members	Email	August 2023	Inform Ward Members of the consultation	Media Team/Strategic Transport
Town and Parish Councils	All Town and Parish Council's	Email	August 2023	Inform Town & Parish Councils of consultation	Strategic Transport
Bus Operators	All bus operators	Email	August 2023	Inform Operators of the consultation	Strategic Transport
Bus User Groups	All bus user groups	Email	August 2023	Inform user groups of the consultation	Strategic Transport
Other key Stakeholders	All key stakeholders	Email	August 2023	Inform key stakeholders	Strategic Transport

				of the consultation	
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Analysis, Reporting and feedback

How will analysis be carried out / how will the draft feedback be reported and shared with participants.

Analysis tools and expertise required:	Data analysis in excel / senior consultation officer required
Reporting required:	Full reporting of consultation findings
Public feedback methods:	Report to be published on the consultation web pages

Budget and Resource

What funding and resources do you need in order to successfully deliver the plan?

Budget / costs:	TBC – Transport Policy Revenue Budget (printing and promotion)
Resources:	Strategic Transport Team, R&C Team, Communications

Risk Assessment

What are the anticipated risks and mitigations?

Risk	Mitigation
Public not understanding the purpose of the consultation / inability to interpret	Use of plain English
Wording/jargon is too technical	Use of plain English
Consultation material too lengthy	Keep consultation questions short and concise
Not getting consultation started by August 2023	Weekly project plan, key milestones identified with sufficient lead in time built in.
Limited responses to the consultation	Communications and promotions to encourage responses. Ensure consultation material is engaging. Regular stakeholder engagement to keep interested parties engage.
Influx of paper consultation responses	Back up admin officers for inputting of the paper responses.

Appendix 1: Draft Consultation Questions

FlexiLink: Service Proposals

Introduction

What is FlexiLink?

FlexiLink is a flexible bus service that provides shared transport to users who specify their desired location and time of pick-up and drop-off. FlexiLink provides access to key services and amenities (shopping and health services) for those residents who are eligible:

- The service is available to those who are aged 80+, have a disability, or live beyond the reach of any other public transport
- The current fare is £3 per journey or free if you have a concessionary bus pass
- The core hours of the service are between 9.30am and 2.30pm Monday to Friday
- The FlexiLink service currently picks service users up from their own home
- All journeys must be pre-booked at least 48 hours in advance via telephone

Purpose of this consultation

Cheshire East Council are currently reviewing the FlexiLink service to understand how the service has been performing, with an assessment of efficiency, affordability and value for money.

The review so far has identified a number of significant challenges, including low levels of demand, under-utilised vehicles and often inefficient vehicle use due to a lack of automated routing and scheduling software. We have therefore identified a set of potential proposals to expand & improve the service, ensuring it is more efficient, cost effective and sustainable.

The draft proposals in summary are:

- Make the service available to more age groups and regardless of ability so that more residents can use the service
- Introduce a new fare structure to improve cost effectiveness of the service
- Move to designated pick-up points to improve efficiency of the service

As part of this process we are also:

- Reviewing the operating hours of the service to see how feasible it is to cater for more journeys
- Improving the booking system so that users are able to book onto the service online / via an app as well as by telephone
- Providing an option to connect to existing bus and rail services to enable onward journeys

Please review the supporting documents for further information and background on this review / the draft proposals [[LINK Supporting document](#)]

Submitting your comments

Please submit your consultation response by 30 September 2023 by completing this questionnaire.

For any queries about this consultation, e.g. if you would like to receive this questionnaire in an alternative format or submit your response in a different way, please email the Research and Consultation team RandC@cheshireeast.gov.uk. If you do not have email access please call Customer Services on 0300 123 55 00 who will send the response on your behalf.

Once the consultation closes we will analyse all responses, produce a summary report of them, and publish this online on our [consultation results webpage](#).

Your confidentiality is assured

Any personal information you supply will be used in line with the latest Data Protection legislation. To find out more about how we use your information please see our [privacy policy](#).

About you

**1. Which of the following best describes how you are responding to this consultation:
Please select one option only**

- As an individual (e.g. local resident)
- As a local bus operator
- On behalf of a group, organisation or club
- On behalf of a local business
- As an elected Cheshire East Ward Councillor, or Town/Parish Councillor
- Other (please write in):

**2. If you wish to, please give the name and postcode of the local bus operator, group, organisation, club or business you are responding on behalf of:
Please write in below**

Name of local bus operator, group, organisation, club or business:

Postcode:

**3. Do you currently use the FlexiLink service?
Please select one option only**

- Yes

No

**4. Do you have or are you eligible for a concessionary travel pass?
Please select one option only**

- Yes
- No

**5. On average, how often do you use the FlexiLink transport service?
Please select one option only**

- Five days a week
- Two to four days a week
- Once a week
- Once a fortnight
- Once a month
- Less often than once a month

Eligibility

Currently the FlexiLink service is available to those who are aged 80+, have a disability, or live beyond the reach of any other public transport. We are proposing to make the service available to more age groups and regardless of ability so that more residents can use the service. Journeys would be offered on a first come first served basis.

**6. To what extent do agree or disagree with the proposal to make the service available to more age groups and regardless of ability?
Please select one option only**

- | | | | | | |
|--------------------------|--------------------------|-------------------------------|--------------------------|--------------------------|--------------------------|
| Strongly agree | Tend to Agree | Neither agree
nor disagree | Tend to
Disagree | Strongly
disagree | Unsure / don't
know |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**7. Which age groups should be able to use FlexiLink?
Please select one option only**

- Open to all (no age restrictions)
- Include young adults (16-25) & those within the state pension age (currently 66 and over)
- Include those within the state pension age (currently 66 and over)
- Only those aged 80+

Other (please specify):

Fares

The current FlexiLink fare is £3 per journey or free if you have a concessionary bus pass. Following an increase in operating costs and to ensure the future cost-effectiveness of the service we are proposing to introduce a fare for concessionary pass holders including elderly people and disabled people.

8. To what extent do you agree or disagree with the proposal to introduce a fare for concessionary pass holders?

- | | | | | | |
|--------------------------|--------------------------|-------------------------------|--------------------------|--------------------------|--------------------------|
| Strongly agree | Tend to agree | Neither agree
nor disagree | Tend to
disagree | Strongly
disagree | Unsure / don't
know |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**9. How much do you think the FlexiLink fare should be for concessionary passholders?
Please select one option only**

- £3 per journey (flat fare for all passengers)
- £2 per journey (discounted for concessionary pass holders)
- Other (please specify):

10. Do you think that we should offer a discounted fare for those under 16?

- Yes
- No
- Unsure / don't know

Pick up location

In general, FlexiLink currently picks service users up from their own home (door-to-door service). We are proposing to move to designated pick-up points to improve efficiency of the service. Passengers will be directed to their nearest pick-up-point. A door-to-door service may still be available for those with restricted mobility.

11. To what extent do you agree or disagree with the proposal to...?

Please select one option only

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree
...move to designated pick-up points?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
...continue to offer home pick-up for those with restricted ability?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

12. How far would you be willing to travel to get to the designated pick-up point?

Please select one option only

- Up to a quarter of a mile (400m), around 5 minutes' walk
- Up to one half of a mile (800m), around 10 minutes' walk
- Up to three quarters of a mile (1000m), around 20 minutes' walk
- Other (please specify):

Operating days / hours

FlexiLink operates between 9.30am and 2.30pm Monday to Friday. We are unable to offer transport before 09:30 and from 2:30pm until 4:00pm on a weekday due to our commitments supporting home to school travel. We are keen to understand what the demand would be if we were to extend the operating hours and/or days of the service.

13. What days of the week would you prefer to use FlexiLink?

Please select all that apply

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday
- Sunday

14. Which time of day would you prefer to travel on FlexiLink?

Please select all that apply

- Weekday (09:00-14:30)
- Weekday PM Peak (16:00-18:00)
- Weekday Evening (18:00-23:00)
- Saturday (07:00-21:00)
- Sunday (09:00-18:00)

Booking platform

Currently all journeys need to be pre-booked via telephone at least 48 hours in advance. We are looking to improve the booking system so that passengers are able to pre-book the service online / by app as well as by telephone.

15. Which method are you most likely to use to book onto FlexiLink?

Please select one option only

- Telephone booking
- Web booking
- Mobile App

Impact of the proposals

16. How will the proposed changes have an impact on the way you use FlexiLink?

Please select one option only

- I will start using the FlexiLink service (if don't currently use)
- I will use the FlexiLink service more often
- I will not change how I use the FlexiLink service (will continue to use my normal mode of travel if don't currently use)
- I will continue to use the FlexiLink service but less frequently
- I will have to stop using the FlexiLink service
- Unsure / don't know

17. What would you most like to use FlexiLink for?

Please select up to THREE options only

- Travelling to/from shops to do essential shopping (e.g. food shopping)
- Travelling to/from shops to do non-essential shopping
- Travelling to/from a place of work
- Health appointments such as visiting the hospital / doctor / dentist
- Visiting friends/relatives
- Visiting leisure/recreational facilities
- Visiting rural walks / attractions
- Visiting community/day centres
- Connecting to other transport e.g. to train / fixed bus route links
- Other (please specify):

18. In what other ways do you feel the proposed changes will have an impact on you and the way you travel?

Please write in below any positive or negative impacts:

19. Do you have any ideas or suggestions for other ways in which the Council can improve FlexiLink and make it more cost effective?

Please write in below

How you travel

20. Do you own or use a car?

Please select one option only

- I have a car available and prefer to drive
- I have a car available but prefer not to drive
- I don't have a car available
- Other (please specify):

21. How often do you travel by bus (not including FlexiLink or go-too)?

Please select one option only

- Five or more days a week
- Three or Four days a week
- Once or twice a week
- Once a fortnight
- Once a month
- Not very often
- Not at all

22. Which town or village would you normally travel to?

Please select all that apply

- Alderley Edge
- Alsager
- Audlem
- Bollington
- Bunbury
- Chelford
- Congleton
- Crewe
- Disley

- Goostrey
- Handforth
- Haslington
- Holmes Chapel
- Knutsford
- Macclesfield
- Middlewich
- Mobberley
- Nantwich
- Poynton
- Prestbury
- Sandbach
- Shavington
- Wilmslow
- Wrenbury
- Other (please specify):

About you (2)

The following questions are optional. The information you provide will be used to see if there are any differences in views for different groups of people, and to check if services are being delivered in a fair and accessible way. You do not need to answer if you do not wish to.

23. What is your home postcode?

Please write in below

24. What is your gender identity?

Please select one option only

- Male
- Female

- Prefer not to say
- Prefer to self describe (please write in the box below):

25. What age group do you belong to?

Please select one option only

- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85 and over
- Prefer not to say

26. What is your ethnic origin?

Please select one option only

- White English / Welsh / Scottish / Northern Irish / British
- Any other White background
- Mixed or multiple ethnic groups
- Asian / Asian British
- Black African / Caribbean / Black British
- Prefer not to say
- Other (please write in the box below):

27. Which of the following best describes your religious belief / faith?

Please select one option only

- Buddhist
- Christian
- Hindu

- Jewish
- Muslim
- Sikh
- No religion
- Prefer not to say
- Other (please write in the box below):

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

Please select one option only

- Yes, a lot
- Yes, a little
- Not at all
- Prefer not to say

DRAFT

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EQUALITY IMPACT ASSESSMENT

TITLE: FlexiLink Demand Responsive Transport Service Public Consultation

VERSION CONTROL

Date	Version	Author	Description of Changes
11/05/2023	1	Chris Taylor	N/A
19/05/2023	2	Chris Taylor	Update following PC review
24/05/2023	3	Chris Taylor	Update following PC review

CESHIRE EAST COUNCIL –EQUALITY IMPACT ASSESSMENT

Stage 1 Description: Fact finding (about your policy / service /

Department	Place
Service	Strategic Transport & Parking
Date	24/05/2023
Lead officer responsible for assessment	Chris Taylor
Other members of team undertaking assessment	Jenny Marston Richard Hibbert
Version	3
Type of document	Procedure
Is this a new/ existing/ revision of an existing document	New

Title and subject of the impact assessment (include a brief description of the aims, outcomes, operational issues as appropriate and how it fits in with the wider aims of the organisation)	<p>FlexiLink Demand Responsive Transport (DRT) Service Public Consultation</p> <p><u>Background</u> The bus network in Cheshire East plays a key role in providing access to jobs and services and connecting people and places. Local bus services support the delivery of the Council’s strategic priorities for economic growth, environmental sustainability, social inclusion and health and wellbeing.</p> <p>The majority of the Council’s supported bus services are conventional fixed route services operating to a specified timetable. FlexiLink is different as it provides a demand responsive transport (DRT) solution. The Department for Transport (DfT) define DRT as a flexible service that provides shared transport to users who specify their desired</p>
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Please attach a copy of the strategy/ plan/ function/ policy/ procedure/ service

location and time of pick-up and drop-off. DRT services run without a set timetable and typically use smaller vehicles than fixed route bus services.

FlexiLink is the only DRT service funded by the Council as part of the supported bus network. There is a second DRT service in operation in the south of the borough, which is funded by the DfT Rural Mobility Fund – it is a 3 year pilot project branded ‘go-too’. The focus of this Equality Impact Assessment (EqIA) is the FlexiLink service, whilst drawing on lessons learnt so far from the pilot project.

To be eligible to use the FlexiLink service, residents must be aged 80 or over, have a disability, or live beyond the reach of any other public transport. The service is booked by telephone and offers a personalised, door to door service. FlexiLink operates in a similar way to a traditional ‘Dial-a-Ride’ service, and consequently 99% of passengers are concessionary pass holders who travel free of charge.

There is a fleet of 10 vehicles to provide the FlexiLink service, which integrates with the provision of home to school transport for children with special educational needs and disabilities (SEND). Therefore, the core hours of operation for FlexiLink are between 0930 and 1430 Monday to Friday.

Over the last 9 months, the Council has been undertaking a detailed analysis of operational data for the FlexiLink service to understand how the service has been performing, with an assessment of efficiency, affordability and value for money. The review has identified a number of significant challenges, including low levels of demand, under-utilised vehicles and often inefficient vehicle deployment due to a lack of automated routing and scheduling software.

To address the challenges, a series of options are proposed including:

- Expanding the eligibility criteria to serve a wider population
- Expanding the operating hours and days
- Improve integration with the mainstream network (i.e. feeder service)
- Modernising the booking and scheduling system
- Introducing a new fare structure, including a charge for concessionary pass holders.

In developing this EqIA, the impacts of these options upon residents and stakeholders who share one or more protected characteristic have been considered. The next stage of work is to carry out a public consultation to understand the transport needs of service users, residents and stakeholders and seek their views on the proposals.

	<p><u>Consultation</u></p> <p>A period of public and service user consultation is proposed regarding options to improve/modernise the FlexiLink service as part of the Council's passenger transport offer to residents. The consultation period will launch in early August 2023 and continue for 8 weeks until the end of September. The consultation enables engagement with groups to see how the FlexiLink proposals would impact them and build any required mitigation into the options being considered within the consultation. Early conversations are to be held with key stakeholders (vulnerable groups and bus operators). Once these conversations have been held, discussions will be recorded within future iterations of this EqlA.</p> <p><u>Objectives of the Consultation</u></p> <p>It is essential that the council help the engagement/consultation audience understand what the consultation is seeking to achieve and what the desired outcomes are. The consultation will present a series of options for FlexiLink alongside data and supplementary information to enable an informed assessment of potential options. Feedback from stakeholders and residents will then be gathered through an online/paper questionnaire to help inform decision making. The desired outcomes/objectives are therefore:</p> <ul style="list-style-type: none"> • To present potential options for the FlexiLink service. • To provide data and supporting information to outline why these options have been developed. • To generate a questionnaire that enables feedback from residents and key stakeholders regarding the options, to help inform decision making.
<p>Who are the main stakeholders and have they been engaged with? (e.g. general public, employees, Councillors, partners, specific audiences, residents)</p>	<p>A public consultation will be used to inform all interested parties of the current situation regarding FlexiLink and the need for this service to be modernised. Consultation and engagement with bus user groups, and other key stakeholders will take place to discuss the alternative possible modernisations for FlexiLink and take account of any comments. Full consultation is due to launch in early August 2023.</p> <ul style="list-style-type: none"> • The general public (including residents and visitors to the borough); • Cheshire East stakeholders; • Public transport operators; • Local businesses/organisations; • Schools and education establishments; • Neighbouring local authorities; • Governmental bodies (e.g. Local Enterprise Partnership); • Statutory transport bodies (e.g. Department for Transport and Transport for the North).

	<ul style="list-style-type: none"> • Partner organisations • Town and Parish Councils; • Umbrella organisations for people with specialist transport needs, such as: <ul style="list-style-type: none"> * Space4Autism * Disability Information Bureau (DIB) * Cheshire Centre for Independent living * Cheshire Eye Society * Deafness Support Network * ADCA Medical Transport Service * Congleton Disabled Club * Care4CE * Leonard Cheshire Disability * The Stroke Association * Adult Social Care Partnerships • Crewe & District Bus Users Group • Transition Wilmslow • Active Travel Congleton • Travel Cheshire • Environmental groups; • MPs <p>Stakeholder engagement has not yet been conducted and will be carried out as the formal consultation begins. This engagement will be used to gain support and advocates during the public consultation.</p>
Consultation/ involvement carried out.	No
What consultation method(s) did you use?	<p>No formal consultation has taken place to date. It is important for the council to be open and transparent on the purpose of this engagement/consultation, which is to present possible approaches to service modernisation to sound these out with key stakeholders including service users and the general public. The consultation will need to clearly describe why these solutions have been put forward and are deemed suitable for FlexiLink. It is noted that the proposals included within the consultation are not definitive and will take into account feedback gathered as part of the consultation exercise before alterations to the FlexiLink service are initiated.</p> <p>The consultation will launch in August 2023 and run for 8 weeks (an extended period to cover the summer holiday</p>

	<p>period) using the following methods:</p> <ul style="list-style-type: none"> • Digital – This will be via the Cheshire East Consultation Page. • Paper Based – Printed materials will be made available within libraries across the borough. • Correspondence – Emails and letters will be tracked and analysed alongside feedback from the above. • Focus groups – This will be targeted at user groups and key equality groups.
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Stage 2 Initial Screening

<p>Who is affected and what evidence have you considered to arrive at this analysis? (This may or may not include the stakeholders listed above)</p>	<p>All people using the FlexiLink service – any alterations to the FlexiLink service will have a direct impact on its users. Currently, these are residents within Cheshire East who are over the age of 80, with a disability or without an alternative means of public transport.</p> <p>There are 466 members registered to use the FlexiLink service and at this stage it is unclear how many are regular users, occasional users or inactive. The members are likely to be affected by any service changes / modernisations.</p> <p>This EqIA and consultation will be used to assess the views of the current users regarding future changes to the FlexiLink service. This will be on top of existing conversations held with key user groups. Engagement with groups who represent one of more protected characteristics will help to refine the proposals and mitigate issues before the consultation starts.</p>
<p>Who is intended to benefit and how</p>	<p>Current and future users of the FlexiLink will benefit from this exercise. The service is under review to ensure future effectiveness, efficiency, affordability and value for money. The council recognises the wider social value associated with this service, such as reducing social isolation and supporting independence.</p>
<p>Could there be a different impact or outcome for some groups?</p>	<p>Age – There is the potential for concessionary pass holders to pay a fare to use this service in the future (currently free travel)</p> <p>Disability – There is the potential for concessionary pass holders to pay a fare to use this service in the future (currently free travel)</p>

Does it include making decisions based on individual characteristics, needs or circumstances?	All the decisions will be based on assessment of all characteristics. Should there be a negative impact this will be looked at and mitigation measures put in place through scheme designs.
Are relations between different groups or communities likely to be affected? (eg will it favour one particular group or deny opportunities for others?)	No, there should be no effect on relations between different groups or communities.
Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?	There is no specific targeted action to promote equality other than to ensure that the importance of the challenges faced are noted, and recognise the need for CEC to modernise the FlexiLink service to ensure operations are effective, efficient and affordable.

Is there an actual or potential negative impact on these specific characteristics	Yes/ No
Age	Yes
Disability	Yes
Gender reassignment	No
Marriage & civil partnership	No
Pregnancy & maternity	No
Race	No

Religion & belief	No
Sex	No
Sexual orientation	No

Stage 3 Evidence

Characteristic	What evidence do you have to support your findings? (quantitative and qualitative) Please provide additional information that you wish to include as appendices to this document, i.e., graphs, tables, charts	Level of Risk (High, Medium or Low)
Age	<p>The FlexiLink service is currently used exclusively by concessionary pass holders (over 80 or with a disability). Changes to the service will therefore impact these users directly. The introduction of a fare for concessions will lead to a new expense for these users which could impact accessibility. Use of the service by elderly residents may also be impacted by expanding the service to use specified bus stops, as well as the door-to-door element. The consultation will enable conversations with key groups to understand the impact of such changes and gain broader understanding of the views of residents and other key stakeholders across the borough.</p> <p>Age UK Cheshire East will be contacted prior to the consultation and notified of the consultation, as will youth organisations and local schools. Although it is recognised that there will be impacts for this group,</p>	Low

	at this stage it is difficult to say exactly what the specific issues will be. Updates will be made once initial discussions have been held to reflect the feedback received.	
Marriage and Civil Partnership	No particular negative impacts have been identified at this stage. However, the public consultation could raise some issues.	N/A
Religion	No particular negative impacts have been identified at this stage. However, the public consultation could raise some issues.	N/A
Disability	<p>Residents with disabilities could be expected to pay a fare to use the FlexiLink service (currently free) and expanding the service to use specified bus stops, as well as the door-to-door element could deter use by residents with disabilities that impact their mobility.</p> <p>Conversations are to be held with disability groups during the early engagement and consultation stages. A list of disability groups has been assembled and will be included in the notified parties when the consultation is launched, this includes but is not limited to the Disability Information Bureau, Disability Rights UK, Society Support Group – Southeast Cheshire, Sensory Services Cheshire and The Wellbeing Hub.</p> <p>Following discussions with these key stakeholders, the public consultation process will be used to allow more wider sharing of the proposals and feedback.</p> <p>Contact details will be given to anyone experiencing difficulties in contributing to the consultation process if, for example, they need large print or wish to request in an alternative format e.g. phone.</p> <p>Although it is recognised that there will be impacts for this group, at this stage it is difficult to say exactly what the specific issues will be. Updates will be made once initial discussions have been held to reflect the feedback received.</p>	Low
Pregnancy and Maternity	No particular negative impacts have been identified at this stage. However, the public consultation could raise some issues.	N/A
Sex	No particular negative impacts have been identified at this stage. However, the public consultation could raise some issues.	N/A
Gender Reassignment	No particular negative impacts have been identified at this stage. However, the public consultation could raise some issues.	N/A

Race	No particular negative impacts have been identified at this stage. However, the public consultation could raise some issues. It is intended that contact details will be made available to anyone who is likely to have difficulty in contributing to the consultation and require text in a language other than English.	Low
Sexual Orientation	No particular negative impacts have been identified at this stage. However, the public consultation could raise some issues.	N/A

Stage 4 Mitigation

Protected characteristics	Mitigating action <i>Once you have assessed the impact of a policy/service, it is important to identify options and alternatives to reduce or eliminate any negative impact. Options considered could be adapting the policy or service, changing the way in which it is implemented or introducing balancing measures to reduce any negative impact. When considering each option you should think about how it will reduce any negative impact, how it might impact on other groups and how it might impact on relationships between groups and overall issues around community cohesion. You should clearly demonstrate how you have considered various options and the impact of these. You must have a detailed rationale behind decisions and a justification for those alternatives that have not been accepted.</i>	How will this be monitored?	Officer responsible	Target date
Age	How the FlexiLink service operates for older people will need to be considered. The booking software will need to identify users who are unable to access virtual bus stops and therefore require a door-to-door pick up.	Any mobility issues will need to be logged in the operating system to ensure services cater for the needs of these users.	Strategic Transport Team	Early 2024
Marriage and Civil Partnership	N/A			

Religion	N/A			
Disability	How the FlexiLink operates for disabled users will need to be considered. The booking software will need to identify wheelchair users and those with mobility constraints who are unable to access virtual stops and therefore require a door-to-door pick up.	Disabilities that impact mobility will need to be logged in the operating system to ensure services cater for the needs of these users.	Strategic Transport Team	Early 2024
Pregnancy and Maternity	N/A			
Sex	N/A			
Gender Reassignment	N/A			
Race	It is intended that contact details will be made available to anyone who is likely to have difficulty in contributing to the consultation and require text in a language other than English.	Requests for translation will be monitored through the contact details provided as part of the consultation.		

Sexual Orientation	N/A			
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5. Review and Conclusion

Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed

Changes to the FlexiLink service will directly impact CEC residents with age and disability related protected characteristics. Changes to fare implementation for concessions, service operating hours, booking platforms and pick up arrangements has the potential to have a negative impact upon these users.

Introducing a fare for concessionary pass holders may impact service accessibility as this adds an additional expense for these users compared to the current situation. This could lead to less frequent journeys and isolation so any fare structure needs to be considered carefully. Conversations with Age UK and disability groups prior to consultation will ensure that proposals are designed with these users in mind and public consultation will enable wider feedback.

Similarly, if the service is expanded to use specified bus stops, the door-to-door element would need to be retained for some users as this could have a detrimental impact upon users with reduced mobility who use the service at present. This could lead to service users with reduced mobility being isolated/excluded and needing to book a more expensive taxi service to cater for their needs. Discussions with Age UK and disability user groups will again be utilised to ensure proposals fulfil the needs of vulnerable users, with public consultation used to provide wider feedback from interested parties.

Providing an app-based method of booking the FlexiLink service has the potential to simplify the booking process for users who are familiar with such technology. A telephone system will also be retained so existing users will not experience negative impacts.

Extending the operating hours of the service has the potential to increase service utilisation, this could encourage users to shop or visit relatives for longer and use the service for leisure activities that run into the late afternoon/early evening.

Data including passenger numbers, costs, journey purpose and journey frequency has been evaluated to understand the current utilisation of the service and where improvements could be implemented.

Engagement with protected groups will continue throughout the consultation process and prior to any service changes to identify any potential negative issues and address as appropriate.

Specific actions to be taken to reduce, justify or remove any adverse impacts	How will this be monitored?	Officer responsible	Target date
Document to be reviewed and updated post consultation.	Through project board and standard governance.	Chris Taylor	September 2023
Document to be reviewed and updated throughout project progression.	Through project board and standard governance.	Chris Taylor	Ongoing

Please provide details and link to full action plan for actions	Please see the Consultation & Engagement Plan for more details on how the project will be progressed and key actions for conducting engagement activities is accessible by CEC's consultation page.
When will this assessment be reviewed?	October 2023 (post consultation)
Are there any additional assessments that need to be undertaken in relation to this assessment?	No
Lead officer sign off	Chris Taylor
Date	24/05/2023
Head of service sign off	Richard Hibbert
Date	10/07/23

Please publish this completed EIA form on the relevant section of the Cheshire East website

OPEN/NOT FOR PUBLICATION

By virtue of paragraph(s) X of Part 1 Schedule 1 of the Local Government Act 1972.

Highways and Transport Committee**20 July 2023****Electric Vehicle Charging Strategy**

Report of: Tom Moody, Director of Infrastructure and Highways**Report Reference No: HTC/11/23-24****Ward(s) Affected: All wards****Purpose of Report**

- 1 The purpose of this report is to:
 - (a) Provide the Committee with an update on work to develop a robust evidence base and strategic approach to the provision of Electric Vehicle (EV) charging points in the Borough.
 - (b) Seek approval of the Council's updated EV Charging Strategy.
 - (c) Provide an update on the Council's EV infrastructure delivery programme and seek delegations necessary to secure funding from central government, conduct procurement of a delivery partner and install infrastructure where funding has been secured.
- 2 The report contributes to the following priority outcomes identified in the Corporate Plan:
 - (a) **GREEN** – through proposals that would improve EV charging provision across the Borough, the Council will encourage the early adoption of electric vehicles which will positively contribute both to our response to the climate emergency and to reducing the incidence of air quality problems, especially in urban areas.
 - (b) **FAIR** – the proposals are intended to create greater consistency and availability of access to EV charging, removing some of the long-standing barriers to the use of electric vehicles within the Borough.

Executive Summary

- 3 The transition of cars, vans and buses to EVs presents a significant opportunity to support transport decarbonisation in the Borough.
- 4 The Council has already invested to provide several electric vehicle charge points, however there are significant gaps in the current provision across Cheshire East. Notably, there is an evident lack of public charge points in Macclesfield town centre, Congleton, Poynton and many rural areas.
- 5 Analysis of housing types in Cheshire East has found that many properties have no off-street parking and therefore no potential to install a domestic charge point at home. This was reported as an issue for residents in consultation responses on our Draft EV Charging Strategy. At present there are limited charging options for these residents.
- 6 In areas of the borough that have EV charge points, current provision will be insufficient to support the projected uptake of electric vehicles in future years. The current number of publicly available charge points in Cheshire East, according to UK Government figures, is 153 (April 2023). Forecasts of the number of charge points needed to serve EVs in Cheshire East indicate that 300 public charge points are needed by 2025 increasing to circa 1300 charge points by 2030.
- 7 Development of the EV Charging Strategy has been informed by a comprehensive data review, including local and central government strategies, and engagement with stakeholders. Objectives have been defined to guide development of the strategy and commissioning new charge points to meet the needs of Cheshire East, complementing wider initiatives to:
 - Reduce inequalities in charge point provision to enable all communities to transition to electric vehicles in a timely way.
 - To contribute towards reduced carbon emissions and improved air quality from transport.
 - To support the uptake of electric vehicles by individuals, businesses, and organisations within Cheshire East.
 - To ensure infrastructure makes a positive contribution to the streetscape through sensitive placement and appearance, avoiding negative impacts on other highway users, particularly pedestrians.

- To guide the provision of infrastructure that is safe, easy to use and represents good value for money both on installation and throughout its life.
 - Supporting electric vehicles as part of an integrated transport system that encourages reduced private car use and greater reliance on active travel and public transport.
 - Cheshire East Council to lead the way in transitioning fleet vehicles to EV and supporting other organisations across the borough.
- 8 To meet these objectives, measures are identified in the strategy as set out in the background section of this committee report (see paragraph 20).
- 9 The Council is investing to deliver this strategy and aims to guide future improvements in the charge point network. Large scale investment is needed to expand and improve the public charge point network in Cheshire East. The Council needs to position itself to secure funding from external sources to successfully implement this strategy fully.
- 10 The Council has opportunities to secure funding from central Government. In 2022, £155k was awarded from the On-street Residential Charge point Scheme (ORCS) and is engaging with Government's new Local Electric Vehicle Infrastructure (LEVI) fund. A key requirement of these funding schemes is for local authorities to secure substantial match funding from the private sector.
- 11 The Council will need to engage with Charge Point Operators (CPO) to build a partnership to deliver improvements on the local charge point network. The scope of such arrangements might include the installation, maintenance and operation of EV infrastructure on behalf of the Council. Where the private sector is willing to invest in EV charge points, the Council may enter into land leases to secure infrastructure on council-owned land such as public car parks. There are several options for delivery models for EV infrastructure and the preferred option will be identified after a full and open procurement process.
- 12 The Council has conducted soft market testing with CPOs in Spring 2023, and this has confirmed significant interested from the market. A range of procurement and contracting options were discussed with CPOs and this feedback alongside technical work is informing development of the Council's procurement strategy.

RECOMMENDATIONS

The Highways and Transport Committee is recommended to:

1. Approve the EV Strategy (see Appendix 1) which will become part of the Council's adopted transport policy framework.
2. Approve development of a funding bid to the Local Electric Vehicle Infrastructure (LEVI) Fund in line with the EV Strategy and authorise the Director of Infrastructure and Highways to submit the bid, accept the funding grant when offered.
3. Delegate authority to the Director of Infrastructure and Highways to spend the money when received and make all necessary arrangements to:
 - a. Launch procurement activities for a strategic EV infrastructure investment and delivery partner/s for programmes such as the On-street Residential Charge points Scheme (ORCS) and the Local Electric Vehicle Infrastructure Fund (LEVI).
 - b. Award contract/s to invest in, deliver, operate, and maintain publicly available charge points.
 - c. Call off the contract/s for future phases of charge point delivery.
 - d. Implement the measures contained within the strategy through joint working with a range of partners.
4. Note that Committee will receive reports as part of the forward work programme to provide updates on the delivery of these programmes.

Background

- 13 The Environment Strategy 2020-2024 includes a number of commitments including: producing an Electric Vehicles Charging Strategy; for the Council to be carbon neutral in our own operations by 2025; and supporting carbon reduction across the wider borough by 2045.
- 14 Additionally, the Council is committed to improving air quality, as outlined in the 2018 Air Quality Action Plan. Enabling a wider and more rapid transition to electric vehicles is expected to make a significant contribution to these outcomes.

- 15 The Council adopted a new Local Transport Plan (LTP) in October 2019 with key actions including providing electric vehicle charging infrastructure through seeking external funding from government and working collaboratively with commercial partners. At the national level the UK Government has committed to the phasing out sales of new Internal Combustion Engine cars and vans by 2030, and plug-in hybrids by 2025.
- 16 Figures from the Department for Transport (DfT) and National Charge point Registry show that nearly 5,300 plug-in vehicles (incorporating battery electric vehicles and plug-in hybrids) were registered in Cheshire East in the second quarter of 2022. This figure includes vehicles registered at residences and also businesses who register their fleet vehicles at locations within Cheshire East. In addition, many EVs travel into and through Cheshire East daily with key traffic routes such as the M6, M56 and A-roads carrying significant levels of traffic.
- 17 The numbers of EVs registered in Cheshire East have grown steadily through the previous decade. As we move towards the phase out of new Internal Combustion Engine cars and vans from 2030 the growth in EV numbers is expected to accelerate. By 2030 there is forecasted to be around 96,000 plug-in vehicles registered in Cheshire East, a significant increase on current numbers. This means the Council needs to plan for increasing demands and support the installation of new charge points.
- 18 Forecasts of the number of charge points needed to serve the anticipated number of EVs in Cheshire East have been produced. This shows that approximately 300 publicly available charge points are needed by 2025 rising to around 1300 charge points by 2030. This is a large increase on the current number of publicly available charge points which according to UK Government figures was 153 in April 2023.
- 19 Without timely investment in charging infrastructure to ensure a balanced and reliable network, there is a risk the transition to electric vehicles will be delayed.
- 20 To meet the strategy objectives the following measures are to be implemented:

Measure	Short term (0 – 2 years)	Medium term (2 -5 years)	Longer term (5+ years)	Key Responsibilities
Providing charging points in CEC car parks at key destinations (e.g., key and local service centres).	✓	Continuous monitoring of charge points usage and commercial provision to determine when / if further phases of Council-led charge points are required		<ul style="list-style-type: none"> • CEC to procure a Charge Point Operator (CPO) partner and secure funding from both the private and public sector • CPO to deliver, maintain and operate these charge points
Providing charging points to support residents with no access to residential off-street parking, in line with the framework set out in this strategy.	✓			<ul style="list-style-type: none"> • CEC to procure a Charge Point Operator (CPO) partner and secure funding from both the private and public sector • CPO to deliver, maintain and operate these charge points • Where residents have access to private off-street parking it will be the responsibility of the resident / property management to install charge points
Providing on-route charging points to serve key traffic routes.	✓			<ul style="list-style-type: none"> • CEC to procure a Charge Point Operator (CPO) partner and secure investment from the private sector • CPO to deliver, maintain and operate these charge points
Providing charge points in rural areas.	✓			<ul style="list-style-type: none"> • CEC to engage Parish Councils and communities • CEC to consider funding opportunities and community ownership models
Introduce charge points for the Council's own fleet and grey fleet.	✓			<ul style="list-style-type: none"> • CEC to deliver ringfenced charge points at key locations
Consider the need for further planning policies to support the roll out of the chargepoint network.	✓	✓	✓	<ul style="list-style-type: none"> • CEC to review and update planning policies

Measure	Short term (0 – 2 years)	Medium term (2 -5 years)	Longer term (5+ years)	Key Responsibilities
Work in partnership with District Network Operators to enable capacity in the power network for all of Cheshire East's needs including cost effective charge points.	✓	✓	✓	<ul style="list-style-type: none"> • CEC to engage with DNOs (Scottish Power Energy Network, Electricity North West and Western Power Distribution) to collaboratively plan electricity requirements, particularly in the areas of Macclesfield and Congleton which are known areas of constrained capacity • DNOs to work within statutory framework to deliver strategic network strengthening
Engage with taxi industry and providing charging infrastructure for taxis in convenient locations.	✓	✓	✓	<ul style="list-style-type: none"> • CEC to further engage with taxi operators and procure CPO partner to deliver, maintain and operate these charge points
Engage with bus operators and consider providing charging infrastructure for buses.		✓	✓	<ul style="list-style-type: none"> • CEC to continue engaging bus operators and consider future funding opportunities
Encourage and where possible support the introduction of commercially provided charging forecourts.	✓	✓	✓	<ul style="list-style-type: none"> • CEC to consider making land assets available to CPOs to deliver locations through their own investment
Introduce charge points for HGVs should appropriate technology come forward in the future.			✓	<ul style="list-style-type: none"> • CEC to monitor technology developments and requirements for infrastructure.

Consultation and Engagement

- 21 In preparing the strategy engagement has occurred with Council service areas to ensure a joined-up approach with adjacent work programmes. Significant engagement has also occurred with District Network Operators (Scottish Power Energy Networks, Electricity North West and Western Power Distribution) to identify cost effective locations for connecting to the electricity grid and longer-term requirements for strategic network strengthening.
- 22 During November-December 2022 Cheshire East Council undertook a consultation on the Draft Electric Vehicle Charging Strategy. The consultation was held online with paper versions being available on request. Hard copies of the consultation were also provided at libraries in Cheshire East. The consultation was promoted to the general public, Town and Parish Councils, businesses in Cheshire East, local transport operators, special interest and community groups and MPs. In total, 408 responses were received, 404 via the online survey and 4 email responses. The EV Charging Strategy includes a summary of the responses received and how this has informed the final document.
- 23 Further public consultation and engagement is planned for specific charging infrastructure sites as these are brought forward, including any statutory Traffic Regulation Order consultations.

Reasons for Recommendations

- 24 The EV Charging Strategy and subsequent delivery of charge points will play a key role in delivering the Fair and Green elements of the Corporate Plan.

Other Options Considered

Option	Impact	Risk
Do nothing - the option of leaving the provision of electric vehicle charging infrastructure wholly to the private sector has been considered.	Although this option would minimise financial commitments on the Council this is expected to result in an unbalanced charging network with substantial gaps in provision, most notably in some of our more rural or deprived communities.	This approach would not realise the benefits of providing charging infrastructure on Council owned land, some of which is located in attractive locations for charging electric vehicles, risking a slower uptake in the borough. This option is

		not the preferred approach at this time.
The option of the Council taking full ownership and responsibility for investment, installation, maintenance and operation of charge points has been considered.	The Council would have full control of the network.	This option would expose the Council to significant financial risks. This option is not the preferred approach at this time.

Implications and Comments

Monitoring Officer/Legal

- 25 The Council adopted the Local Transport Plan in 2019. One of the aims stated in the LTP is that “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” and that the Council “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.”
- 26 In developing and implementing electric vehicle charging infrastructure, the Council should have regard to the transport needs of disabled persons and of persons who are elderly or have mobility problems. Development of plans and delivery of charge points will need to be in accordance with statutory and legal requirements for Community Engagement and Equalities Impact Assessment.
- 27 Members should 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.
- 28 In developing and implementing electric vehicle charging infrastructure in the highway the Council will need to ensure that any approved solutions do not constitute an obstruction or danger to users of the highways.

- 29 Charging infrastructure installed on Council owned land will be subject to leases and contracts setting out the terms and conditions for the use of the charging infrastructure.
- 30 Legally enforceable Traffic Regulation Orders will be required for enacting parking restrictions for bays at which charging infrastructure is installed. Statutory consultation is required before making any Traffic Regulation Order including amending existing Traffic Regulation Orders.
- 31 The Council has a duty under section 122 Road Traffic Regulation Act 1984 to provide suitable and adequate on and off-street parking and must be mindful of that duty when proposing new Traffic Regulation Orders or amending existing Traffic Regulation Orders.

Section 151 Officer/Finance

- 32 The staff resources for the delivery of this Cheshire East Electric Vehicles Charging Strategy and subsequent procurement will be funded from the established annual budget for the Strategic Transport & Parking service.
- 33 Delivery of EV charging infrastructure is expected to be funded from a range of sources including: private sector investment; LTP Integrated Transport Block funding; Community Infrastructure Levy; Section 106 & 278 Agreements; and external Government grant funding including the On-street Residential Charge points Scheme (ORCS) and the Local Electric Vehicle Infrastructure (LEVI) Fund.
- 34 The operation and maintenance of charge points will be funded by the private sector under a concession contract.

Policy

- 35 Development of the Cheshire East Electric Vehicles Charging Strategy has been undertaken to ensure there is a consistent policyfit with all relevant adopted and emerging local policies including: the Environment Strategy, Local Transport Plan, Local Transport Development Plans, Corporate Plan 2021 – 2025; regeneration masterplans for Crewe and Macclesfield; Town Vitality Plans; and the Car Parking Strategy.

An open and enabling organisation	A council which empowers and cares about people	A thriving and sustainable place
The EV Charging Strategy and subsequent delivery will	The EV Charging Strategy and subsequent delivery	The EV Charging Strategy and subsequent delivery will

<p>particularly support the following priorities:</p> <ul style="list-style-type: none"> • Ensure that there is transparency in all aspects of council decision making • Support a sustainable financial future for the council, through service development, improvement and transformation 	<p>will particularly support the following priority:</p> <ul style="list-style-type: none"> • Work together with our residents and partners to support people and communities to be strong and resilient 	<p>particularly support the following priorities:</p> <ul style="list-style-type: none"> • A great place for people to live, work and visit • Welcoming, safe and clean neighbourhoods • To reduce the impact on our environment • A transport network that is safe and promotes active travel • Thriving urban and rural economies with opportunities for all • To be carbon neutral by 2025
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Equality, Diversity and Inclusion

- 36 An Equality Impact Assessment (Appendix 2) has been drafted for the Cheshire East Electric Vehicles Charging Strategy to ensure that the needs and impacts on residents are understood, especially individuals or groups with identified protected characteristics. This document was originally developed during development of the draft strategy and has been updated as a live document during the consultation phase and finalisation of the strategy.
- 37 A range of issues have been considered and a number of measures and provisions are included within the strategy to ensure charge points do not impact negatively on other highway users, and particularly those with protected characteristics. Additionally, the strategy states that charge points commissioned by CEC will be accessible to all users through their design and functionality.
- 38 The Equality Impact Assessment will be kept as a live document to guide delivery of charge points in the future.

Human Resources

- 39 There are no direct implications for Human Resources.

Risk Management

- 40 Development of the EV workstream will report to Project Board chaired by the Head of Strategic Transport. Officers from procurement, finance, estates, legal, environment, and highways attend to ensure appropriate project governance and strategic direction. A project risk register is maintained detailing mitigation measures.

Rural Communities

- 41 As part of the strategy public car parks operated by the Council in Principal Towns, Key Service Centres and Local Services Centres have been considered. These locations are anticipated to act as hubs for surrounding areas. Additionally, the strategy includes a specific measure for delivering charge points in rural locations.

Children and Young People including Cared for Children, care leavers and Children with special educational needs and disabilities (SEND)

- 42 No direct implications for children and young people have been identified.

Public Health

- 43 The strategy has been aligned with the Council’s stated policies and action plans relating to air quality management. This considers the impact of transport on issues affecting public health, most notably air quality and the contribution that electric vehicles can make to reducing tailpipe air pollutants.

Climate Change

- 44 The strategy aims to support the transition away from Internal Combustion Engines that burn fossil fuels. This coupled with decarbonisation of energy generation is anticipated to play a major role in meeting the UK’s targets for reducing greenhouse gases.

Access to Information	
Contact Officer:	Richard Hibbert, Head of Strategic Transport Richard.hibbert@cheshireeast.gov.uk
Appendices:	Appendix 1 Cheshire East Electric Vehicle Charging Infrastructure Strategy

	Appendix 2 Cheshire East Electric Vehicle Charging Infrastructure Strategy EqIA
Background Papers:	None

EV Charging Strategy

Strategy Report

July 2023

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Abbreviations

Abbreviation	Meaning
AEVA	Automated and Electric Vehicles Act
BEV	Battery Electric Vehicle
CCC	Committee on Climate Change
CEC	Cheshire East Council
CO ₂	Carbon Dioxide
COP	Conference of the Parties
DNO	Distribution Network Operator
EPBD	Energy Performance in Buildings Directive
EqIA	Equalities Impact Assessment
E-REV	Extended Range Electric Vehicles
EV	Electric Vehicle
FCEV	Fuel Cell Electric Vehicles
HGVs	Heavy Goods Vehicles
ICE	Internal Combustion Engine
IEC	International Electrotechnical Commission
IMD	Index of Multiple Deprivation
kWh	Kilowatt Hours
LA	Local Authority
LCV	Low Carbon Vehicle
LEVI	Local Electric Vehicle Infrastructure
LGVs	Light Goods Vehicles
N ₂ O	Nitrous Oxide
NCR	National Charge Registry
ORCS	On-Street Residential Charging Fund
OSCP	Open Smart Charging Protocol
OZEV	Office for Zero Emission Vehicles
PHEV	Plug-in Hybrid Electric Vehicle
PIV	Plug-in Vehicle
PM 2.5	Particulate Matter 2.5
SAE	Society of Automotive Engineers
SMMT	The Society of Motor Manufacturers and Traders
TRO	Traffic Regulation Order
UK	United Kingdom
V2G	Vehicle to Grid
VAT	Value Added Tax
WPD	Western Power Distribution

Foreword

I am delighted to present Cheshire East Council's ambitious strategy for guiding the roll out of electric vehicle chargepoints across the borough. By delivering on this strategy, we aim to enable our residents, visitors and businesses alike to make journeys by electric vehicles.

The transition of cars, vans and buses to electric vehicles presents a significant opportunity to support decarbonisation in our borough. Our Corporate Plan commits to leading our communities to protect and enhance our environment, tackle the climate emergency and drive sustainable development. As a Council we have committed to be carbon neutral in our own operations by 2025 and to support carbon reduction across the wider borough by 2045.

The measures within this strategy outline how we will work with stakeholders and the wider industry to guide the provision of high quality electric vehicle chargepoints. Our Council is investing significant time and funds to improve the network of chargepoints across Cheshire East, however joint working with partners and industry is essential to realise our ambitions.

A key element of our strategy is ensuring the whole borough is supported and the right charger will be provided in the right place, at the right time. This means that residents across our diverse borough will be supported to make the change to electric vehicles in a fair and equitable way.

We do however recognise the transition to electric vehicles alone will not fully achieve our ambitions for decarbonisation and wider aims. We are also investing in improving walking, cycling and public transport journey options. The provision of electric vehicle chargepoints will be complementary to our sustainable transport programme, with the aim of delivering an integrated and high quality transport network.

I would like to thank the many individuals and stakeholders who responded to the consultation on our strategy. Understanding local views and needs for electric vehicle charging has enabled us to develop a strategy that is tailored to the diverse needs within our borough.

I am confident that by working alongside partners to deliver this strategy we will support and guide the provision of a high quality network of chargepoints. This will support residents, visitors, and businesses, across our whole borough, and play a vital role in achieving our aims of delivering a fair and green Cheshire East.

Councillor Craig Browne
Chair of the Highways and Transport Committee

DRAFT

Executive Summary

Why develop an electric vehicle infrastructure strategy for Cheshire East?

First and foremost, this strategy aims to guide the provision of a high quality electric vehicle (EV) charging network for our residents, visitors and businesses. There are already significant numbers of electric vehicles using the road network within Cheshire East and this is forecasted to increase further.

To support current EV drivers and facilitate future growth an increase in the number and quality of chargepoints is needed. Cheshire East Council (CEC) has already invested in EV chargepoints but there are notable gaps in the network, for example in Macclesfield and more rural areas. The current supply of chargepoints is insufficient to support the future uptake in EVs, particularly given that the sale of new petrol and diesel cars will be phased out by 2030.

A key benefit of transitioning vehicles to electric is reducing carbon emissions. CEC has committed to be carbon neutral in our own operations by 2025 and to influence carbon reduction across the wider borough. The UK is committed to reducing greenhouse gas emissions to net zero by 2050 in response to recommendations from the Committee on Climate Change. EVs have a lower whole-life carbon footprint than petrol and diesel vehicles and given the UK's progress towards greener electricity generation these benefits will increase further in the future.

Additionally, CEC is committed to improving air quality as outlined in the 2018 Air Quality Action Plan. EVs reduce emissions, particularly in congested urban areas where, stopping and starting, idling, and over-revving of petrol/diesel vehicles in queues produces high concentrations of emissions.

Decarbonising of transport will require a broad range of actions as set out in CEC's Local Transport Plan. This includes improving journey options for walking, cycling and public transport, with opportunities to electrify the vehicle fleet. It is however recognised that car based travel will continue to play an important role in the transport network in Cheshire East, particularly as the borough has many rural areas.

What are the objectives of this strategy?

Following a review of data, other local and government strategies, and through engagement with a wide range of stakeholders a number of objectives have been set. These objectives have been used to guide development of this strategy and will be important for informing how CEC commissioned chargepoints are provided in the future. These objectives are designed to ensure the roll out of chargepoints is tailored to the needs of Cheshire East and is complementary to wider initiatives.

Cheshire East Council's objectives for this EV Strategy and the future roll out of chargepoints

Reducing inequalities in charge point provision to enable all of our communities to transition to electric vehicles in a timely way.

To contribute towards reduced carbon emissions and improved air quality from transport.

To support the uptake of electric vehicles by individuals, businesses, and organisations within Cheshire East.

To help ensure infrastructure makes a positive contribution to the streetscape through sensitive placement and appearance, avoiding negative impacts on other highway users, particularly pedestrians.

To guide the provision of infrastructure that is safe, easy to use and represents good value for money both on installation and throughout its life.

Supporting electric vehicles in the context of a wider transport system that encourages mileage reduction, active travel, and public transport.

Cheshire East Council to lead the way in transitioning fleet vehicles to EV and supporting organisations across the wider borough

Are EVs a practical option for most people?

Currently, there is a major industry shift from diesel / petrol engines to EVs which currently is the only mature technology offering a workable alternative to Internal Combustion Engine (ICE) vehicles. The UK Automotive Council has developed long-term technology roadmaps for electric passenger car, bus, and commercial vehicle technology, representing the vision of vehicle manufacturers to 2040. These

roadmaps show electric drivetrain technology as a focus area for passenger cars and light vans to 2050.

This shift is being partly driven by consumer demand amongst early adopters and also UK government legislation that is phasing out the sales of new ICE vehicles by 2030, with plug-in hybrid engines phased out by 2035.

Early EV models were limited to low mileage ranges which presented issues for people making longer journeys and gave rise to the term 'range anxiety'. Owners of these early EVs tended to have off-street parking enabling them to charge at home overnight, although this capability is greatly curtailed in some residential areas, particularly flats and terraced housing without access to off-street parking often in the denser urban areas. However, in recent years EV technology has improved significantly with newer models having significantly longer mileage ranges that are typically above 200 miles. This means the large majority of daily trips can be catered for and EVs are becoming a more practical option, however improvements in the chargepoint network are needed to complement these better vehicle capabilities.

What type of chargepoints are needed?

EVs require their batteries to be recharged. Where this occurs, the duration of the charge and time of day will vary to meet users' needs. For these reasons a mix of different chargepoint types will be needed to cater for varying needs.

Slow, fast, rapid, and high-power chargers suit different locations and charging behaviours. Slow and fast chargers suit charging patterns where the driver looks to recharge at a location that they will be leaving the vehicle for a considerable amount of time such as at a residential location, supermarkets or places of work. Rapid and high-power chargers' suit on-route charging, quick recharging at destinations, and support fleet vehicles due to their high-speed capabilities.

How many EVs are there in Cheshire East?

Table ES1 Total registered and PIV registrations in Cheshire East for Q2 2022

District / Area	Total Registered Cars & Light Goods Vehicles as of Q2 2022	Total Registered Plug In Vehicles as of Q2 2022	Plug In Vehicles as % of Total Registered Vehicles as of Q2 2022
Cheshire East	250,667	5,285	2.11%
UK	37,715,246	901,488	2.39%

The figures outlined in Table ES1 includes vehicles registered at residences and also businesses who register their fleet vehicles at locations within Cheshire East. In addition, many EVs travel into and through Cheshire East daily with key traffic routes such as the M6, M56 and A-roads carrying significant levels of traffic.

What is the expected growth rate of EVs within Cheshire East?

The numbers of EVs registered in Cheshire East have grown steadily through the previous decade. As we move towards the phase out of new ICE vehicles from 2030 the growth in EV numbers is expected to accelerate. By 2030 there is forecasted to be around plug-in vehicles registered in Cheshire East, a very large increase on current numbers. By 2030 there is forecasted to be around 96,000 plug-in vehicles registered in Cheshire East, a very large increase on current numbers. This means CEC needs to plan for increasing demands and support the installation of new chargepoints.

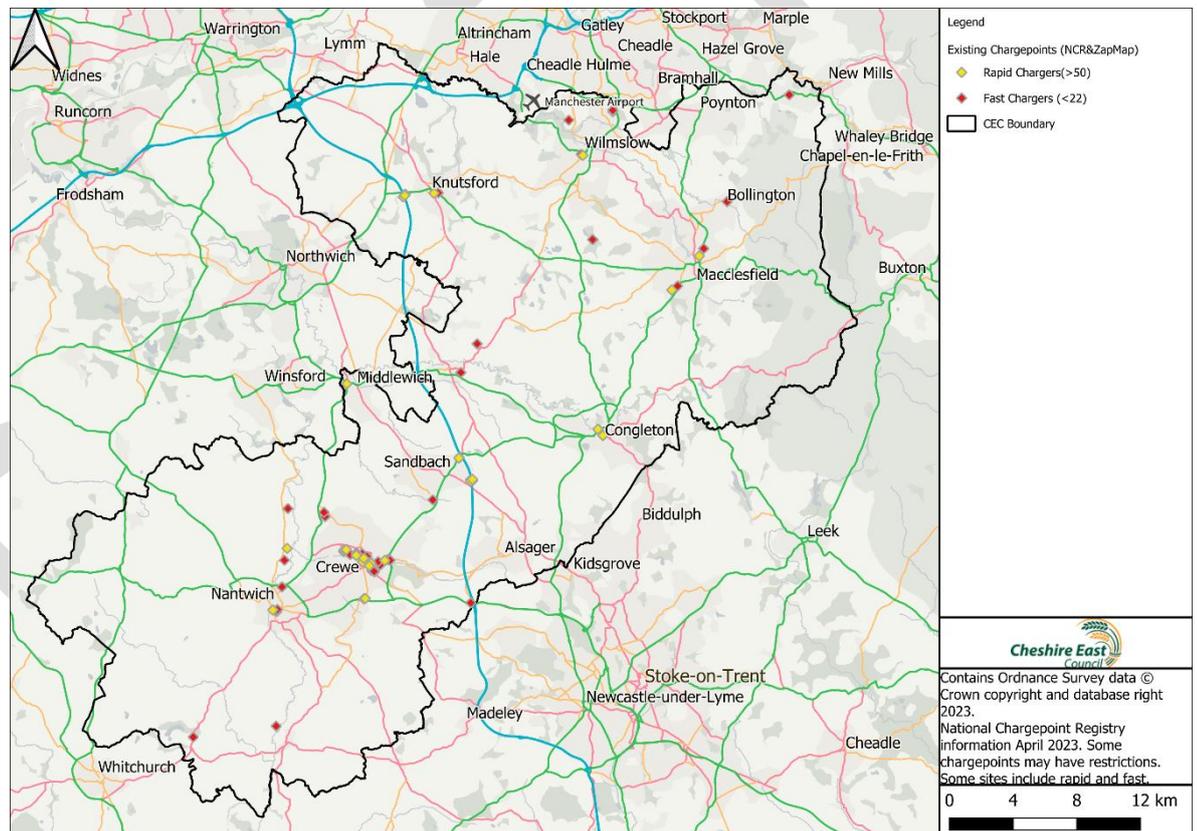
What chargepoints are publicly available in Cheshire East currently?

To understand the current situation with coverage of chargepoints across the borough, publicly available charge points in Cheshire East and surrounding areas are shown in **Error! Reference source not found.**

The majority of publicly available chargepoints in Cheshire East have been funded and are operated by commercial Charge Point Operators (CPOs) independently of CEC. In general, there is a reasonable spread of publicly available chargepoints across the borough and a mix of fast chargers and rapid chargers.

However, there are areas of Cheshire East in which the current network is lacking including Macclesfield Town Centre, Congleton, Poynton and many rural areas. In these areas CPOs may be unwilling to invest due to less opportunity for generating profits in the short to medium term. Additionally, CPOs need land on which to install chargepoints. In both of these cases, CEC can play a role in supporting and guiding improvements in the charging network.

Figure ES1-1 Existing Chargepoints in Cheshire East (note: this map was produced at the time of writing and is subject to change)



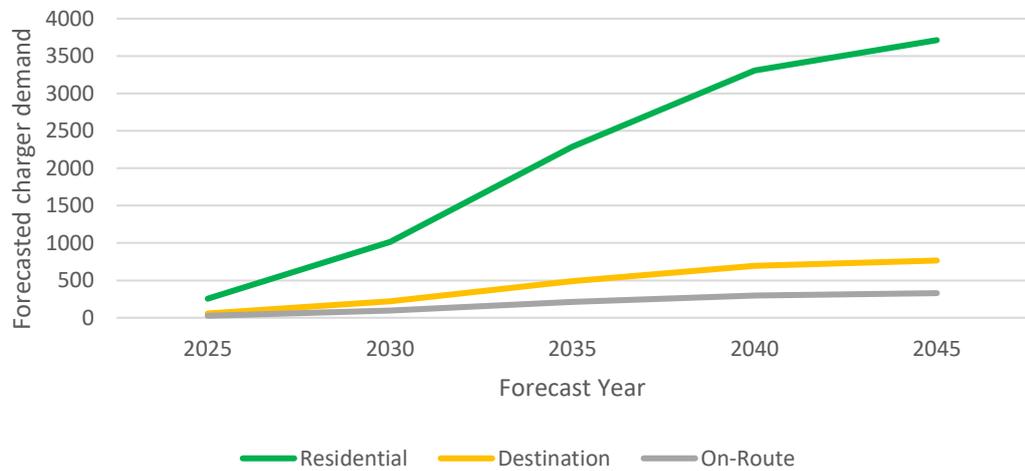
In addition, analysis of housing types in Cheshire East has found that many properties do not have off-street parking and the potential to install a personal chargepoint at home. This was reported as an issue for some residents in responses to the consultation on this strategy. Clusters of this housing are predominantly located in urban areas including Macclesfield, Crewe, Nantwich, Knutsford, and Wilmslow. At present there are limited charging options for these residents.

As part of the consultation on this strategy respondents also noted issues with the reliability and availability of existing chargepoints. Although CEC has no influence over chargepoints provided on a commercial basis on private land, CEC will ensure chargepoints commissioned by the Council will be well maintained. This coupled with new legislation by the UK Government aimed at improving the reliability of chargepoints is expected to lead to substantial improvements.

How many chargepoints will Cheshire East need in the future?

Forecasts of the number of chargepoints that are needed to serve the anticipated number of EVs in Cheshire East have been produced. This shows that approximately 300 publicly available chargepoints are needed by 2025 rising to around 1300 chargepoints by 2030. This is a large increase on the current number of publicly available chargepoints which according to UK Government figures was 153 in April 2023.

Figure ES1-2 Forecasted publicly available charger demand for Cheshire East



What action will be taken to improve the chargepoint network in Cheshire East?

CEC recognises the challenge ahead to provide a high quality charger point network that serves all residents, visitors and businesses. To meet this challenge a range of measures have been identified alongside timescales over which these will be delivered and the key responsibilities of CEC and partners. The strategic measures are outlined in

Table ES2.

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Table ES1 Strategic measures and key responsibilities

Measure	Timeframe			Key Responsibilities
	Short term (0 – 2 years)	Medium term (2 -5 years)	Longer term (5+ years)	
Providing charging points in CEC car parks at key destinations (e.g., key and local service centres).	✓			<ul style="list-style-type: none"> CEC to procure a Charge Point Operator (CPO) partner and secure funding from both the private and public sector CPO to deliver, maintain and operate these chargepoints
Providing charging points to support residents with no access to residential off-street parking, in line with the framework set out in this strategy.	✓	Continuous monitoring of chargepoints usage and commercial provision to determine when / if further phases of Council-led chargepoints are required		<ul style="list-style-type: none"> CEC to procure a Charge Point Operator (CPO) partner and secure funding from both the private and public sector CPO to deliver, maintain and operate these chargepoints Where residents have access to private off-street parking it will be the responsibility of the resident / property management to install chargepoints
Providing on-route charging points to serve key traffic routes.	✓			<ul style="list-style-type: none"> CEC to procure a Charge Point Operator (CPO) partner and secure investment from the private sector CPO to deliver, maintain and operate these chargepoints
Providing chargepoints in rural areas.	✓			<ul style="list-style-type: none"> CEC to engage Parish Councils and communities CEC to consider funding opportunities and community ownership models
Introduce chargepoints for the Council's own fleet and grey fleet.	✓			<ul style="list-style-type: none"> CEC to deliver ringfenced chargepoints at key locations
Consider the need for further planning policies to support the roll out of the chargepoint network.	✓		✓	✓
Work in partnership with District Network Operators to enable capacity in the power network for all of	✓	✓	✓	<ul style="list-style-type: none"> CEC to engage with DNOs (Scottish Power Energy Network, Electricity North West and Western Power Distribution) to collaboratively plan electricity

Measure	Short term (0 – 2 years)	Medium term (2 -5 years)	Longer term (5+ years)	Key Responsibilities
Cheshire East's needs including cost effective chargepoints.				<p>requirements, particularly in the areas of Macclesfield and Congleton which are known areas of constrained capacity</p> <ul style="list-style-type: none"> DNOs to work within statutory framework to deliver strategic network strengthening
Engage with taxi industry and providing charging infrastructure for taxis in convenient locations.	✓	✓	✓	<ul style="list-style-type: none"> CEC to further engage with taxi operators and procure CPO partner to deliver, maintain and operate these chargepoints
Engage with bus operators and consider providing charging infrastructure for buses.		✓	✓	<ul style="list-style-type: none"> CEC to continue engaging bus operators and consider future funding opportunities
Encourage and where possible support the introduction of commercially provided charging forecourts.	✓	✓	✓	<ul style="list-style-type: none"> CEC to consider making land assets available to CPOs to deliver locations through their own investment
Introduce chargepoints for HGVs should appropriate technology come forward in the future.			✓	<ul style="list-style-type: none"> CEC to monitor technology developments and requirements for infrastructure.

How will improvements to the chargepoint network be delivered?

Cheshire East Council is investing significant resources to develop and deliver this strategy. CEC understands the important role we play and is committed to guiding and supporting future improvements in chargepoint network. However, CEC cannot deliver the improvements needed alone. Large scale investment is needed to expand and improve the chargepoint network in Cheshire East and given the constraints on CEC finances, it will be important to secure funding from external sources.

CEC is proactively seeking funding from central government. Recently, CEC secured £155k from the On-street Residential Chargepoint Scheme and the Council is engaging with central government to prepare for the forthcoming Local Electric Vehicle Infrastructure Fund. A key requirement of these central government funding schemes is that CEC also secures match funding from the private sector. CEC is also aware that in some instances the private sector will fully fund the installation, maintenance, and operation of chargepoints.

A key action will therefore be CEC engaging with CPO and investors to build a long term partnership using a concession model that will deliver the improvements needed to the chargepoint network. When installing rapid or ultra-rapid chargepoint hubs, a land lease approach may be more suitable. The preferred approach is one that retains an element of control over the location of sites and their operation whilst working collaboratively with the private sector to leverage investment funding and access up-to-date technologies throughout the life of a contract or concession. The scope of such an agreement would include the installation, maintenance and operation of electric vehicle infrastructure on behalf of the Council.

As part of this strategy a range of CEC car parks have been assessed for their suitability for EV charging. These assessments provide a guide for future investment programmes. More detailed assessments, engagement with stakeholders, and technical work will be conducted as part of future phases of chargepoint delivery.

CEC will also work with a supplier to install and operate chargepoints for CEC's fleet vehicles. This approach will entail CEC funding the purchase, installation and operation of the chargepoints and retaining full control over the assets.

How will CEC ensure the roll out of chargepoints is undertaken in a fair and equitable way?

It is crucial the roll out of EV chargepoints does not negatively impact on other users of the highway, particularly pedestrians and people with disabilities using footways and with a need for the chargepoints to visually fit into the streetscape. Within this strategy care has been taken to identify how chargepoints should be installed so the footway is not obstructed. Additionally, chargepoints commissioned by CEC will be accessible to all users through their design and functionality.

A key issue with the current network is that chargepoints have been installed in locations which are more likely to be well used. This means that areas of Cheshire East which are less attractive to investors such as more rural areas and urban areas with lower levels of EVs are lacking in provision. This strategy outlines how CEC will work to secure funding and guide CPOs to install chargepoints in these areas to ensure there is a balanced and equitable network.

Next Steps

CEC has already started progressing a number of actions set out in this strategy, including securing funding from central government and engaging a wide range of stakeholders to develop more detailed plans for the delivery of chargepoints. CEC will continue this work over the coming years alongside partners to progress short and medium term actions.

1. Introduction

Cheshire East Council (CEC) is committed to reducing carbon emissions and improving air quality as outlined in the *Cheshire East Borough Council Air Quality Action Plan (AQAP) (2018)*. CEC noted that Parliament had declared a climate emergency in May 2019 and committed to being carbon neutral as an organisation by 2025 whilst supporting decarbonisation of the wider borough by 2045. This EV Charging Infrastructure Strategy has been developed to directly support CEC's aim of reducing carbon emissions by accelerating the transition to electric vehicles (EVs), and supports the ambitions outlined within the Cheshire East Local Transport Plan 4 Strategy.

1.1 Structure

Following this introduction, this strategy consists of the following chapters:

- **Chapter 2: Policy, Legislation and Guidance Review** – A review of current national, regional, sub-regional and local policy and legislation in relation to EVs and charging infrastructure.
- **Chapter 3: Technology Review Summary** – A review of EV and charging technologies.
- **Chapter 4: Cheshire East EV Baseline** – A review of background data regarding of EVs in Cheshire East, including key trends and demographic data.
- **Chapter 5: Strategic Priorities** – Outlines the measures to be implemented as part of this strategy, including consideration of sequencing and future uncertainties.
- **Chapter 6: Cheshire East Council's Residential Charging Framework** – summarises the background research undertaken, the options for residential charging infrastructure and outlines the framework for decision-making.
- **Chapter 7: Prioritising Charging Locations** – Assesses locations for charging infrastructure in car parks, as well as leading areas for consideration of on-street residential charging points.
- **Chapter 8: EV Charging Commercial Models** – Details potential options for how charging infrastructure can be delivered, operated and maintained, and identifies the chosen approach.
- **Chapter 9: Implementation** – Outlines a high-level timeline of recommended measures and key strategic actions to be taken.

1.2 Electric Vehicle Terminology

Throughout this strategy, the term 'EV' is used for simplicity even though in most cases only plug-in EVs are referred to. In general, EVs use an electric drivetrain, the drivetrain of a vehicle includes the transmission, the driveshaft, the axles, and the

wheels. Simply put, it works in conjunction with the engine to move the wheels. EVs that use an electric drivetrain to power the wheels produce lower tailpipe emissions, less noise and encourage a smoother driving style than Internal Combustion Engine (ICE) vehicles. EVs have additional benefits in urban areas, where, stopping and starting, idling, and over-revving of ICE vehicles in queues produces high concentrations of emissions.

Ultra-Low Emission Vehicles (ULEVs) are currently associated with reducing road transport emissions. However, there are many acronyms used to refer to vehicles that which produce lower emissions than pure ICE vehicles. Table Table 1-1 provides a brief explanation of different low emission vehicle types and **Error! Reference source not found. Error! Reference source not found.** illustrates some of these vehicle types.

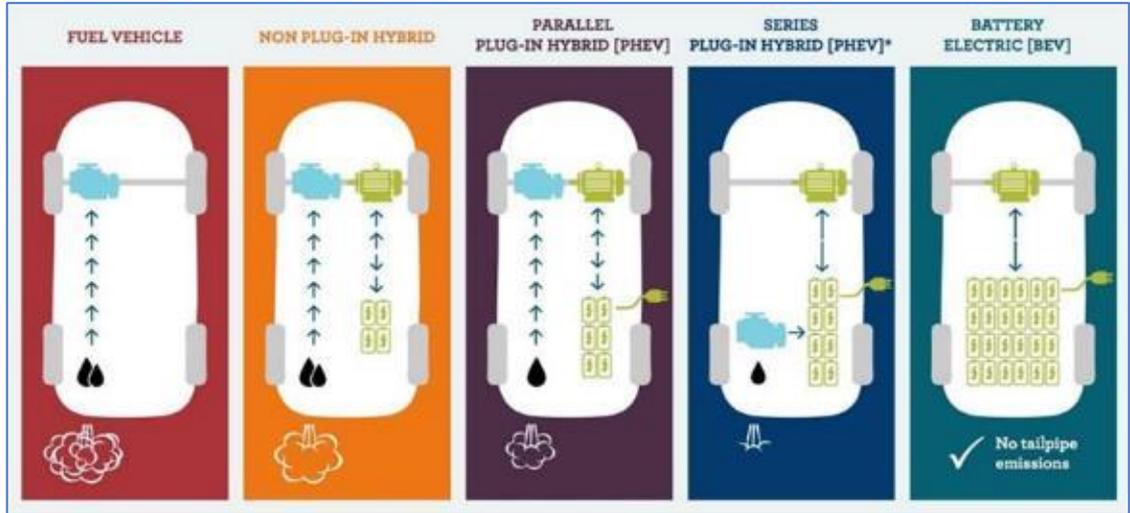
Table 1-1 Definitions of different low emission vehicle types

Acronym	Fully Written	Description
ULEV	Ultra-Low Emission Vehicle	This term is used in the UK to refer to any motor vehicle emitting extremely low levels of emissions, currently set at 75g CO ₂ / km driven or less. UK targets are set for ULEV uptake and statistics are reported quarterly at local authority level ¹ .
EV	Electric Vehicle	Driven by an electric motor, powered from a battery, which must be plugged into an electricity source to recharge. Full EVs do not have ICEs and therefore have zero tailpipe emissions. These pure EVs are sometimes referred to as Battery Electric Vehicles (BEVs).
PHEV	Plug-In Hybrid Electric Vehicle	Combines a plug-in battery and an electric motor with an ICE, either of which can be used to drive the wheels. Therefore, total tailpipe emissions vary depending on how much of the journey uses the battery. They are required to plug-in to recharge their battery.
PIV	Plug-In Vehicle	A collective term used to cover all vehicles that can be plugged into an external electrical outlet to recharge their battery. PIVs form a subset of ULEVs, which includes both BEVs and PHEVs as well as Fuel Cell Electric Vehicles (FCEV). All PIVs require infrastructure to recharge their batteries, so understanding this category's needs is key when planning charging networks.
HEV	Hybrid Electric Vehicle	Uses more than one form of on-board energy to achieve propulsion (usually a petrol or diesel engine plus electric motors and a battery). Some HEVs use the electric motor to make more efficient use of petroleum fuel, but the motor cannot power the vehicle alone.
AFV	Alternative Fuel Vehicles	These include electric, solar, biodiesel, ethanol, propane, compressed air, hydrogen, liquid natural gas and liquid petroleum. Because this term focuses on the way a vehicle is propelled rather than its emission levels, an AFV is not necessarily less polluting than a conventional ICE.

¹ <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>

FCEV	Fuel Cell Electric Vehicle	These are vehicles that use a fuel cell, in combination with a battery, to power an electric motor. The fuel cells generate electricity to power the motor, generally using oxygen from the air along with compressed hydrogen.
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Figure 1-1 Vehicle Types (Source: Better NZ Trust)



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2. Policy, Legislation and Guidance Review

There are many policies and strategies at national, regional, sub-regional and local levels that are creating an increasingly supportive framework for the transition to EV as outlined in the following sections. Selected key examples are summarised in this chapter, helping to set out the policy and legislative foundation for this strategy. The full Policy, Legislation and Guidance Review can be found in Appendix G.

2.1 Recent National and International EV Developments

The UK government is committed to achieving net-zero by 2050 through the changes made to the Climate Change Act 2008² in 2023. The inclusion of shipping and aviation will also mean a focus on domestic emissions such as transport. The UK's transport sector has made the least contribution to a reduction in emissions to date (approximately 5%³), making it a prime target for future regulation.

The European Union's Directive for Alternative Fuels Infrastructure requires Governments to adopt national policy frameworks for infrastructure roll-out. The UK Government has committed to achieving at least these goals following its departure from the EU.

As stated in the UK Electric Vehicle Infrastructure Strategy⁴, the UK Government's ultimate vision is to end the sale of new petrol and diesel cars and vans by 2030 and for these types of vehicles to be fully zero emission at the tailpipe by 2035. For Heavy Goods Vehicles (HGVs) all new medium sized trucks up to and including 26 tonne will be zero emissions from 2035, with the heaviest, above 26 tonnes by 2040. The UK's current objectives are set out in "Decarbonising Transport – A Better Greener Britain"⁵.

To this end, the UK's Committee on Climate Change (CCC) targeted the Ultra-Low Emission Vehicle (ULEV) market to reach 9% share of new vehicle sales by 2020 and 60% by 2030. The UK exceeded its 2020 target, with PHEV and BEV totalling 10.7% market share in December 2020.

2.2 Key National Strategy, Policy, and Guidance

The Department for Transport's Decarbonising Transport Plan (2021) recognises that transport is the largest contributor to UK domestic greenhouse gas emissions, and that most of these emissions come from passenger cars. It notes that domestic greenhouse gas emissions from transport have been broadly flat over the last 30 years, even as those of other sectors have declined. In fact, the UK's transport sector has made the least contribution to a reduction in emissions to date (approx.5%³), making it a prime target for future regulation. It confirms the Government's plan to end the sale of polluting road vehicles by 2030, with all new

² <https://www.legislation.gov.uk/ukpga/2008/27/contents>

³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/984685/transport-and-environment-statistics-2021.pdf

⁴ <https://www.gov.uk/government/publications/uk-electric-vehicle-infrastructure-strategy>

⁵ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarb-onising-transport-a-better-greener-britain.pdf

cars and van sold to be fully zero emission at the tailpipe from 2035 and sets an ambition to phase out all new non-zero emission road vehicles by 2040, from motorbikes to HGVs. However, it also notes that a transition to zero emission cars and lorries alone will not be sufficient to meet national climate goals, nor address other harms such as congestion or road danger, and that increasing car occupancy and the share of trips taken by public transport, cycling and walking is therefore also critical.

The UK Net Zero Strategy (2021) echoes this message, and states that future Local Transport Plans produced by local authorities will need to demonstrate how local areas will deliver quantifiable carbon reductions in line with net zero targets. This confirms the approach set out in the Government's Ten Point Plan for a Green Industrial Revolution (2020).

The National Electric Vehicle Charging Infrastructure Strategy "Taking Charge" (2022) sets out a plan to remove charging infrastructure as both a perceived and a real barrier to the adoption of electric vehicles. It recognises that predictions of the future mix and number of charge points is uncertain but aims to make EV charging cheaper and more convenient than refuelling at a petrol station. It states that there should be around 300,000 public charge points as a minimum in the UK by 2030 "but there could potentially be more than double that number". It sets out plans for a £950m Rapid Charging Fund to support the rollout of at least 6,000 across England's motorways and major A-roads by 2035, and a further £500m to support local authorities to plan and deliver public EVCI.

The PAS 1889:2022 Accessible Charging specification for electric vehicles provides guidance on accessibility requirements for EV chargepoints, EV parking spaces and the built environment surrounding chargepoints. This includes aspects such as available footway space, user interface, space to manoeuvre from the vehicle to the chargepoint among other things. Both the BSI Group and the British Standards Institute encourage all chargepoint operators within the borough to adopt these specifications as far as practicable.

2.3 Regional Strategy and Policy

Transport for the North's (TfN) *Strategic Transport Plan* (2019) outlines a robust case for transformational transport investment across the North, including a rapid increase in the number of public charging points across all areas of the North to ensure that EV drivers can easily locate and access EV charging infrastructure that is affordable, efficient, and reliable.

Building on this, their *Transport Decarbonisation Strategy* (2021) sets out how TfN and partners across the North are committing to a regional near-zero carbon surface transport network by 2045. This supports TfN's key aims for improving localised air quality, which are:

- A 55% reduction in emissions from 2018 to 2030, achieved mostly through mode-shift and demand reduction, and;
- A 95% reduction in emissions from 2018 to 2040, reflecting longer-term decarbonisation measures, such as a high proportion of zero emission vehicles in the vehicle fleet.

The Cheshire & Warrington Energy and Clean Growth Strategy (2018) sets out the energy challenges facing the sub-region, and how to meet the challenge of delivering ‘affordable energy and clean growth’. The strategy notes that the Cheshire and Warrington Local Enterprise Partnership (LEP) has a role in promoting low carbon technologies and making new development sustainable, including promoting EV charging infrastructure.

2.4 Local Strategy and Policy

The *Cheshire East Local Transport Plan 4 (LTP4)* published in 2019 outlines a long-term strategy for travel and transport within Cheshire East. The LTP4 was adopted during October 2019 and covers the period of 2019 to 2024. The LTP4 includes a high-level parking strategy that highlights the potential to install on-street charging points, alongside the wider roll out of EV infrastructure. The *CEC Corporate Plan (2021)* states that by 2025 CEC wants investment in EVs in the key service centres which requires securing a supplier and installing chargepoints in Cheshire East car parks. The success of this will be measured as all CEC-owned car parks in key service centres having at least one EV chargepoint. Enabling the transition to EV will contribute to priority outcomes:

- GREEN – through proposals that would improve EV charging provision across the borough, the Council will further encourage the early adoption of EVs which will positively contribute both to our response to the climate emergency and also to reducing the incidence of air quality problems, especially in urban areas.
- FAIR – the proposals are intended to create greater consistency and availability of access to EV charging, removing some of the long-standing barriers to purchase and use of EVs within the borough.

The *Environment Strategy 2020-2024* published in 2020 outlines the Council’s response to their climate emergency declaration and becoming carbon neutral by 2025. The strategy highlights the commitment to producing this EV Infrastructure Strategy to outline the ambition to increase electric charging infrastructure provision and seek funding opportunities and initiatives which encourage the uptake of EV usage. The Strategy will also determine the most appropriate locations across the borough depending on the need, land availability, power provision and types of charging points to be installed.

Additionally, the *Local Plan* published in 2017 is the Statutory Development Plan for Cheshire East and is the basis for determining planning applications. The Local Plan document sets out the overall vision and planning strategy for development in the borough and contains planning policies to ensure that new development addresses the economic, environmental, and social needs of the area. It also identifies strategic sites and locations that will accommodate most of the new development needed.

2.5 Summary

This policy review has shown that there is support for CEC’s transition to EVs at all spatial levels, and an increasingly supportive policy and legislative framework is emerging. Specific aspects of the above policies and strategies have also informed later chapters of this document covering the evidence base and option development.

3. Technology Review Summary

This chapter summarises the various EV and charging technologies available, as well as current trends in the development of this technology. More detailed analysis is provided within Appendix A.

3.1 Electric Vehicle Trends

Currently, there is a major industry shift from diesel / petrol engines to EVs which currently is the only mature technology offering a workable alternative to Internal Combustion Engine (ICE) vehicles.

This shift is being partly driven by consumer demand amongst early adopters and also UK government legislation that is phasing out the sales of new ICE cars/vans by 2030, with plug-in hybrid engines phased out by 2035.

Early research shows that EV consumers preferred to charge at home overnight or at work during the day. Most early EV adopters have off-street parking enabling them to charge at home overnight, although this capability is greatly curtailed in some residential areas, particularly flats and terraced housing without access to off-street parking often in the denser urban areas.

Table 3-1 shows the growth for BEVs and PHEVs since 2013. This shows that there is still a low national population of BEVs (633,051 end of 2022 (SMMT)), which represents 2.91% of the UK car population, and indicates that the UK is still at the early adopter stage. There was a clear increase in the number of BEV sales during 2022, but this only accounted for 267,791 out of approximately 2.2 million vehicles sold that year.

Table 3-1 SMMT Figures

Year	BEV	PHEV	Total	Volume	% BEV	% PHEV	% Total	BEV Growth	PHEV Growth
2013	2,512	1,072	3,584	2,264,737	0.11%	0.05%	0.16%	-	-
2014	6,697	7,821	14,518	2,476,435	0.27%	0.32%	0.59%	4,185	6,749
2015	9,934	18,254	28,188	2,633,503	0.38%	0.69%	1.07%	3,237	10,433
2016	10,264	26,643	36,907	2,692,786	0.38%	0.99%	1.37%	330	8,389
2017	13,597	33,666	47,263	2,540,617	0.54%	1.33%	1.87%	3,333	7,023
2018	15,474	44,437	59,911	2,367,147	0.65%	1.88%	2.53%	1,877	10,771
2019	37,850	34,734	72,584	2,311,140	1.64%	1.50%	3.14%	22,376	-9,703
2020	108,205	66,877	175,082	1,631,064	6.63%	4.10%	10.73%	70,355	32,143
2021	190,727	114,554	305,281	1,647,181	11.58%	6.95%	18.53%	82,522	47,677
2022	267,791	149,764	417,555	2,183,908	12.26%	6.86%	19.12%	77,064	36,210
Total	663,051	497,822	1,160,873	22,748,518	2.91%	2.19%	5.10%	-	-

3.2 Electric Vehicle Technologies

UK policy is encouraging the development and uptake of all forms of transport to reduce urban air pollution and greenhouse gas emissions.

3.2.1 Electric Vehicle Technology Roadmaps by Vehicle Type

The UK Automotive Council has developed long-term technology roadmaps for electric passenger car, bus, and commercial vehicle technology, representing the vision of vehicle manufacturers to 2040. These roadmaps show electric drivetrain technology as a focus area for passenger cars and light vans to 2050, given the drivers towards reducing emissions.

3.2.2 Cars

The passenger car technology roadmap applies to private consumer vehicles, taxi and private hire fleets, car share, individual business, and pool cars. Many EVs are now available to support these use cases with more models scheduled for release by manufacturers in the coming years. The quoted range on a full battery varies by model, and with driving style and weather conditions. Table 3-2 provides some examples of ranges for currently popular EVs. It should be noted that currently EVs are comparatively more expensive to purchase/lease than ICEs, however there is a downward trend and price parity is expected to be reached by the mid to late 2020s.

Table 3-2 Current EV Market (Cars)

EV Model	Price	Battery Capacity	Range
Vauxhall Corsa-E	£25,805	50 kWh	209 miles
Nissan Leaf	£26,995	39/ 59 kWh	140/ 239miles
Renault Zoe R110 ZE40	£26,795	52 kWh	195 miles
Vauxhall Mokka-E	£29,365	50 kWh	209 miles
BMW i3 120 Ah	£31,305	37.9 kWh	145 miles
Kia E-Niro ('2')	£32,445	64 kWh	230 miles
Hyundai Kona	£32,550	64 kWh	245 miles
Kia Soul EV	£34,995	64 kWh	280 miles
Volkswagen ID.3 (Tour)	£38,815	77 kWh	280 miles
Kia EV6	£40,945	77.4 kWh	328 miles
Volkswagen ID.4	£41,430	77 kWh	320 miles
Hyundai Ioniq 5	£43,000	73 kWh	298 miles
Nissan Ariya	£43,140	63 kWh	223 miles
Volvo C40 Recharge	£44,800	78 kWh	273 miles
Tesla Model 3	£44,990	57 kWh	235 miles
Ford Mustang Mach-E	£47,580	91 kWh	379 miles
Tesla Model Y (Long Range)	£54,990	75 kWh	331 miles
Audi e-Tron	£61,310	95 kWh	252 miles

3.2.3 Vans

Light vans can also make use of EV and hybrid technologies, providing an important opportunity for reducing urban emissions from local delivery solutions and business vans. Table 3-3 provides examples from the current market range and includes the load capacity to provide an indication of each vans size.

Table 3-3 Current EV Market (Vans)

EV Model	Price	Battery Capacity	Range	Load Capacity (m ³)
Peugeot Partner/Citroen Berlingo	£ 23,030	50 kWh	171 miles	3.3-3.7
Peugeot e-Expert/Citroen e-Dispatch/ Vauxhall Combo-e/ Vauxhall Vivaro-e	£ 25,000	50/ 75 kWh	143/ 211 miles	>6.6
Peugeot e-Boxer/Citroen e-Relay	£ 49,395	37/ 70 kWh	73/ 169 miles	8
Fiat E-Ducato	£ 59,699	47/ 79 kWh	142/ 224 miles	10-17
Ford E-Transit	£ 42,695	68 kWh	196 miles	15.1
LEVC van (PHEV)	£ 46,500	31 kWh	61 miles	5
Maxus EV80	£ 24,614	56 kWh	120 miles	10.2
Maxus e Deliver 3	£ 22,800	35/ 52.5 kWh	150/ 213 miles	6.3
Maxus e Deliver 9	£63,000	51.5/ 72/ 88 kWh	112/ 146/ 185 miles	9.7 - 11
Mercedes e Sprinter	£ 51, 950	35 kWh	71 miles	10.5
Mercedes e Vito	£ 39,895	35 kWh	93 miles	6.6
Nissan eNV200	£ 20,005	40 kWh	124 miles	4.2
Renault Kangoo ZE	£ 24,480	33 kWh	143 miles	4.6
Renault Master	£ 57,040	33 kWh	124 miles	13
Renault Zoe E-Tech Electric Van	£28,740	52 kWh	245 miles	1
Toyota Proace Electric	£41,195	75 kWh	205 miles	5.3
VW ABT e-Transporter	£ 42,060	37.3 kWh	82 miles	6.7

3.2.4 Heavy Duty Commercial Vehicles

Heavy duty commercial vehicles remain a challenge for EV technology primarily due to their weight, payload, and range requirements. Several companies are now investing in alternative technology solutions to reduce emissions from heavy freight, such as:

- Creating all-electric powertrains;
- Adding self-driving features; and
- Adding new fleet logistics systems to standard rigs to improve efficiencies and emissions.

3.2.5 Buses

The UK Government has provided funding towards the deployment of low emission buses. A variety of EV technologies are already used on buses, including battery electric, hybrid, plug-in hybrid, hydrogen fuel cell and biomethane models. This enables operators to choose appropriate low carbon technology solutions to meet their needs.

CEC's Bus Service Improvement Plan (BSIP) supports a shift to low- and zero-emission in total bus fleet. The council commit to working with industry partners to retrofit their entire bus fleet to Euro VI standards by 2030 (or before) or where appropriate have new technologies operating on key services across the borough.

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3.3 Electric Vehicle Availability

This section provides a summary of current plug-in availability in the UK. As of December 2022, there were 188 plug-in car models registered in the UK – a 63% increase on 2021 figures. Of which, there were 86 BEVs and 97 PHEVs. The second-hand EV market is also growing with the number of BEVs transactions rising by 37.5% and PHEVs 3.6% in 2022 compared to 2021 figures despite the number of overall second-hand transactions falling by 8.5%. One factor that is likely to result in a rise of EV sales for the area in future is the adoption of clean area zones which are operational in some of the UK's larger cities including Birmingham, Bristol and London and is currently being considered for Greater Manchester. Adjacent to Cheshire East, if adopted this would affect residents and travel behaviour in both areas.

3.3.1 Battery Capacity

Analysis of the BEV vehicles on the market shows how battery capacity is growing; the Electric Vehicle Database states that the average range of electric vehicles is 225 miles (Electric Vehicle Database, 2023). However, there will be lower capacity batteries within the fleet from models sold in previous years that consequently have lower mileage ranges. Whilst this will affect the average range of current BEVs, it will become less of a concern as the existing fleet grows because more recent models have a longer range.

3.3.2 Battery Charging Capabilities

Prior to 2016, most EVs charged at 3 kW AC (alternating current), called slow charging, which was adequate to fully recharge most batteries (typically up to 24 kWh) overnight. Rapid charging DC (direct current) technology has developed much faster than AC technology, giving consumers a faster method to recharge. However, only some plug-in models prior to 2016 are capable of rapid charging; while all new UK plug-in models to 2021 are capable of being rapidly charged.

Most vehicle manufacturers now use the Combined Charging System (CCS) or CHAdeMO⁶ DC socket/ plug for rapid charging. The latest development in charging technology introduces charging at powers between 100 kW and 350 kW DC, referred to as 'high-power charging'. However, there are relatively few Plug-in Vehicles (PIV) currently available in the UK that are capable of charging at this rate. The majority of high-power charging solutions use the CCS DC socket/ plug; however, and the remaining manufacturer using the CHAdeMO socket/ plug (Renault) is transitioning to CCS DC.

The roll-out of high-power chargers at 150 kW+ for public use is now beginning in the UK. Most are designed to also deliver 50 kW DC charges to rapid chargeable vehicles to combat the current lack of high-power charging demand. Slow and fast AC charging solutions will continue to be required in the UK to support the recharging needs of the existing EV fleet and residential / destination charging use cases. Of those currently available rapid chargeable PIVs, approximately 50% require the CHAdeMO connector. Therefore, new rapid chargers installed over the

⁶ This is an abbreviation of 'CHArge de MOve'.

coming years will require both DC CCS and CHAdeMO connectors. The improvement in battery capacity, together with reduced charging times, is likely to affect consumer behaviour over the coming years.

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4. Cheshire East EV Baseline

This section describes the existing levels of EV uptake, the level of charging infrastructure and electricity supply network in Cheshire East, as well as a comparison against the EV charging infrastructure progress being made by similar local authorities within the UK. To inform potential future locations of charging infrastructure, this section also presents a review of the key factors that can influence charging demand in Cheshire East, including areas of limited off street parking, household type and income levels across the borough, as well as commuter journey patterns.

4.1 Cheshire East Plug-In Vehicle Uptake

Since the volume of PIVs registered in an area drives the demand / viability for recharging services, we have summarised the current vehicle statistics for the Cheshire East area using the latest available DfT data, which reports vehicle uptake by Local Authority (LA) area to Q2 2022.

Table shows PIV uptake to Q2 2022 in Cheshire East. The table presents Cheshire East and UK overall figures for comparison. PIV registration is slightly below the national average but as ratio where 100% is full adoption comparing 2.11% with 2.39% is not significant.

Table 4-1 Cheshire East PIV Adoption

District / Area	Total Registered Cars & Light Goods Vehicles as of Q2 2022	Total Registered PIV as of Q2 2022	PIV as % of Total Registered Vehicles as of Q2 2022
Cheshire East	250,667	5,285	2.11%
UK	37,715,246	901,488	2.39%

Table summarises the population and vehicle density figures for Cheshire East and the UK, gross Disposable Household Income (GDHI) and percentage of dwellings without off-street parking. Lack of off-street parking spaces in residential areas limits the ability of PIV drivers to recharge their vehicles at home and suggests the requirement for more public charging facilities in the future as PIV uptake rises.

Table 4-2 Relevant Demographic Data for Cheshire East

District / Area	Estimated Population Mid-2019	Vehicles / head of population	% Of Terraced homes and flats unlikely to have off street parking	£ GDHI
Cheshire East	384,152	0.634	10.89%	£24,524
UK	66,796,807	0.55	22.07%	£21,109

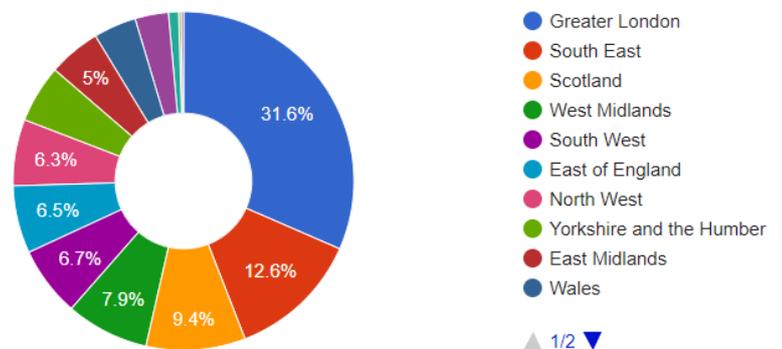
Table demonstrates that Cheshire East has a higher-than-average number of vehicles per head, a higher gross disposable household income per head, and the

area’s percentage of dwellings without off-street parking is lower in comparison with the UK average.

4.2 Existing Charging Infrastructure / Electricity Supply Network

Error! Reference source not found. illustrates recent Zap-Map data from different regions of England. This data suggests the North West region is comparable to other regions outside of the populous South East, namely the West Midlands, East of England and South West.

Figure 4-1 Total Connectors by Nation and Region (source: Zap-Map)



Total charge devices: 42566. Source: Zapmap database, 30th April 2023

According to the National Chargepoint Registry (NCR), the UK has 29,118 charging outlets provided for public use, while Zap-Map (**Error! Reference source not found.**) reports 68,512 connectors from 42,566 devices in 24,909 locations. This variation can be explained because there is no requirement to report chargepoints to the NCR except in circumstances such as government grant funding, whereas ZapMap has an interest in being maintained up to date because it is a commercial resource meaning that chargepoint operators may increase the use of their chargepoints by being registered with ZapMap.

Figure 4-2 UK Publicly Accessible Chargepoints Summary (Source: Zap-Map)

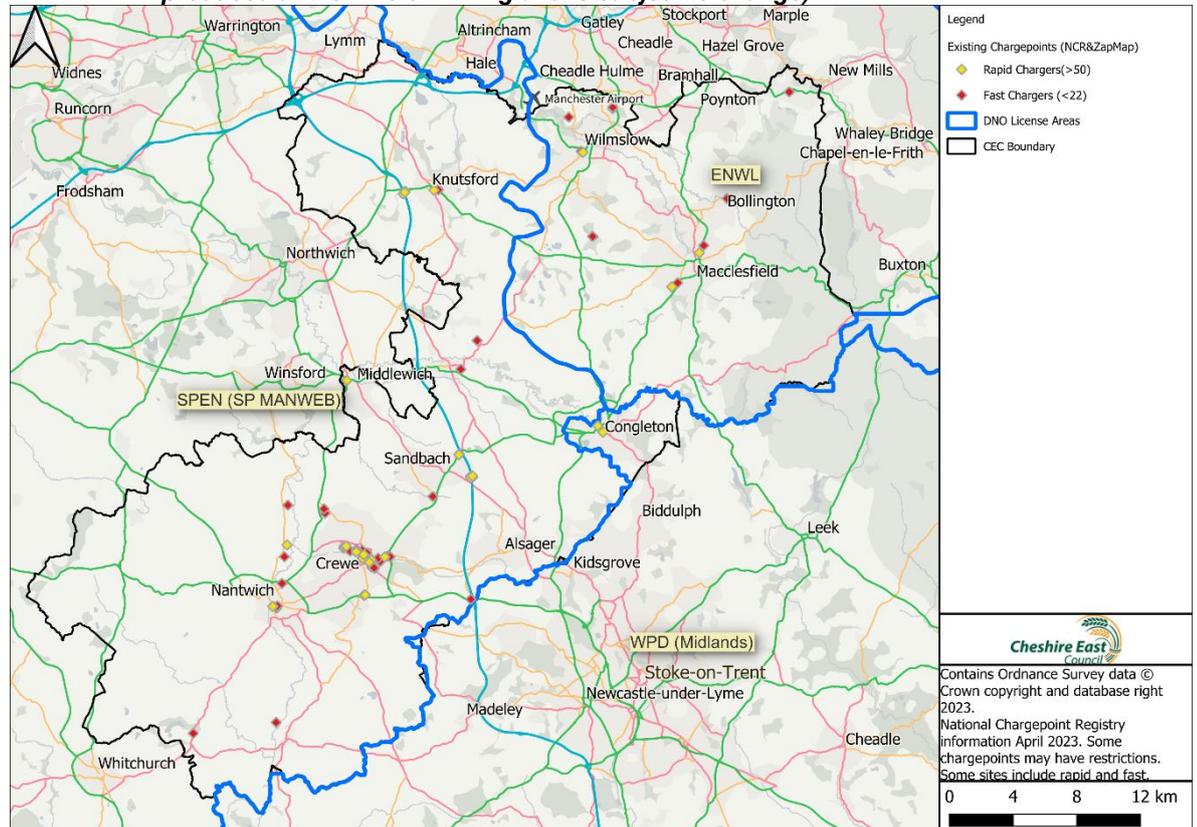


Forecasts of the number of chargepoints that are needed to serve the anticipated number of EVs in Cheshire East have been produced as part of this EV Charging Strategy. This shows that above 300 publicly available chargepoints are needed by 2025 rising to around 1300 chargepoints by 2030. This is a large increase on the current number of publicly available chargepoints which according to UK Government figures was 153⁷ in April 2023.

⁷ <https://maps.dft.gov.uk/ev-charging-map/index.html>

Error! Reference source not found. Error! Reference source not found. shows the locations of the existing publicly accessible EV charging points in Cheshire East. This map has been created using National Chargepoint Registry and Zap-Map data, where the only available information are their charging speed and their coordinates.

Figure 4-3 Existing Publicly Accessible Chargepoints and DNO boundaries (note: this map was produced at the time of writing and is subject to change)



The figure also shows the boundaries of the three Distribution Network Operators (DNOs) covering parts of Cheshire East:

- Western Power Distribution (WPD);
- Scottish Power Energy Networks (SPEN); and
- Electricity North West Limited (ENWL).

It is important to identify the electricity network provider covering an area where EV charging infrastructure is proposed. This is because every DNO has different procedures that must be followed in proposing a potential location, and successful engagement with the DNO can reduce costs incurred in proposing locations where network capacity is too low to facilitate an additional charger.

The existing charging infrastructure in Cheshire East includes Sandbach motorway services which features rapid chargers on each side of the motorway, however these chargepoints will be more suitable for longer distance journeys than serving local residents. A survey of rapid chargers in Cheshire East also revealed that the private sector is installing chargers including some KFC, Morrisons, Lidl, Sainsburys, Shell and BP locations, as well as other establishments such as hotels and a health club.

There is a notable lack of charging infrastructure in the east of the borough and the Macclesfield, Congleton and Poynton areas in particular. There are also limited numbers of chargepoints in rural areas.

Initial discussions with the respective DNOs for Macclesfield and Congleton have also identified these areas as having constrained capacity in the electricity network. This issue could limit the potential to provide EV charging in these areas and is a key area for future investigation to develop solutions to overcome these constraints.

To understand how the existing level of infrastructure provision in Cheshire East compares with other local authorities, shows **Error! Reference source not found.** a comparison of chargepoints in Cheshire East against a number of similar sized authorities, in terms of population. When comparing with authorities of a similar size, Cheshire East has a higher number of devices per 100,000 than the average of 34 devices (taken from the authorities listed below). Despite this, the number of devices per 100,000 people in Cheshire East (38) is below the UK average of 60 (ZapMap, 2023), indicating that more infrastructure is required to satisfy and stimulate demand.

Table 4-3 CEC Area Charging Outlets Against Comparative Areas (Source: NCR, December 2020)

District/ Area	Population (mid-2023)	Total Number of Devices	Number of Devices per 100,000
Cheshire East UA	400,528	153	38
Cheshire West and Chester	357,699	114	32
East Riding of Yorkshire	343,143	123	36
Wakefield	353,802	112	32
Leicester	366,018	114	31
Bournemouth, Christchurch, and Poole	300,109	124	31
Dorset	381,292	156	41
United Kingdom	68,901,184	42,566	1,619

4.3 Committed chargepoint installations

The CEC has secured funding from Office for Zero Emission Vehicles (OZEV) and as part of the On-Street Residential Charging Fund (ORCS) programme has committed to install chargepoints at the locations in Table 4-4 Table below in the first half of 2024. A technical assessment was then conducted on the long list of potential locations to identify feasible sites that meet the Government's criteria for receiving funding through ORCS.

Sites for the installation of chargepoints are a mixture of on-street locations and car parks that are conveniently located near to residential properties that do not have off-street parking. 7kWh chargepoints are planned at each location in line with Government guidance, as these enable users to conveniently charge their vehicle for longer periods of time near to their residence.

The proposed locations for installation of chargepoints as part of this phase of delivery are detailed in the table below:

Table 4-4 ORCS Chargepoint Locations

Sites	Area	Postcode	Location Type
Fairview Car Park	Alsager	ST7 2AE	Off-street
Antrobus Street Car Park	Congleton	CW12 1HB	Off-street
Wrexham Terrace Car Park	Crewe	CW1 2ND	Off-street
Bulkeley Street	Crewe	CW1 6ET	On-street
Edleston Road Car Park	Crewe	CW2 7DG	Off-street
Hope Street Car Park	Crewe	CW2 7DR	Off-street
King Street Car Park	Knutsford	WA16 6DX	Off-street
Tatton Street Car Park	Knutsford	WA16 6AG	Off-street
Brook Street	Macclesfield	SK11 7AW	On-street
Churchill Way Car Park	Macclesfield	SK11 6AY	Off-street
Whalley Hayes Car Park	Macclesfield	SK10 1BS	Off-street
Southway Car Park	Middlewich	CW10 9BL	Off-street
Snow Hill Car Park	Nantwich	CW5 5LS	Off-street
Chapel Street Car Park	Sandbach	CW11 1DH	Off-street
The Carrs Car Park	Wilmslow	SK9 4AA	Off-street

Another CEC-led committed site of note which will include EV charging infrastructure is the Royal Arcade development, which is located in Crewe town centre. The Royal Arcade is a leisure-led mixed-use development agreement which will have a new bus station and multi-storey car park. There are plans for EV charging infrastructure to be included within the multi-storey car park.

It should be noted the sites proposed in this report are the next phase of delivery, and in parallel a wider programme of EV chargepoint delivery is being developed through a strategic procurement exercise. This parallel work is positioning CEC to apply for the Government's newly announced Local Electric Vehicle Infrastructure (LEVI) fund and will consider further locations for the delivery of chargepoints.

The LEVI fund is anticipated to include the flexibility to install further chargepoints for residents who do not have off-street parking and other types of chargepoints in town centres to fill key gaps in the network. This wider programme is also linking with other workstreams across CEC including decarbonisation of the Council's fleet vehicles and plans to establish a car club.

4.4 Baseline conditions influencing future demand

A range of key factors can influence charging demand in different areas, including access to off-street parking spaces, demographics, and key traffic routes. As such, a review of these factors has been completed for the Cheshire East area in order to inform potential future locations of charging infrastructure.

4.4.1 Household Type

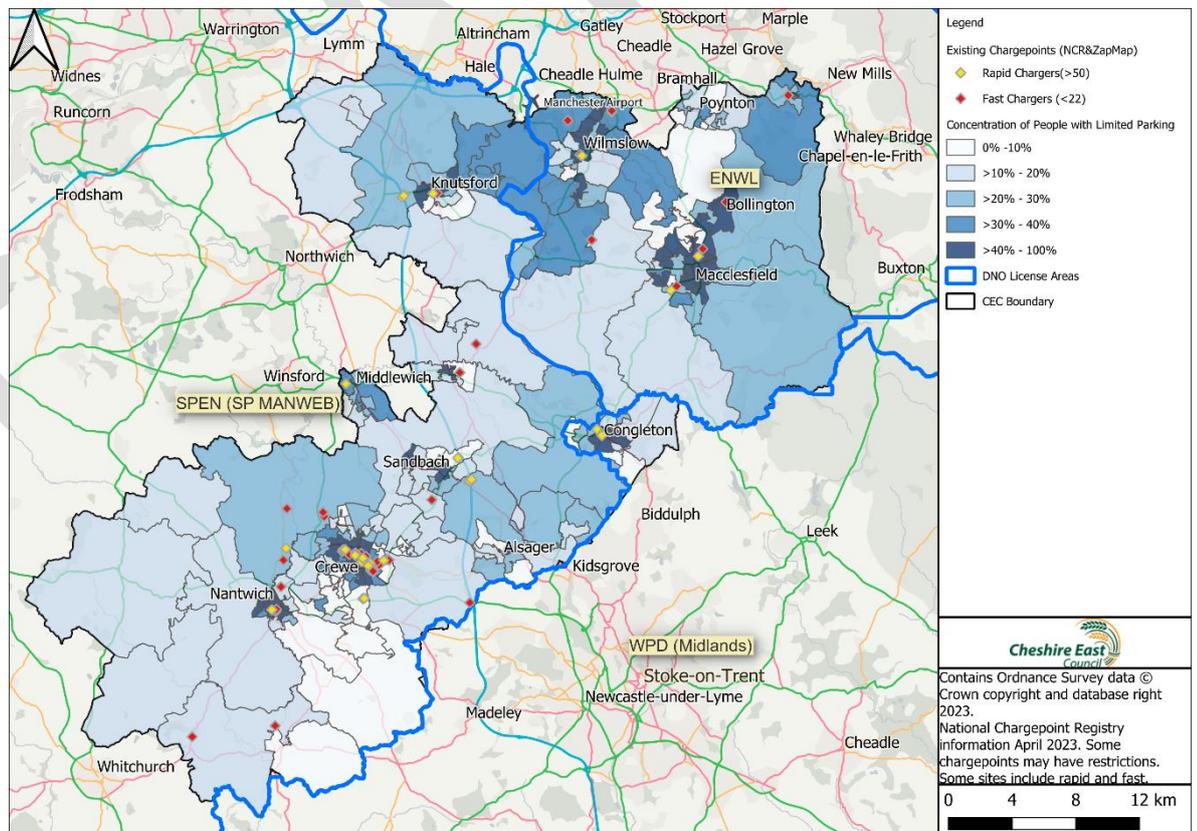
Not every household in Cheshire East has access to off-street parking, which can accommodate individual charging points. People without access to off-street parking might therefore be discouraged to shift to EVs because of this reason. This section of the report presents the local household access to off-street parking and identifies potential areas where higher demand for on-street charging demand may exist.

To carry out this analysis, Census household data has been gathered. This has included a review of household characteristics to identify types of dwellings likely to have access of driveways and garages. The following dwelling types were considered to have limited off-street parking availability:

- Whole house or bungalow: Terraced (including end-terrace);
- Flat, maisonette or apartment: Purpose-built block of flats or tenement;
- Flat, maisonette or apartment: Part of a converted or shared house (including bed-sits);
- Flat, maisonette or apartment: In a commercial building; and
- Caravan or other mobile or temporary structure.

The output of this analysis has been mapped in **Error! Reference source not found.** and **Error! Reference source not found.** shows the density of dwellings with limited off-street parking in the principal towns and key service centres in Cheshire East, along with the existing charging points.

Figure 4-4 Existing Charging Points and Limited Off-Street Parking Availability (note: this map was produced at the time of writing and is subject to change)



As expected, most areas without off-street parking are in the denser urban areas. Examples include Macclesfield, Crewe, Nantwich, Knutsford, and Wilmslow. The area to the north-east of Poynton is more rural in nature and has the Macclesfield

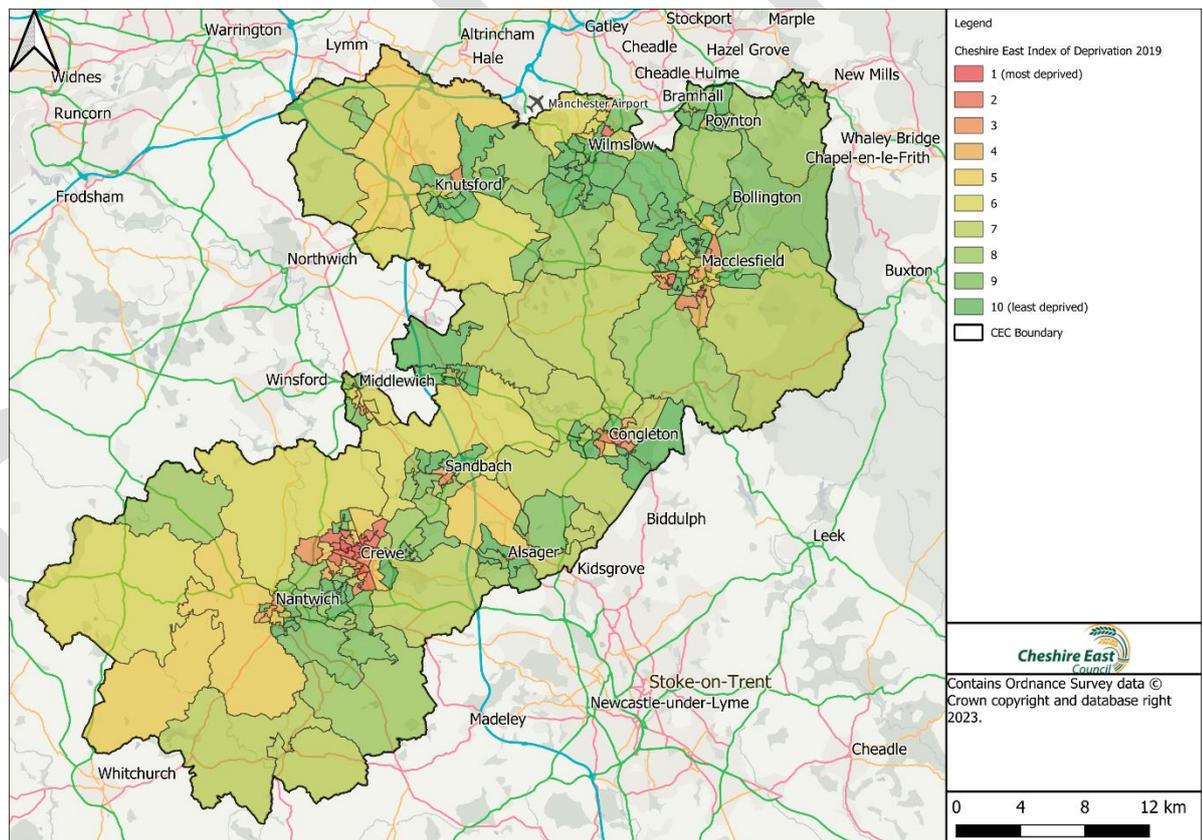
canal passing through it, so may represent a high concentration of dwellings with limited off-street parking such as caravans and boat houses.

4.4.2 Demographic Analysis

There is an established link between income levels and the uptake of EVs in large part due to the higher cost of EVs versus Internal Combustion Engines and the limited second-hand market. Price parity for EVs is expected to be achieved by the mid to late 2020s due to the falling price of batteries and increasing supply of vehicles. For the purposes of understanding where stronger uptake of EVs may come forward, data regarding income levels has been analysed, however this strategy also considers how a balanced network can be provided across the borough.

Error! Reference source not found. shows the Index of Multiple Deprivation (IMD) across Cheshire East. The IMD is the official measure of relative deprivation for small areas in England and ranks every area from 1 (most deprived area) to 32,844 (least deprived area).

Figure 4-5 Index of Multiple Deprivation in Cheshire East (note: this map was produced at the time of writing and is subject to change)



Error! Reference source not found. suggests the most deprived areas of Cheshire East can be found within the inner parts of the large urban centres including Crewe, Congleton, and Macclesfield. The least deprived areas are outside of the centre of the principal towns, within the rural areas, and in the north of Cheshire East including Wilmslow, Knutsford, and Holmes Chapel.

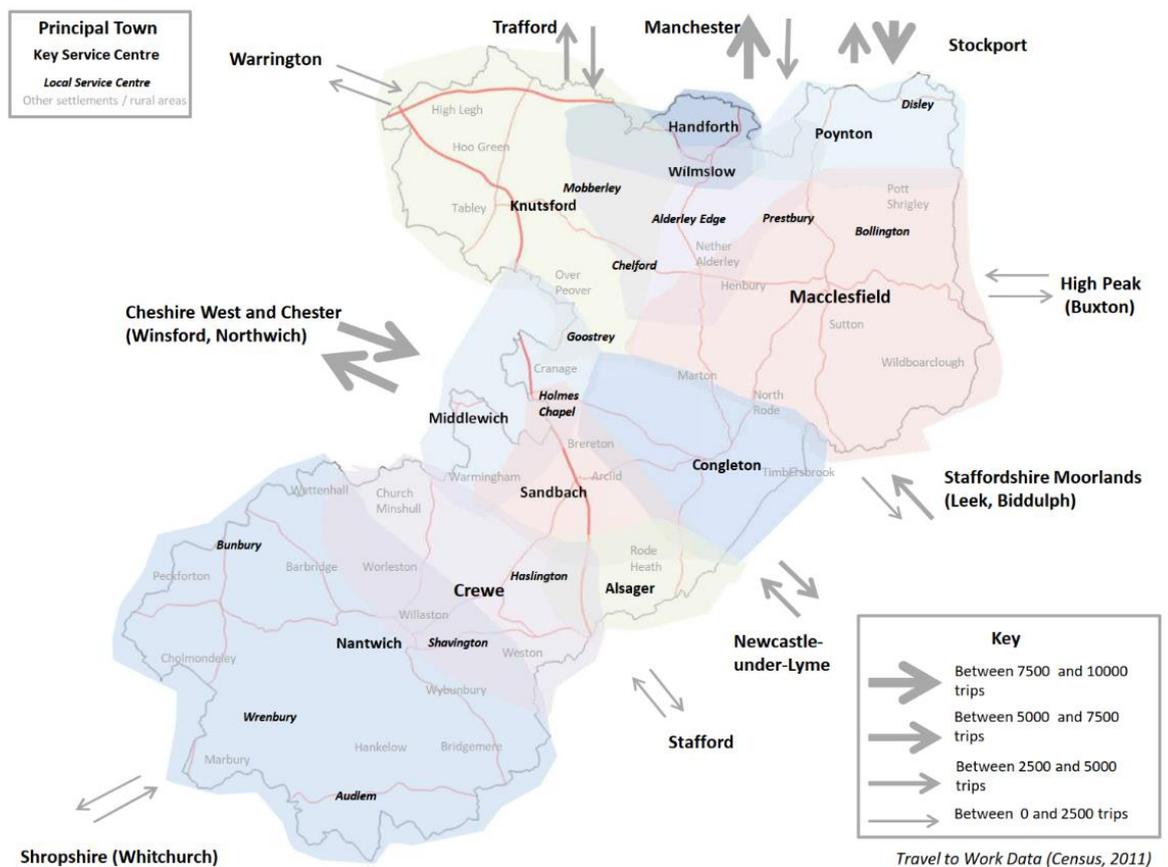
4.4.3 Commuter Journeys

To understand the possible demand for rapid charging, an analysis of commuter journeys has been undertaken to identify key routes across the borough and between adjacent areas. These routes are expected to experience a higher volume of traffic and there may be a requirement for EV top up charging.

Analysis of travel to work data contained in CEC’s Local Transport Plan has been pulled through into this strategy to understand the dominant movements to and from Cheshire East. The spatial nature of journeys in and out of Cheshire East is displayed in Figure 4-6 **Error! Reference source not found.** below.

From this analysis, it can be seen there are a high number of commuting trips to and from Cheshire West and Chester. Journey flows to and from the north, mainly Manchester and Stockport, are also high, with lower traffic demand to/from the south and east of Cheshire East.

Figure 4-6 Travel to Work flows (Census, 2011)



The amount of charging points should also be influenced by the mode share and distance travelled. Table Table and Table Table summarise the information extracted from Travel to Work data within the Census 2011, which gives an idea of these two key factors within Cheshire East. This data alongside information

regarding demographics has been fed into the classification tool presented in section 4.5.

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Table 4-5 Commuter Mode of Transport (Census 2011)

Mode	Principal Towns / Key Service Centres										
	Alsager	Congleton	Crewe	Handforth	Middlewich	Poynton	Knutsford	Macclesfield	Nantwich	Sandbach	Wilmslow
Work from Home	7%	9%	4%	7%	8%	9%	12%	7%	11%	6%	10%
Under-ground, metro, light rail, tram	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Train	2%	3%	2%	5%	2%	5%	2%	3%	2%	3%	5%
Bus, minibus, or coach	2%	1%	3%	2%	1%	1%	1%	2%	1%	2%	1%
Taxi	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%
Motorcycle, scooter or moped	1%	1%	1%	0%	0%	0%	0%	1%	1%	1%	0%
Driving /passenger in a car or van	76%	75%	71%	73%	79%	71%	72%	71%	73%	78%	72%
Bicycle	1%	1%	5%	2%	2%	4%	4%	2%	3%	2%	1%
On foot	6%	9%	12%	9%	7%	7%	9%	13%	9%	8%	9%
Other method of travel to work	1%	1%	0%	1%	1%	1%	1%	1%	1%	0%	1%

Table 4-6 Distance Travelled to Work (Census 2011)

Mode	Principal Towns / Key Service Centres										
	Alsager	Congleton	Crewe	Handforth	Middlewich	Poynton	Knutsford	Macclesfield	Sandbach	Wilmslow	Nantwich
Less than 2km	9%	18%	23%	16%	12%	11%	13%	23%	16%	14%	13%
2km – 5km	7%	9%	27%	17%	6%	10%	8%	16%	6%	11%	7%
5km – 10km	21%	6%	11%	17%	18%	22%	12%	11%	24%	16%	20%
10km – 20km	26%	28%	11%	20%	21%	23%	23%	14%	18%	22%	14%
20km – 30km	6%	8%	5%	4%	11%	5%	10%	9%	7%	6%	7%
30km – 40km	4%	5%	4%	2%	5%	2%	3%	2%	6%	2%	5%
40km – 60km	3%	2%	3%	2%	2%	2%	2%	1%	2%	2%	5%
Over 60km	4%	3%	3%	3%	3%	2%	3%	2%	4%	4%	4%
Work from home	12%	14%	8%	12%	14%	15%	20%	13%	11%	16%	17%
Other	7%	8%	6%	7%	7%	8%	7%	7%	7%	7%	7%
Average Distance (km)	18.2	17.6	14.8	16.8	21.1	16.4	19	15	18.2	19.4	20

4.5 Future EV Uptake

This section outlines the EV uptake model used when forecasting the future uptake of EVs in Cheshire East. The full details can be found in Appendix H.

4.5.1 Uptake Model Overview

EV uptake focuses on two characteristics as outlined in the table below.

Table 4-7: Characteristics defining model diffusion of new vehicles

Characteristic	Description
The rate at which new vehicles are purchased.	This determines the 'churn' of vehicles within the fleet overall. If few new vehicles are being purchased (due to a recession, say) then there will be a substantial slowdown in the transition to EVs as the population of vehicles is not being replaced
The probability of new vehicle purchases being an EV	If the fleet is to transition to EVs, the probability of each new vehicle being an EV should increase to 100%. This aligns with the 2030 target that has been set by the UK Government.

For the first characteristic, the data for income for each Middle Layer Super Output Area (MSOA⁸) and the ratio of new vehicle to existing vehicle registrations was used to generate a probability of new vehicle purchase. This variable alters with income due to the strong relationship between average income and new vehicle purchase rates.

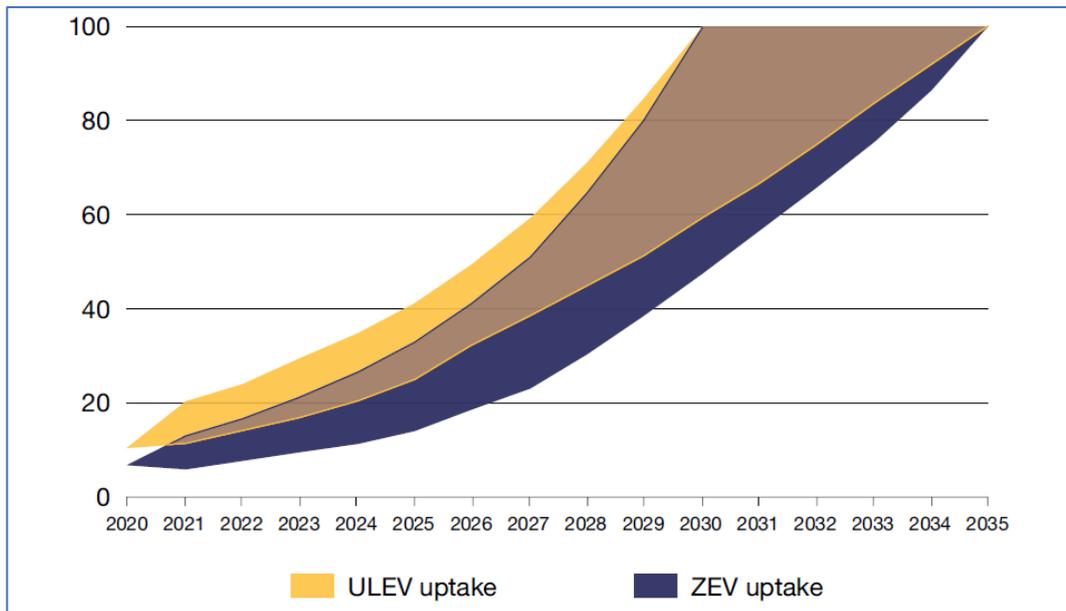
Regarding the second characteristic, a choice model was used which is a technique for providing a systematic method of choosing between multiple options, each of which may have benefits associated with it. The model allows the calculation of the probability of choosing between two distinct, and exhaustive⁹ options.

A range of scenarios have been considered to account for the level of uncertainty around available data, modelling variables, and advances in technology to understand what different futures might look like. These cover 'Low', 'Medium' and 'High' vehicle uptake projections that generally align with the range of potential pathways, set out in the 'Transitioning to zero emission cars and vans: 2035 delivery plan' (HM Government, 2021), to achieve their ambitions for 2030 and 2035. **Error! Reference source not found.** illustrates these potential pathways for both ULEV (PHEV) and zero emission vehicle (ZEV) private car uptake, showing a predicted range of distribution for each vehicle type (shaded in yellow and blue) and the level of uncertainty (shaded in brown).

⁸ MSOA – A government defined area used for aggregation of census statistics

⁹ meaning that the options represent the only options available to the purchaser, and they must choose one

Figure 4-7 Potential pathway – Percentage of new car sales accounted for by Ultra Low Emission Vehicles (ULEVs) and Zero Emission Vehicles (ZEVs)



The uptake of new company EVs has historically been at a faster proportional rate than the private market by approximately two years. The same curves have been accelerated by two years to calculate projections for company car and LGV uptake of ULEV (PHEV) and ZEV (BEV).

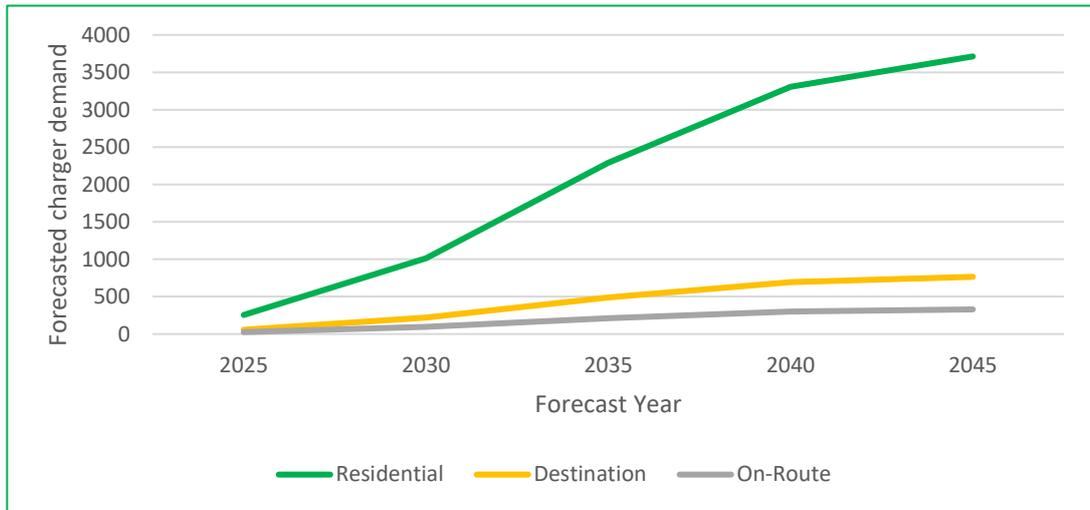
4.5.2 Forecasted Charger Demand for Cheshire East

Forecasted charger demand for Cheshire East is outlined in Table 4-8 below and illustrated in Figure 4-8. By 2030 it is estimated that approximately 1,300 chargepoints will be necessary to meet the demand needs associated with the forecasted EV uptake for Cheshire East. This is across all publicly available charging location types including residential, destination and on-route.

Table 4-8: Forecasted publicly available charger demand for Cheshire East

Residential Parking Type	Charging Location		
	Residential	Destination	On-Route
2025	255	57	26
2030	1015	220	96
2035	2289	488	212
2040	3309	693	299
2045	3713	765	329

Figure 4-8 Forecasted publicly available charger demand for Cheshire East



By 2045, an estimated 4,800 chargepoints, nearly 4 times the 2030 figure, will be needed to meet the rising demand for chargepoints to accommodate for the forecasted higher level of EV uptake at that time.

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5. Strategic Priorities

This chapter sets out the objectives and outcomes of this strategy, measures that could contribute to meeting these objectives, and an assessment of what measures are most appropriate to be taken forward in the short, medium, and long term.

5.1 Strategy Objectives and Outcomes

Through engagement with industry stakeholders, CEC officers, and a review of relevant data, strategies and policies, the following objectives for the strategy have been set:

- Reducing inequalities in chargepoint provision to enable all of our communities to transition to electric vehicles in a timely way;
- To contribute towards reduced carbon emissions and improved air quality from transport;
- To support the uptake of electric vehicles by individuals, businesses, and organisations within Cheshire East;
- To help ensure infrastructure makes a positive contribution to the streetscape through sensitive placement and appearance, avoiding any negative impacts on other highway users, particularly pedestrians.
- To guide the provision of infrastructure that is safe, easy to use and represents good value for money both on installation and throughout its life;
- Supporting electric vehicles in the context of a wider transport system that encourages mileage reduction, active travel, and public transport: and.
- Cheshire East Council to lead the way in transitioning fleet vehicles to EV and supporting organisations across the wider borough.

The above objectives have guided the development of this strategy and will continue to guide implementation of the key measures set out within it.

Like the Cheshire East Local Transport Plan this strategy will aim to contribute towards the six outcomes of the Council's Corporate Plan¹⁰:

- **Outcome 1:** Our local communities are strong and supportive;
- **Outcome 2:** Cheshire East has a strong and resilient economy;
- **Outcome 3:** People have the skills and education they need in order to thrive;
- **Outcome 4:** Cheshire East is a green and sustainable place;

¹⁰ <https://modern.gov.cheshireeast.gov.uk/documents/s72257/Local%20Transport%20Plan%20-%20app%201.pdf>

- **Outcome 5:** People live well and for longer; and
- **Outcome 6:** A Responsible, Effective and Efficient Organisation.

5.2 Stakeholder Engagement

EV stakeholders are many and varied, each with their own interests and objectives affecting the EV charging market. During November – December 2022 CEC undertook a consultation on the Draft Electric Vehicle Infrastructure Strategy. This includes engagement with the following stakeholders:

- **Vehicle users** with personal and/or business needs (including taxi and bus operators);
- **Suppliers** of equipment and charging services;
- **Parking services** with responsibilities for car parks where chargepoints are located;
- **Facilities management** with responsibilities for car parks where chargepoints are located;
- **Landowners** – promote the EV charging opportunities available to landowners through Local Authority business forums, workshops, and events;
- **Electricity suppliers** – through Local Authority centralised electricity procurement;
- **DNO grid operators** – Investigate localised areas of power constraint and availability before surveying proposed charging locations;
- **Neighbouring LAs and Town/Parish Councils** – Seeking to work alongside neighbours as well as parish Councils to develop a consistent strategy that works for everyone’s emissions reduction objectives. Each organisation will have its own priority locations, but users are likely to span the entire area, so consistent and interoperable charging methods, access and payment tools, fees and parking arrangements are preferable; and
- **Local community** – Consult with the community through the development of the strategy, share information, raise awareness, and improve understanding of the need of an EV charging infrastructure strategy.

Further information on replies to the consultation and details of the Council’s subsequent responses can be found in Appendix D: Draft Strategy Consultation.

5.3 Summary of Measures

Table 5-1 below outlines EV infrastructure measures that could contribute to meeting the proposed objectives of this strategy. The rationale and future uncertainties for each proposed measure are also noted.

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Table 5-1 Potential Measures

Theme	Potential Measure	Rationale for Measure	Future Uncertainty
Increase number of chargepoints	Provide charging points at car parks for key destinations (e.g., Town Centre, railway stations, retail parks, leisure centres, libraries and at major employment sites).	Evidence shows that the public highly value the opportunity to top-up at publicly accessible chargepoints to complement the bulk of charging which is carried out at home. Without the public charging infrastructure in place, this could delay the uptake of EVs. Evidence demonstrates that some of the most popular publicly accessible locations for charging EV are key destinations where drivers can park for a significant period of time. A high proportion of current vehicles (and in the short term) are anticipated to be plug-in hybrids which have relatively short ranges and older BEVs have relatively small batteries. Therefore, top up charging at key destinations will support journeys to work and for other everyday purposes such as retail and leisure, at least in the short term.	<p>There is uncertainty regarding the rate of EV uptake due to manufacturing capacities. In addition, price parity between EV and ICE is not expected until the mid to late 2020s which may continue to affect rates of transition.</p> <p>With increasing battery sizes and range the requirement for destination charging may reduce in the medium to long term.</p> <p>With increasing battery sizes and quicker charging times via higher powered chargers the requirement for charging at home may reduce with a move to a situation similar to Internal Combustion Engine refuelling. At present there is no firm evidence for this scenario however and the situation should be monitored as EV technology develops.</p>
	Provide charging points to support residents with limited access to off street parking provision and charging.	Homes in areas with limited off street parking may not have the option to introduce a household charging point and therefore will require alternative public charging points. From the baseline analysis there are notable areas of flats and terrace housing clustered in the town centres which are likely to require on-street charging or alternative public charging car parks close to homes.	

	On-route charging points on the Major Road Network.	As noted above, the opportunity for top up charging is highly valued, particularly for when longer distance journeys are required. Without the infrastructure in place, this could delay the uptake of EVs.	
	Provide chargepoints in rural areas.	Residents of rural areas often have further distances to travel and may experience range anxiety when considering EVs due to a lack of chargepoint infrastructure in the area. It is also quite common for income levels in rural areas to be higher than in urban areas, which may indicate that more people are able to afford an EV, therefore requiring chargepoints.	
	Consider the need for further planning policies to support the roll out of the chargepoint network.	Increase the deployment of chargepoint infrastructure by utilising planning policy to ensure that chargepoints are being provided at new developments where appropriate.	
	Introduce chargepoints for the Council's own fleet and potentially the grey fleet.	This will support the uptake of EVs within the Council's own fleet and any grey fleet.	Price parity is not anticipated to be achieved by the mid to late 2020s however lower operating costs may offset this higher vehicle cost.
Engagement with the District Network Operator	Establish a coordinated approach to continuous engagement and joint working with the District Network Operators (Scottish Power Electricity Networks, Electricity North West, Western Power Distribution) to enable capacity in the power	Scottish Power has conducted the "Charge" project that merges electricity and transport planning to create an over-arching map of where EV chargepoints will be required and where they can be best accommodated by the electric grid. The project will also determine where future upgrades to electricity supply capacity are required to futureproof the network and feed into future business cases to secure investment as part of broad network development. If these locations can be	As noted above, significant uncertainties regarding the supply and uptake of vehicles alongside the availability of V2G technology will affect the level of power required from the grid. Joint work with the DNOs should explore the impact of varying uptake scenarios to inform an assessment of likely upgrades to the network.

	<p>network for all of Cheshire East's needs including cost effective chargepoints. This will require strategic strengthening of the power network, particularly in Macclesfield and Congleton where capacity is constrained. There is also an opportunity to investigate how distributed renewable energy solutions such as solar power may contribute to addressing power constraints.</p>	<p>identified this will avoid costly investment later which hinders the business case for charging infrastructure.</p> <p>Similarly, engagement with Electricity North West and Western Power Distribution will be crucial to overcome some of the key electricity power constraints within the Cheshire East area.</p>	
<p>Engagement with taxi industry</p>	<p>Increase provision of rapid charging infrastructure for taxis in convenient locations.</p>	<p>Taxis contribute to air quality issues and carbon emissions, particularly near taxi ranks and key routes into town centres. Engagement with the Hackney carriage (HC) and Private Hire Vehicle (PHV) industry elsewhere in the UK shows that quick top-up charging using rapid chargers in convenient locations is important to enable taxi transition to EV.</p>	<p>If technology around wireless charging develops further into a commercial proposition for taxis, charging infrastructure could be incorporated within taxi ranks or feeder areas.</p>

<p>Engagement with bus operators</p>	<p>Provide charging infrastructure for buses.</p>	<p>In line with the Government's Bus Back Better strategy there is a desire to strengthen local buses and accelerate the move away from diesel to zero-emission buses. The strategy for England reflects the government support to Net Zero bus services.</p>	<p>There is still some uncertainty regarding whether electric or hydrogen will become the dominant technology for buses. Additionally, there is also uncertainty regarding the financial sustainability of local bus networks in some areas of the country and the capacity to incorporate new technology.</p>
<p>Commercial forecourts</p>	<p>Introduce charging forecourts.</p>	<p>Significant sized charging forecourts are being installed in a number of locations on a commercial basis. At present the business case for larger and more extensive hubs is uncertain due to questions regarding the uptake of EV in the short to medium term and how owners will charge their vehicles in the future.</p>	<p>There is uncertainty regarding the rate of EV uptake due to manufacturing capacities. In addition, price parity between EV and ICE is not expected until the mid to late 2020s which may continue to affect rates of transition.</p>
<p>Future technology</p>	<p>Introduce chargepoints for HGVs.</p>	<p>HGVs comprise a significant proportion of traffic and are contributing to air quality issues and carbon emissions. However, at present there is a lack of commercially available EV options for HGVs.</p>	<p>There is significant uncertainty regarding whether electric or hydrogen technology can serve HGVs in the future, what shape this technology would take and the timescales involved.</p>

5.4 RAG Assessment and Sequencing

Following on from the identification of the potential measures, a **Red-Amber-Green** assessment has been conducted for effectiveness against the strategy objectives, and for deliverability. This is reported in the Table below alongside a recommendation for whether the measures are brought forward in the short, medium, or long term.

Table 5-2 RAG Assessment of Potential Measures

Theme	Potential Measures	Effectiveness	Deliverability	RAG Rating Justification
Increase number of chargepoints	Provide charging points at car parks for key destinations (e.g., Town Centre, railway stations station, retail parks, leisure centres, libraries and at major employment sites).	Green	Green	Providing charging infrastructure at key locations will give people the confidence to transition to EVs. A mixture of slower and rapid chargepoints could be delivered at particular sites depending on the length of stay of users.
	Provide charging points to support residents with limited access to parking provision and home charging.	Green	Yellow	This measure would increase the visibility of charging infrastructure and may increase confidence amongst residents for investing in EVs. However, introducing on-street charging may be met with resistance from some residents, particularly if EVs have parking priority in spaces with charging infrastructure. Concerns have been raised regarding cables trailing across pavements and solutions will be needed to ensure charging infrastructure does not negatively impact on accessibility for highway users. Detailed planning and engagement is required to identify appropriate locations.
	On-route charging points on the Major Road Network.	Green	Green	Public surveys point to the availability of top up charging being key to the uptake of EVs. This option is deliverable due to Council land ownership. There is also likely to be a need for fleet vehicles who need to charge whilst operating.

Theme	Potential Measures	Effectiveness	Deliverability	RAG Rating Justification
	Providing chargepoints in rural areas			At present there is market failure with limited numbers of chargepoints in rural areas in Cheshire East. There is therefore a need for the Council to improve the situation and offer options for residents and other stakeholders.
	Introduce chargepoints for the Council's own fleet and potentially the grey fleet.			This measure is already being delivered by the Council in a phased way.
	Consider the need for further planning policies to support the roll out of the chargepoint network.			Updating planning policy will assist in shaping and developing the chargepoint network.
Engagement with the District Network Operator	Establish a coordinated approach to continuous engagement and joint working with the District Network Operators (Scottish Power Electricity Networks, Electricity North West, Western Power Distribution) to enable capacity in the power network for all of Cheshire East's needs including cost effective chargepoints. This will require strategic strengthening of the power network,			<p>Although this strategy is identifying feasibility for the short-term provision of sites it is clear from initial discussions with the DNOs that strategic investment is required in particular for Macclesfield and Congleton to address a general lack of electricity capacity in the network. Additionally, further network strengthening may be required more widely within the borough in the longer term to support the large-scale uptake of EVs.</p> <p>Investigation of the potential for distributed renewable energy solutions could be conducted to address constrained power supply at key locations.</p>

Theme	Potential Measures	Effectiveness	Deliverability	RAG Rating Justification
	particularly in Macclesfield and Congleton where capacity is constrained. There is also an opportunity to investigate how distributed renewable energy solutions such as solar power may contribute to addressing power constrictions.			
Engagement with taxi industry	Increase provision of rapid charging infrastructure for taxis in convenient locations.			A greater number of strategically located charging points for taxis would encourage operators that reliable and accessible charging infrastructure is in place. This measure would benefit from being developed as part of a broader EV Taxi Strategy. Although charging infrastructure cannot currently be sited on taxi ranks engagement with the taxi trade can identify locations at which breaks are regularly taken where rapid charging infrastructure could quickly recharge batteries.
Engagement with bus operators	Provide charging infrastructure for buses.			Further engagement is required with industry stakeholders to determine the deliverability of transitioning buses to EV. Detailed consideration would also be required as to whether there is scope to install charging infrastructure at bus depots.
Commercial forecourts	Encourage and where possible support the introduction of charging forecourts.			Due to uncertainties regarding the uptake of EV in the short to medium term there is a question mark regarding the business case for large charging hubs. There is evidence that drivers prefer the use of hubs due to availability and convenience. In the short term it is recommended that smaller clusters of charging infrastructure are provided (linking to the use cases outlined above) to give users the confidence a chargepoint will be available for use. The Council could however engage with

Theme	Potential Measures	Effectiveness	Deliverability	RAG Rating Justification
				partners who may seek to develop larger facilities on a commercial basis.
Future technology	Introduce chargepoints for HGVs.			Due to there being limited commercially available EV options for HGVs this measure is not recommended at this time, however the situation should be kept under review to understand future developments for electric or hydrogen technology.

Table 5-3 Sequencing of measures

Theme	Potential Measure	Sequencing
Increase number of charging points	Provide charging points at car parks for key destinations (e.g., Town Centre, railway stations station, retail parks, leisure centres, libraries and at major employment sites).	Short – medium term
	Provide charging points to support residents with limited access to off-street parking provision and charging.	Short – medium term
	On-route charging points on the Major Road Network.	Short – medium term
	Working with partners to provide charging in rural areas.	Short – medium term
	Introduce chargepoints for CEC’s own fleet and potentially the grey fleet.	Short – medium term
	Consider the need for further planning policies to support the roll out of the chargepoint network.	Short term
Engagement with the District Network Operators	Establish a coordinated approach to continuous engagement and joint working with the District Network Operators (Scottish Power Electricity Networks, Electricity North West, Western Power Distribution) to enable capacity in the power network for all of CEC’s needs including cost effective chargepoints. This will require strategic strengthening of the power network, particularly in Macclesfield and Congleton where capacity is constrained. There is also an opportunity to investigate how distributed renewable energy solutions such as solar power may contribute to addressing power constrictions.	Short – long term
Engagement with taxi industry	Increase provision of rapid charging infrastructure for taxis in convenient locations.	Short – medium term

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Theme	Potential Measure	Sequencing
Engagement with bus operators	Provide charging infrastructure for buses.	Medium term
Commercial forecourts	Support the introduction of charging forecourts.	Medium term
Future technology	Introduce chargepoints for HGVs.	Short term

The approach to implementing the measures explained in this chapter can be found in Chapter 9.

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6. Residential Charging Framework

The Council has received a variety of requests to facilitate on-street charging for residents that do not have private off-street parking.

These requests are seeking access to charge an EV from their own electricity supply either through a cable directly from their dwelling or via a socket on the public highway. To respond to these requests this chapter summarises the evidence base that the Council has gathered with respect to options and their benefits and disbenefits. It then goes on to outline how decisions will be taken to support residential charging. The full evidence base is presented in Appendix E.

6.1 Background Research

This section outlines the findings of desktop research (Table) carried out into the approach taken by other local authorities and organisations to address on-street charging issues. Issues considered by local authorities when making these decisions must include, for example

- Liability;
- maintenance impacts; and
- planning consent.

This highlights that loose cables trailed across the footway are not permitted, with only limited examples of permission to accommodate this with a raised cable cover. Solutions deemed more acceptable to other local authorities are hubs in car parks and on-street and more disparate public on-street chargepoints. Gullies are accepted by several local authorities although the priority given to them over other solutions varies. While it is acknowledged that they can provide the opportunity to charge an EV at a resident's home electricity tariff this is balanced against the impact on the highway and potential risks to users of the footway.

Table 6-1 Summary of best practice background research into potential residential chargepoint solutions

Local Authority	Potential Solutions									
	Trailing Cables	Cable gullies	Workplace chargepoints	Public on-street chargepoints	Residential charging hub	EV car club and e-bike hire facilities	Cable protectors	Lamp column chargers	Carriageway buildouts	Local car parks
Solihull	x	✓	✓	✓						✓
West Sussex	x				✓			x		
Greater Manchester	x				✓	✓			✓	✓
Norfolk	x						✓			
Devon	x	✓		✓			✓	✓		
Oxford	x	✓						✓		
Oxfordshire	x	✓		✓	✓			✓		
Warrington	x			✓						✓
Buckinghamshire	x									✓
Camden	x									
Central Bedfordshire	x	✓								

6.2 Accessibility Considerations

6.2.1 Accessible Chargepoints

Although chargepoint technology and design has improved over the last 10 years, challenges remain for people with disabilities and the overall consumer experience does not always meet expectations, with many frustrations reported by EV owners.

To address these issues, BSI published new specification, PAS1899:2022¹¹, for EV chargepoints in 2022 to ensure they are accessible and meet consumer's needs. The specification is important for improving the overall customer experience and to ensure people with disabilities can access chargepoints.

6.2.2 Key findings of the Equality Impact Assessment

An Equality Impact Assessment (EqIA) was carried out for the future provision of EV infrastructure in Cheshire East as part of this EV Infrastructure Strategy. This section summarises the findings, in Table 6-2-2, that specifically relate to the potential impact of installing on-street EV charging infrastructure on people with protected characteristics and differing accessibility needs. The potential mitigation measures that could possibility combat the negative impacts are also considered.

Table 6-2 EqIA Accessibility Considerations and their Potential Mitigation Measures

Potential Accessibility Consideration	Protected Characteristics Groups (PCG's) Affected	Potential Mitigation Measures
Trailing cables across the footway can pose a trip hazard and/or a barrier for all footway users.	<p><i>People with disabilities</i></p> <ul style="list-style-type: none"> • People with mobility issues • People with visual impairments <p><i>Being pregnant or on maternity leave</i></p> <ul style="list-style-type: none"> • People with buggies/ prams <p><i>Age</i></p> <ul style="list-style-type: none"> • Footway users in all age groups but particularly older people 	<ul style="list-style-type: none"> • Many local authorities are choosing to ban trailing cables across public footways and highways. • Use cable gullies/ channels to remove the need for trailing cables. • Install charging infrastructure as close to the kerbside of the footway as possible, with an allocated EV charging bay, to prevent the need for trailing cables.
Areas of restricted width/ uneven surfaces (through the use of cable protectors or raised EV charger bases)	<p><i>People with disabilities</i></p> <ul style="list-style-type: none"> • People with mobility issues • People with visual impairments • Wheelchair users and their carers 	<ul style="list-style-type: none"> • Many local authorities are choosing to ban the use of cable protectors on public footways. • Install charging infrastructure as close to the kerbside of the footway as possible, with

¹¹ <https://www.bsigroup.com/en-GB/standards/pas-1899/>

Potential Accessibility Consideration	Protected Characteristics Groups (PCG's) Affected	Potential Mitigation Measures
<p>on the footway can impact accessibility and force people into traffic flow areas to manoeuvre around uneven surfaces on the footway.</p>	<p><i>Being pregnant or on maternity leave</i></p> <ul style="list-style-type: none"> • People with buggies/ prams 	<p>an allocated EV charging bay, to prevent the need for cable protectors.</p> <ul style="list-style-type: none"> • Only install charging infrastructure on-street if there is sufficient footway space for all footway users to pass comfortably and safely. • Ensure all EV charging infrastructure is installed flush with the footway surface.
<p>Advances in technology used in charging infrastructure.</p>	<p><i>People with disabilities</i></p> <ul style="list-style-type: none"> • People with learning disabilities. • People with visual impairments <p><i>Age</i></p> <ul style="list-style-type: none"> • Older people 	<ul style="list-style-type: none"> • High visibility with colour coded key features, ambient lighting, and a tap to pay interface that removes the requirement for touchscreens and apps.
<p>The weight of charging cables.</p>	<p><i>People with disabilities</i></p> <ul style="list-style-type: none"> • People with physical impairments/ disabilities or mobility issues <p><i>Age</i></p> <ul style="list-style-type: none"> • Older people 	<ul style="list-style-type: none"> • Ensure charging infrastructure is of high quality with cable weight considered – consider infrastructure that provides an automatic, motorised cable management system that allows the charging cable to coil and uncoil without manual force needing to be applied. • Install EV chargers as close to the kerb as possible so charging cables do not have to be carried a long distance to the EV.
<p>Chargepoints located in dark areas that are not overlooked.</p>	<p><i>Age</i></p> <ul style="list-style-type: none"> • Older people <p><i>People with disabilities</i></p> <ul style="list-style-type: none"> • People with visual impairments that require sufficient lighting to improve vision <p><i>Gender</i></p> <ul style="list-style-type: none"> • Women or anyone that may feel unsafe alone after dark 	<ul style="list-style-type: none"> • Ensure all chargepoints are installed in well-lit and overlooked areas to ensure all chargepoint users feel safe using the facilities and leaving their car unattended for various periods of time.

Accessibility concerns must be considered for other groups in addition to the Protected Characteristic Groups (PCG's), such as for people in low income households. This is due to the cost disparity associated with charging an EV using the public chargepoint network compared to a domestic charger powered from the home electricity supply.

It is more costly to charge using the public chargepoint network than a domestic charger as tariffs for home electricity supply are usually cheaper and domestic charging infrastructure also has the capability of charging overnight when electricity is cheapest. People from low income households are less likely to be able to afford an electric vehicle, which is a barrier in itself to EV uptake, however if they do own an EV for work and they are unable to afford to have an EV chargepoint installed at home they will need to use the more expensive public chargepoint network.

It is important to acknowledge that it is not the role of CEC to remove structural cost barriers to motoring. This would not be consistent with the current market led approach to fuel for ICE vehicles. Nor is such an approach supported by policy or within the budget of CEC to facilitate. CEC will however seek to reduce inequality of access to chargepoints, which is consistent with the objectives of this strategy.

6.3 Options RAG Assessment

A RAG assessment of options (set out in Appendix E) has been conducted to assess their suitability against various criteria e.g., feasibility, liability, cost, etc. These criteria are contained in Table below. The RAG assessment has helped to identify the most appropriate approach for CEC. The final RAG assessment rating and the associated rationale is outlined in Table .

Table 6-3. RAG Assessment Criteria

RAG Rating	Colour	Rationale behind each RAG Assessment Criteria								
		Safety	Liability	Planning Consent	Accessibility	Cost	Practicality	Connectivity	Susceptibility to vandalism	Fit within the landscape
Red		Viewed as unsafe in terms of road safety, perceptions of safety after dark, due to trip hazards, or remaining footway space after installation.	It is unknown/not clear who will be liable for any injuries caused, damage or costs.	Difficult to obtain due to footway space, accessibility concerns or proximity to street furniture etc.	Accessibility to the chargepoint infrastructure is negatively impacted for PCG's and people on a low income.	High cost to install, maintain or for users to operate.	Difficult to achieve due to footway space, upkeep or maintenance required, legalities, or safety concerns.	Power connection is not possible.	Highest potential to be vandalism due to the infrastructure design or the location the potential option is most likely to be used in.	Potential option does not integrate well into the surrounding environment due to size, design or the ability for it to blend in and be visually unintrusive.
Amber		There is potential for safety concerns for specific groups of people depending on the scenario the potential option is used.	It is unclear/needs to be decided who will liable.	May need extra consideration before planning permission can be obtained.	There are some potential accessibility concerns that can be mitigated – scenario and infrastructure dependent.	Average EV infrastructure cost.	Potential for some practicality issues but it is scenario and infrastructure dependent.	A new connection to the DNO is necessary.	Vandalism is possible due to the nature of the infrastructure design or the location.	Potential option is not overly intrusive on the landscape but doesn't integrate as well as other options.
Green		Safety is not a concern for the potential option.	It is clear who is liable.	Planning consent is not necessary or easy to obtain due to there being no major constraints for the potential option.	The potential option does not impact accessibility for footway users or PCG's.	Low cost to install, maintain or for users to operate.	Relatively easy to achieve and raises no practicality concerns.	Power supply is already available.	Not likely to be subject to vandalism.	Potential option integrates well into the surrounding environment and is not visually intrusive.

Table 6-4 RAG Assessment for CEC On-street Charging Options

Theme	Potential Option	RAG Assessment Metrics									Final RAG	Rationale
		Safety	Liability	Planning consent	Accessibility	Cost	Practicality	Connectivity	Susceptibility to vandalism	Fit within the landscape		
Home chargepoints	Trailing cables	Red	Red	Green	Red	Green	Red	Green	Red	Red	Red	Legal, safety and accessibility concerns as trailing cables are an obstruction to the footway. However, low cost and convenient for the EV owner and can use home electricity supply for cheaper EV charging.
	Cable gullies	Yellow	Green	Yellow	Green	Green	Yellow	Green	Green	Green	Green	Only remove trip hazard when gullies sit flush with the footway and planning permission may be difficult to obtain in a conservation area. Low cost option to reduce legal, safety and accessibility concerns and allows for home electricity supply to be used for cheaper charging.
	Cable protectors	Red	Red	Green	Red	Green	Red	Green	Yellow	Red	Red	Legal, safety and accessibility concerns as cable protectors are an obstruction to the footway. They are difficult to move around and create obstacles for people with mobility issues, visual impairments or pushing prams and buggies. However, low cost and convenient for the EV owner and can use home electricity supply for cheaper EV charging.
	Removable Lance (Trojan Energy AON)	Green	Green	Green	Green	Yellow	Green	Green	Green	Green	Green	Green
Residential charging hub	Standard fixed bollard chargers in CEC-owned car parks	Green	Green	Green	Green	Green	Green	Yellow	Yellow	Green	Green	A new DNO power connection will be required. Car parks located nearby areas with no off-street parking will provide a sufficient alternative to on-street charging infrastructure. Eliminates the issues associated with installing on-street such as footway space, trip hazards, and also liability, however the chargepoint infrastructure is more susceptible to vandalism as it is not as overlooked as on-street chargers.
	EV car club charging bays incorporated with e-bike hire facilities	Green	Green	Green	Green	Green	Green	Yellow	Yellow	Green	Green	A new DNO power connection will be required. Provides an alternative to private car ownership and e-bike facilities encourage active travel however the chargepoint infrastructure, and car club vehicles, is more susceptible to vandalism as it is not as overlooked as on-street chargers.
	Rapid DC public chargepoints	Green	Green	Green	Green	Yellow	Green	Yellow	Yellow	Green	Green	Green

Theme	Potential Option	RAG Assessment Metrics									Final RAG	Rationale
		Safety	Liability	Planning consent	Accessibility	Cost	Practicality	Connectivity	Susceptibility to vandalism	Fit within the landscape		
												vehicle in 20-40 minutes but are more expensive than slow/ fast standard chargers. A new DNO connection will be required, and the chargepoints are more susceptible to vandalism as the car parks may not be overlooked.
Residential on-street chargepoints	Lamp column chargers											There are liability concerns for the cable however it is assumed liability lies with the owner. Chargepoints can be powered from the lamp column power supply and they fit well within the streetscape due to the design. The use of a satellite bollard removes the risk associated with trailing cables if the lamp column is set at the back of the footway.
	Rising bollards											Rising bollards require a new DNO power connection and are costly infrastructure to install. They may also be costly to maintain due to the retracting mechanism. Rising bollards fit well within the landscape as they retract when not in use and therefore have a minimal impact on the footway.
	Removable lance (Trojan Energy Hub)											Removable lances are a costly infrastructure to install and may require frequent maintenance. However, they do not take up much space on the footway as they are removed by the owner when not in use, reducing their susceptibility to vandalism. As part of a Trojan Hub, removable lances require a new DNO power connection and can be used in any dock on the residential street removing the need for dedicated parking spaces.
	Buildouts into carriageway											Does not impact footway space however build outs reduce carriageway space and may not be feasible in residential areas with narrow carriageways. Build outs often take up an on-street parking space which may be controversial among residents if parking space is already limited.
Workplace chargepoints	Standard chargers in workplace car parks											Useful for people that travel to work every day however not a viable solution for EV owners working from home. Charge time is also limited to work hours and during the week. Employer is responsible for installing infrastructure and liable for any costs providing they own the car park.

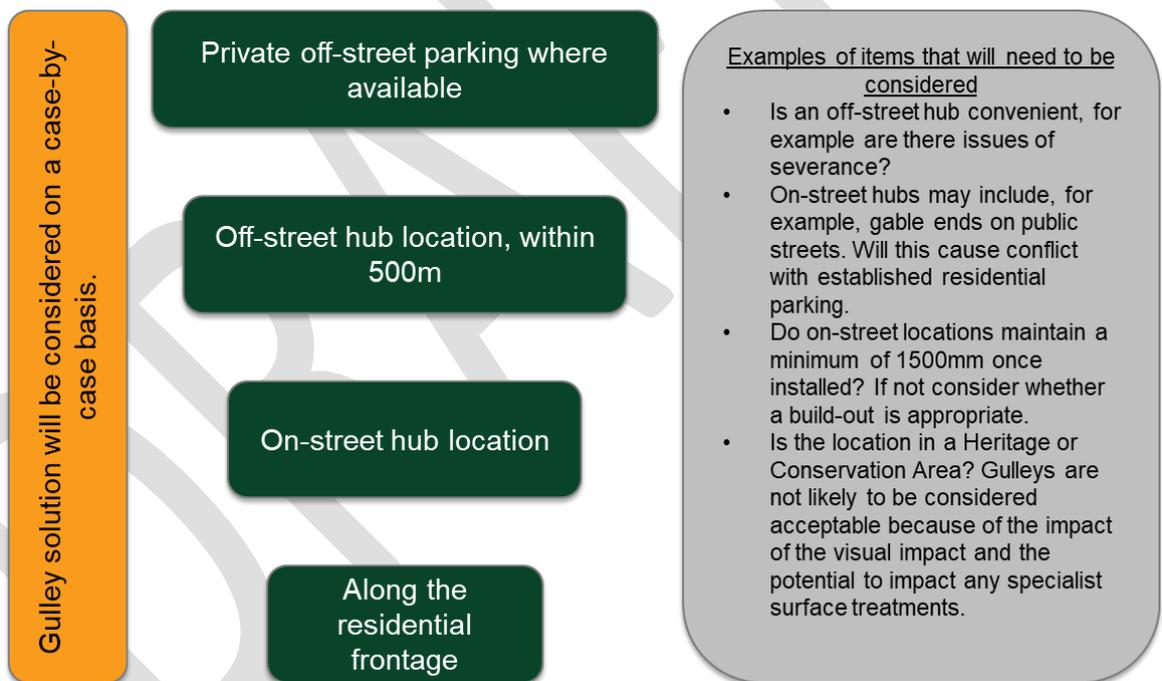
6.4 Cheshire East Council's Policy

A hierarchy has been developed that will inform decision making for the provision of residential charging. This will apply both where CEC has funding that it can use to support the rollout of infrastructure and also to inform private investment decision.

Under its duty under the Highway Act 1980, CEC considers that cables trailed across the footway and use of cable covers are not acceptable. Users may be liable to prosecution including for any incidents arising because of careless placement of cables and use of cable covers that present an obstruction of the highway.

The hierarchy to inform decisions is provided in **Error! Reference source not found.** The hierarchy does not imply a strict process to inform decisions. At each location where need is identified it will be considered on a case-by-case basis. This will need to consider some of the items listed in **Error! Reference source not found.**-1, but also the timescale for roll-out of nearby EVCI, where this is known.

Figure 6-1 Residential Charging Hierarchy



Where there is no practicable way to deliver charging infrastructure based on the hierarchy in **Error! Reference source not found.**-1 a remote rapid charger may be considered. This will enable residents to quickly charge their EV where there are facilities such as a coffee shop. However, it is expected that this type of infrastructure would typically be provided commercially through CPO investment. CEC will only consider supporting this infrastructure when funding is available and the site may be less commercially attractive, particularly in the short term.

Private charging solutions enable residents to use their own electricity supply. This enables residents to benefit from household electricity rates where private charging solutions can be installed safely, and with reference to the function of the street. CEC currently considers that gulleys are likely to be the most appropriate because other solutions that may require the electrical connection to be permanently

embedded in the highway may be a challenge to monitor in the long term when utility works are required. However, CEC is not determined to deliver based on a single solution and will consider different and emerging technology on their own merits.

When considering the suitability of private charging solutions at any location CEC must consider the long-term implications such as for maintenance. For some councils the solution to this is a subscription service to use a gulley, with an annual fee that covers administration and maintenance costs. CEC will investigate the feasibility of this and associated models more closely before widespread roll out of private charging solutions begins.

It must be noted that the public highway is a public space. Any provision of access to private charging solutions on the highway does not imply allocation of parking space on the highway to a single household.

Other points that will be considered when assessing the appropriate solution for residential charging are:

- Focus on providing a safe and accessible EV infrastructure chargepoint network on-street for Cheshire East that does not negatively impact the function of the footway for all users; and
- Each chargepoint installed throughout Cheshire East will be visually sensitive to the surrounding environment. Less visually intrusive chargepoints will be used wherever possible.

7. Prioritising Charging Locations

In Chapter 5, provision of EV charging infrastructure was confirmed as a potential measure that will be pursued as part of this strategy to encourage the uptake of EVs in Cheshire East. Chapter 4 set out Cheshire East's baseline EV context including where charging points exist as well as the demographic factors affecting likely future EV charging demand across the borough. This information has been considered in identifying the highest priority locations for installation of new EV charging infrastructure in Cheshire East, as set out in this chapter. These assessments provide a guide for future investment programmes. More detailed assessments, engagement with stakeholders, and technical work will be conducted as part of future phases of chargepoint delivery.

The review of potential sites carried out for this strategy began with Council-owned car parks, as well as broader areas where on-street charging infrastructure will be considered. Some of the car parks considered are located so as to be attractive to people wishing to charge their EVs whilst visiting leisure and shopping areas, or for commuters wishing to charge while at work. Others are better located for residential use, or even for mid-journey topping up along key routes through the borough. Many of the recommended car park locations could serve more than one of these use cases.

The different charging use cases were considered as part of the key criteria for the assessment of each potential site, along with the security of the location, energy grid capacity, and whether demand for the proposed charging point would be impacted by other existing or likely future commercial charging facilities.

It should also be noted these assessments will not preclude CEC from seeking the provision of socially necessary chargepoint sites to ensure a geographically balanced network is created to serve all residents. Through specific procurement exercises and funding bids CEC will seek to provide this balanced network.

Before setting out the highest priority car park locations, this chapter begins with a discussion of the three main use cases for EV charging infrastructure: Destination, Residential, On-Route charging.

7.1 EV Charging Use Cases / Location Types

In considering where EV charging infrastructure should be located, it is necessary to consider the different reasons why drivers may find themselves seeking a charge in each location. The following sections explore the main types of uses in more detail, including issues to consider when addressing the demand.

7.1.1 'Destination' charging

'Destination' charging occurs in public locations where there is a high footfall of people typically spending two hours or more. This could include high streets, leisure and cultural facilities, tourist attractions, shops, and retail outlets. At these locations, at least a 'Fast' charger (7-22kW) would be needed, though in some cases a 'Rapid' charger (up to 50kW) may be more suitable. For destination charging, the preferred locations are off-street, prime town centre locations and points of interest.

A focus on destination charging in town centres would be a key recommendation for the foundations of a joined-up strategy across the area. If the town centre locations do not have chargepoints present, a strategic option would be to begin by installing one 'double-headed' chargepoint per location (able to charge two vehicles simultaneously), and to monitor subsequent demand. By taking a phased approach, the charging network can be grown according to demand, providing a visible asset to the community but also avoiding under-utilisation. There are many benefits of focusing on town centres, as chargepoints can support multiple use cases including workers, shoppers and visitors, some residential areas, as well as raising the profile of EVs.

7.1.2 'Residential' charging

'Residential' charging focuses on provision for residents without access to off-street parking where charging at home is not possible. Residential charging is often located in areas where there is a high percentage of terraced housing and apartments/flats where there is no dedicated parking facility. At residential charging locations, the chargepoint type is usually 'Slow' (3-5kW) or 'Fast' (7kW).

7.1.3 'On-route' charging

As described in Chapter 4, the modelling exercise carried out as part of this strategy has considered where journeys are being taken to, from and through any part of Cheshire East. Also in consideration are factors such as the likelihood of the driver of each journey to choose an EV for their journey (based on a demographic analysis of their residential area), how far they are travelling, and where other charging opportunities exist. There may also be a requirement for top-up charging for fleet and grey fleet vehicles during daily operations. The result is a picture of where EV drivers are likely to find themselves in need of a top-up charge while driving within (or through) Cheshire East.

Motorway services are the ideal form of 'on-route' charging, and such facilities already exist within Cheshire East on the M6 near Sandbach. These facilities are usually installed by private sector operators without the need for local authority support or involvement. However, where gaps exist in the charging network such as along the A34, A51 and A6, and suitable Council-owned car parks exist in convenient locations, 'Rapid' and 'Ultra-rapid' chargepoints (50kW or more) could be provided to satisfy this demand.

7.1.4 'Commuter' charging

'Commuter' charging occurs in any public car park that links to an alternative form of transport such as a railway station, transport interchange or park-and-ride facility. Providing commuter charging in these types of location could have the benefit of removing cars from town centre locations and encouraging the majority of the journey to be taken by public transport, thus being consistent with multi-modal sustainable transport strategies.

Due to the likely length of stay, slower charging can be provided at these locations. There is little difference in cost between 'Slow' (3kW) and 'Fast' (7kW) charging, and the average EV battery size is increasing along with the time required to achieve a full charge. 'Fast' (7kW) chargepoints are therefore considered most suitable at locations where commuters are likely to wish to charge.

Council-owned car parks have been considered for their appeal to potential 'commuter' chargers as part of the modelling exercise carried out within this strategy. However, where a commuter car park is not Council-owned, it may be possible to engage with the station owner regarding the provision of charging infrastructure there.

7.2 Recommended Charging Locations

Providing on-street EV chargers is more expensive than off-street and requires a longer lead-in time particularly due to the need to consult the public on a Traffic Regulation Order (TRO) to reserve the parking bay for the exclusive use of drivers wishing to recharge their EV. For this reason, the first opportunity to explore for installation of EV charging infrastructure within the borough is the Council's many car parks located throughout the borough. The next section sets out the car parks that have been determined to be the most suitable locations for EV charging points.

On-street charging points also have a role to play, particularly where off-street provision is unfeasible. The most appropriate areas for implementation of on-street charging points are therefore considered immediately following the discussion of car park charging locations.

7.2.1 Car Park Charging Locations

As outlined above, the assessment provides a list of which car park locations have scored best in the assessment and therefore should be taken forward for further consideration. Table shows a total of 39 high-ranking specific car parks spread out across 17 areas within Cheshire East. Table 7-2Table presents the same proposed car park locations ranked within the context of the town they are located in, to show the assessment in terms of providing a balanced network.

The full assessment of car parks and the rationale behind the ranking is set out in Appendix B. The overall ranking is based on the combined score of a number of key criteria which are outlined below:

- Likely demand resulting from nearby leisure and shopping destinations
- Likely demand resulting from nearby employment destinations
- Likely demand resulting from nearby residential areas (considering demographics as well as housing types and presence of off-street parking)
- Likely on-route demand resulting from journeys passing nearby
- Avoiding conflicts with existing or likely forthcoming commercially provided chargepoints
- Security of the location
- Capacity of the energy grid to power new charging points within the car park

The assessment of grid capacity is indicative at this stage, with all DNOs currently working to improve the strategic information they offer about grid capacity to assist in the process of shaping charging networks. Based on the information available to date, it appears that grid capacity in Macclesfield and Congleton is constrained. If this is the case, it may be difficult to provide rapid chargers in the highest-priority car

park locations (or indeed in any Council-owned car parks or even in on-street locations) within these towns. Both towns are high priorities for charging point provision due to a lack of existing infrastructure at the moment, but collaborative working with the DNOs covering these towns (ENW for Macclesfield and WPD for Congleton) may lead to the identification of car parks that are suitable for rapid chargers, or otherwise the most suitable car parks for 22kW fast chargers.

Appendix C includes the assessment of 14 other potential car park locations that were considered as part of this analysis, but which were not determined to be among the most suitable car parks within each town. In addition, several other sites were considered but eliminated before the assessment began, due to the possibility of future re-development or practical issues such as limited size of the car park.

One specific car park site that was omitted from the analysis was the Royal Arcade multistorey car park in Crewe, which is in the process of being developed already with the inclusion of EV chargepoints.

Please note that the site assessment provided in the section constitutes an initial high level assessment to give an indication of the best use of the available council owned car parking sites. This should be considered a starting point rather than final assessment and, where other investment funding has been sought (e.g. ORCs and LEVI) further more detailed site assessment will be undertaken.

Table 7-1 Highest Ranking Car Park Locations

Overall rank	Car Park	Town
1	Spring Street	Wilmslow
=2	Exchange Street	Macclesfield
=2	Gas Road	Macclesfield
=2	Railway Station	Macclesfield
=2	Pickford Street	Macclesfield
=2	The Carrs	Wilmslow
=3	South Drive (additional chargepoints should monitoring data show high utilisation)	Wilmslow
=3	Broadway Meadow	Wilmslow
=3	Princess Street	Knutsford
=4	Fairground	Congleton
=4	Antrobus Street	Congleton
=4	Back Park Street	Congleton
=4	Civic Hall	Poynton
=4	Princess Street*	Congleton
=4	Booths Knutsford	Knutsford
=5	Springfields	Prestbury
=5	South Street	Alderley Edge

Overall rank	Car Park	Town
=5	Tatton Street	Knutsford
=5	Victoria Centre	Crewe
=6	Community Centre	Disley
=6	King Street	Knutsford
=6	Shirleys	Prestbury
=7	Delamere Street	Crewe
=7	London Road	Holmes Chapel
=7	School Road	Handforth
=7	Westfields	Sandbach
=7	Fairview	Alsager
=7	Wilmslow Road	Handforth
=8	Snow Hill	Nantwich
=8	Pool Bank	Bollington
=8	Station Road	Alsager
=8	Cheshire Street	Audlem
=8	Chapel Street	Sandbach
=8	Civic Way	Middlewich
=9	Civic Centre/Library (Rapid chargers to complement current Type 2 chargers)	Crewe
=9	Scotch Common	Sandbach
=9	Brookhouse Road	Sandbach
=10	Love Lane (additional chargepoints should monitoring data show high utilisation)	Nantwich
=10	Civic Hall	Nantwich

* Cheshire East are currently trying to keep the chargers in this location, if permitted.

It can be seen from Table that towns like Wilmslow, Macclesfield and Congleton appear more likely to experience greater demand for charging. However, there is likely to be some level of demand in every town, so it is intended that investment will be spread across the borough. Following a period of monitoring, the areas where demand is highest may require further investment to increase the number of chargers available. At that stage it will need to be determined if more chargers should be added to existing charging hubs in those towns, or whether new charging hubs should be created to broaden the coverage of the charging network in the town.

Table lists the potential car park sites in alphabetical order by town and includes an initial assessment of which charging use cases should be considered for the site. This required charger speed can then be assumed is based on the length of stay that would be likely at each location, with destination and on-route demand

indicating a need for rapid chargers, and residential and employment / commuting locations being able to benefit from a number of less expensive and slower chargers to serve those likely to stay longer or overnight. In most cases, it appears worth providing both types of chargers.

Table 7-2 Highest Ranking Car Park Locations by Town

Town	Town Priority	Car Park	On Route	Destination	Residential
Alderley Edge	1	South Street	✓	✓	✓
Alsager	1	Fairview		✓	✓
	2	Station Road		✓	✓
Audlem	1	Cheshire Street	✓	✓	
Bollington	1	Pool Bank		✓	✓
Congleton	=1	Fairground	✓	✓	✓
	=1	Antrobus Street	✓	✓	✓
	=1	Back Park Street	✓	✓	✓
	4	Princess Street*		✓	✓
Crewe	1	Victoria Centre	✓	✓	✓
	2	Delamere Street	✓	✓	✓
Disley	1	Community Centre	✓	✓	✓
Handforth	1	School Road		✓	✓
	2	Wilmslow Road		✓	✓
Holmes Chapel	1	London Road	✓	✓	✓
Knutsford	1	Princess Street		✓	✓
	2	Booths Knutsford		✓	✓
	3	Tatton Street		✓	✓
	4	King Street		✓	✓
Macclesfield	=1	Exchange Street	✓	✓	✓
	=1	Gas Road	✓	✓	✓
	=1	Railway Station	✓	✓	✓
	=1	Pickford Street	✓	✓	✓
Middlewich	1	Civic Way	✓	✓	
Nantwich	1	Snow Hill		✓	✓
	2	Love Lane***		✓	✓
	3	Civic Hall		✓	✓
Poynton	1	Civic Hall		✓	✓
Prestbury	1	Springfields	✓	✓	✓
	2	Shirleys	✓	✓	✓
Sandbach	1	Westfields	✓	✓	✓
	2	Chapel Street	✓	✓	✓
	=3	Scotch Common	✓	✓	
	=3	Brookhouse Road	✓	✓	
Wilmslow	1	Spring Street	✓	✓	✓
	2	The Carrs	✓	✓	✓
	3	South Drive***	✓	✓	✓
	4	Broadway Meadow	✓	✓	✓

* Cheshire East are currently trying to keep the chargers in this location, if permitted.

** Rapid chargers could complement current Type 2 chargers at Crewe Civic Centre / Library car park.

*** Additional chargepoints could be considered should monitoring data show high utilisation of existing points at Nantwich Love Lane or Wilmslow South Drive car parks.

Installing EV charging infrastructure is not just for facilitating the charging of vehicles – it also helps to provide assurance to potential EV buyers that they will be able to charge their EV should they make their purchase. Providing at least one charger in each key town or local area may not maximise use of the resulting charging network but would be beneficial in unlocking the potential demand for EVs and helping potential buyers to overcome their hesitations. Depending on the supplier and the commercial model underlying the network, this decision may need to be made with the supplier during the procurement process (discussed further in the following chapter).

7.2.2 Residential Charging Locations

In addition to the car park locations prioritised above, on-street charging provision is considered for residential areas where Council-owned car parks are unlikely to be suitable, and where demand from residents is likely to be particularly high due to demographic factors as well as a lack of off-street parking. The highest priority residential areas for on-street charging are shown in Table 7-3.

The modelling exercise carried out as part of this strategy has highlighted that the highest priority areas for potential provision of on-street charging points include parts of Alderley Edge, Wilmslow, and Macclesfield. The assessment focused on propensity of residents to purchase an EV, areas where a higher-than-average number of homes were of a type that would often not have access to their own off-street parking (where private chargers could be installed), and gaps in existing charging point provision (including consideration of the likelihood of the private sector providing charging infrastructure nearby in the future, as discussed later in this chapter).

Table 7-3 Highest priority residential areas for on-street charging

Rank	Town	Residential Area
1	Alderley Edge	East of Village Centre
2	Wilmslow	Town Centre
3	Macclesfield	Town Centre
=4	Alsager	North East of the Town Centre
=4	Nantwich	Town Centre
=4	Knutsford	North of Town Centre
=7	Holmes Chapel	North and East of Town Centre
=7	Handforth	Town Centre
9	Congleton	Town Centre
10	Sandbach	Town Centre
11	Crewe	Town Centre/East/South

It should be noted that provision of EV charging in number of locations listed above have been addressed through secured ORCS funding as outlined in Section 4.3, with a programme committed to install 7kWh chargepoints.

7.2.3 Next Steps

Following the initial high-level assessment of locations and the charging needs they could fulfil as outlined above, there are steps which would need to be taken to further develop the site selection and ultimately procure new EV charging infrastructure. These steps are outlined below in general terms which apply across the board as well as some specific steps relevant to particular use cases:

General

- Consider highest priority car park locations suiting each of the charging use cases, and procure and deliver chargepoints where suitable;
- Review proposed high-priority car park locations to assess parking regulations, opening times, space availability and accessibility;
- Agree approach to parking fees, charging fees, enforcement and maintenance;
- Undertake site surveys to identify exact locations and costs;
- Engage further with the relevant DNO to confirm power capacity and secure a quote for connection to the grid;
- Undertake procurement for proposed chargepoints, followed by installation; and
- Promote availability of charging points through resident communications as well as Zap-Map and other databases.

Residential

- Investigate opportunities for OZEV residential charging grants to secure funding for chargers in specific residential locations (further information provided in chapter 7).
- Promote to developers the implications of new building regulations for developments (consultation outlined in further detail in Appendix D) to accelerate the private provision of residential chargers for new homes.

On Route

- Coordination with the Council's fleet and other public sector fleet operators for on-route/worktime charging requirements.

7.3 Other Future EV Charging Provision Needs

As part of future work to develop and implement EV charging infrastructure, other use types and users can be considered. Taxis, buses, and workplaces are some examples of areas that the Council may be able to influence and support. An indicative guide to charging for these use types is provided below. The section concludes with a high-level assessment of potential locations within the borough where commercial charging points may be likely to be provided.

7.3.1 Taxis

Some Council-owned car park locations could serve taxis in the future, and in the future, it may be possible to provide charging at taxi ranks and stands as technology develops. Charging provision for taxi drivers tends to require at least a 'rapid' solution due to the fact that taxi drivers require minimal downtime so as not to impact on their shift.

Engagement with local taxi companies would be required before any infrastructure can be provided specifically for the taxi industry.

Next steps

- Engage with local taxi companies to understand EV transition strategies and highest priority locations
- Explore opportunities for securing funding through the next round of OZEV taxi funding if announced

7.3.2 Buses

Most bus operators running electric buses would only make the transition to electric if they could provide their own charging infrastructure within a depot or bus station for overnight charging. For this purpose, slower chargers may be adequate. However, some bus services may require topping up once or twice during a typical day using rapid chargers in locations that are more convenient to the route being run.

Engagement with bus service providers would be required to understand the most appropriate places for charging facilities to be provided, as well as any future plans to roll-out EV fleets within Cheshire East.

Next steps

- Engage with local bus operators to understand their current and potential future charging needs including locations and charging constraints

7.3.3 Workplaces

Workplace charging is an ideal alternative for EV drivers who drive to work but do not have access to off-street parking at home. Workplace chargepoints could be used for both fleet vehicles as well as employees and visitors, and OZEV workplace grants are still available for any individual businesses wishing to install chargepoints. Chargepoints at workplaces can be 'Fast' (7kW) due to the long stays that are likely for employees.

Next steps

- Understand the implications for new development areas of changes in building regulations and communicate this to developers.
- Integrate the findings of the Council's fleet review into the charging strategy, which has identified further opportunities to convert vehicles to electric.
- Integrate the work on charging requirements for new Council fleet, grey fleet and pool car EVs and identify suitable locations at Council offices, as well as charger types for specific uses.
- Explore the potential role of the council in the coordination of charging at business parks, where shared charging may be an option.

7.3.4 Potential Commercial Chargepoint Sites

Many private companies with car parking space are beginning to pursue the opportunity to either make money by offering charging infrastructure (such as motorway services or petrol stations), while others are seeing the potential to attract customers to their core business by offering free or discounted EV charging.

Although this portion of the EV charging network is likely to happen largely on its own without Council involvement, the Council may be able to accelerate the process to help more people make the transition to an EV faster. In addition, knowing more about the plans these companies may have to roll-out charging infrastructure will help to avoid any duplication of infrastructure, or investment in chargers that are unlikely to be used.

The following land uses are those most likely to increase their charging point offer in the near future:

- Supermarkets
- Service / petrol stations
- Privately managed car parks
- Other large retail / shopping centres

7.3.5 Council Fleet Charging

There is an opportunity for the Council to lead by example and work towards achieving net zero emissions by transitioning fleet vehicles to electric for cars and light vans (with an alternative hydrogen powertrain being considered for heavy goods vehicles).

The Council and its main service providers, have a number of charging points already available for both fleet and grey fleet (business use). These sites, and others across the borough are also currently being investigated to assess the practicality of increasing or adding charging points.

Table 7-4 Council Fleet Chargepoints

Location	Type	Current Provision
Environmental Hub, Middlewich (Ansa)	Depot	2 Fast Chargers
Brunswick Wharf (Ringway Jacobs)	Depot	2 Fast Chargers
RJ - Macclesfield Depot (Ringway Jacobs)	Depot	
West Park (Ansa)	Depot	
Wardle Depot (Ringway Jacobs)	Depot	2 Fast Chargers
Crewe Crematorium	Depot/Destination	
Macclesfield Cemetery	Depot/Destination	
Westfields, Sandbach	Office/Destination	2 Fast Chargers
Macclesfield Town Hall	Office/Destination	2 Fast Chargers
Delamere House, Crewe	Office/Destination	2 Fast Chargers

The following locations are also being assessed to provide a strategic network of charging points for the Council's fleet during the day and for those vehicles parked overnight in town centres. However, not all of these locations will be required.

Table 7-5 Further Potential Council Fleet Chargepoints

Location	Type
Sandbach Leisure Centre	Destination/Worktime
Holmes Chapel Leisure Centre	Destination/Worktime

Congleton Leisure Centre	Destination/Worktime
Macclesfield Leisure Centre	Destination/Worktime
Poynton Leisure Centre	Destination/Worktime
Wilmslow Leisure Centre	Destination/Worktime
Nantwich Swimming Baths	Destination/Worktime
Shavington Leisure Centre	Destination/Worktime
Tatton Park	Destination/Worktime
Alsager Library	Destination/Worktime
Civic Way Car Park for Middlewich Library	Destination/Worktime
Fairground Car Park for Congleton Library	Destination/Worktime
Wilmslow Library	Destination/Worktime
Knutsford Library	Destination/Worktime
Nantwich Library	Destination/Worktime
Jordangate Multi Storey Car Park	Overnight/Worktime
Crewe Multistorey/Delamere Street	Overnight/Worktime

Although these charging points will primarily be to support the conversion of the Councils fleet, including the grey fleet (business travel), a number of these sites overlap with those being considered for the provision on public chargepoints. We will coordinate between the two workstreams as part of the next phase of feasibility, design and procurement activities. Due to the risk of distorting the local EV charging market, chargepoints available for use by the public will be at a charge /kWh that is comparable to the local commercial market.

8. EV Charging Commercial Models

This chapter details the options considered and the option selected for the process of purchasing, installing, and maintaining charging infrastructure, that the Council funds or facilitates. It includes funding opportunities and other considerations during delivery.

The long-term financial business model for recharging services relies on demand, based on the number of EVs in circulation. The successful model selected needs to create value, both to the chargepoint operator (to help them make a return on their investment), and to the driver (who wishes to use the service at a price they believe is reasonable). This therefore presents a challenge in selecting a model which could balance supply and demand to achieve an acceptable return on public investment, as well as achieve local emission reduction objectives.

New charging facilities will have a fee applied from the outset. A fee encourages consumers to recognise the value of the service and provides revenue for ongoing maintenance and operation. However, if fees are too high, this suppresses demand for charging services and could slow-down EV uptake, ultimately limiting emissions reduction.

This section will focus predominantly on public EV charging infrastructure and the commercial models most suited for this purpose. However, there will also be some commentary on council fleet charging and how the different commercial models are more suited in this instance.

Appendix F details a range of considerations that were assessed in developing the preferred commercial model, and in testing the market for preferred models amongst potential operators.

8.1 Summary of UK EV Commercial Models and Selected Approach

There is a variety of potential commercial models which could be followed in delivering or expanding an EV charging network. Table 8-1

outlines the key features of three models that were assessed, setting out how they work and the risks for a Local Authority.

Several commercial models can coexist in a single Local Authority area. For instance, existing charging points from an early pilot project might remain in operation under the direct management of a Local Authority (Model 1 'In-House Management' below), while new charging points might be 'purchased' or implemented in partnership with a newly procured private sector charging network operator (Model 2 'Partnership' below). Meanwhile, private-sector network operators could build up charging networks of their own using private land without the approval or even the awareness of the LA (Model 3 'Commercially-Led' below).

Table 8-1 Summary of EV charging commercial models – UK

Model	Features / Risk
1. In-House Management –	<ul style="list-style-type: none"> • Purchase could include installation and ongoing maintenance

<p>LA selects locations, purchases charging points and keeps any revenue</p>	<ul style="list-style-type: none"> • OZEV grant funding could be used for residential on-street charging points • Potential to ensure equity through providing in areas of market failure. • Appropriate for workplace and fleet installations where demand is assured. • Income for the authority. • <i>If under-utilised, financial risk falls on the LA</i> • <i>Interoperability with other provision needs to be factored in.</i>
<p>2. Partnership / Concession – LA leases public highway or off-street parking bays to private suppliers / operators</p>	<ul style="list-style-type: none"> • Annual permit price plus possible up-front charge and/or revenue share • Operator selects own locations through negotiation with LA and LA consults / approves / makes traffic order • Publicly owned car parks / land could be considered under this model • <i>Financial risk divested to suppliers / operators but LA retains an element of control</i>
<p>3. Commercially-Led – Private-sector suppliers use private land with limited or no LA involvement</p>	<ul style="list-style-type: none"> • Rapid / ultra-rapid charging points purchased and installed on private property (such as petrol station forecourts, private car parks, supermarkets, highway services, etc) • Requires sufficient capacity in the electricity network • <i>No financial risk to LA however this approach will likely lead to gaps in provision where locations are less commercially attractive</i>

In the early years of UK charger deployment, the public ownership model was favoured for slow and fast chargers due to the availability of capital funding for Councils from Office for Low (now Zero) Emission Vehicles (OLEV / OZEV). However, this model left Councils with an ongoing operating cost burden without the funds to support it, causing poor reliability and availability with the associated customer dissatisfaction.

Recognising this, private charging suppliers began offering to cover the operation and maintenance costs if the Council or private organisation paid the capital and electricity costs. In this way the Council can maintain asset ownership while passing on responsibility for operation and maintenance for a fixed period, usually with the option of extension, in the supplier's contract. This requires a Service Level Agreement (SLA) with the clear requirements for maintenance response and reporting, against which performance should be monitored.

Meanwhile, Public-Private-Partnership models (PPP) were used to establish national networks of rapid chargers, led by vehicle manufacturers with some funding from the European Union and the UK government. The PPP model is now favoured by many Councils for all public charging provision. This is a form of model 2 in Table

8.2 Public Sector Funding

The UK Government's early 100% funding grants to kick-start charging deployment have reduced in recent years, and Government is keen to encourage private

investors into the market. There are several funding opportunities that CEC can consider, outlined in the following sections.

8.2.1 EV Charging Infrastructure Investment Fund (CIIF)

This Public-Private fund launched in 2018 provides a £200m cornerstone investment by government to be matched by the private sector. The Fund is now managed on a commercial basis by a private sector fund manager, Zouk Capital. CIIF supports faster expansion of publicly accessible EV chargepoints along key road networks, in urban areas and at destinations. Its intention is to increase capital invested in the sector to increase EV adoption. The fund is planned to have a 10-year life, up to March 2030 but with a deadline for new investments ending in March 2024. The fund directly invests in Charge Point Operators, who then in turn invest in chargepoints within local authority areas.

8.2.2 OZEV's On-street Residential Chargepoint Scheme Grant

This grant (ORCS) now offers LAs a maximum of 60% of government funding towards the capital costs of procuring and installing chargepoints for residential areas, which must be available 24/7 and with dedicated parking bays covered by Traffic Regulation Orders (TROs) being encouraged for on-street locations. The remaining 40% of funding must be provided by the Council or sourced from the private sector, with ongoing operating and maintenance costs covered by either party. This presents an opportunity for LAs wishing to provide charging facilities in areas where private off-street parking is limited, promoting equitable access to charging.

CEC has secured £155k of funding from the Office for Zero Emission Vehicles (OZEV) for this scheme and is now working towards delivery at 15 locations including in 13 car parks across the borough.

8.2.3 OZEV's Workplace Grant

This grant is a voucher-based scheme designed to provide eligible applicants with support towards the upfront costs of the purchase and installation of EV chargepoints. The contribution is limited to the 75% of purchase and installation costs, up to a maximum of £350 for each socket, up to a maximum of 40 across all sites for each applicant. Although not able to be directly accessed by a local authority, promotion of this grant scheme to employers within Cheshire East could help to complement the public charging network with workplace-based chargepoints, increasing opportunities for EV owners to charge their vehicles.

8.2.4 Local Electric Vehicle Infrastructure (LEVI) Fund

The LEVI Fund supports Local Authorities in England to plan and deliver chargepoint infrastructure for residents without access to off-street parking. The Fund comprises of capability funding, to ensure that local authorities have the staff and capability to plan and deliver chargepoint infrastructure, and capital funding, to support chargepoint delivery. The capability fund aims to increase the capacity and capability of every Tier 1 Local Authority to plan and deliver EV infrastructure and supports them in the development of a published EV Infrastructure Strategy for their area.

CEC has provisionally been allocated capital funding of approximately £2.2million and is actively engaging with CPOs to develop its proposals for and maximise

investment in EV charging infrastructure across the Borough. Before the funding is released to CEC a business case will be submitted and approved that meets the requirements of the LEVI fund.

8.3 Private Sector Funding

The Government is eager to encourage a Market-led Approach for the investment and delivery of chargepoint infrastructure across the UK. This is to ensure a robust charging infrastructure is in place to match expected demand for EVs, in time for ICE vehicle phase out in 2030. This approach would allow private investment and business in a competitive market framework to lead the building and facilitation of EV charging infrastructure. According to the UK Government (2022), in 2021 on average 100 new rapid chargepoints were added to the UK EV chargepoint network every month and there have been new commitments for thousands of chargers at workplaces, supermarkets, petrol stations and on local streets. This is due to the certainty of phase-out dates driving private sector investments of hundreds of millions of pounds accelerating the pace of deployment¹². Local Authorities are ideally placed to recognise the charging needs of residents and the feasibility of chargepoint deployment across their constituencies, but they can be short of dedicated resource and expertise in the EV market.

Government public funding schemes are now encouraging partnership models, where both Local Authorities and private CPOs, alongside other private sector businesses contribute capability and capital to deploy charging infrastructure in areas across the UK. Examples of these schemes can be seen above, in Section 8.2 Public Sector Funding.

The benefits of public sector investment in chargepoint rollout include the stimulation of UK investment and business, and creation of jobs across the country. Institutional investors, among others, will take advantage of the market's large growth potential and future demand certainty. Additionally, competition on both the rapid and local networks is expected to drive new delivery models for consumers.

8.4 Tender evaluation

It is critical that when selecting suppliers through its procurement process the tender process encourages CPOs to deliver the objectives of this strategy. For example, flexible products which can be kept up-to-date and easily replaced as technology advances should be encouraged, whereas those which are not accessible to people of all abilities would be less preferable. Higher-quality products are likely to save money and time in the long run, and to provide a better user experience for residents of and visitors to the borough. This process began with the initial engagement with suppliers to outline the Council's needs and objectives, and to seek input from CPOs that can support investment across the Borough. Alongside this, it is important to ensure that the Council can support value for money for residents while charging, by not over specifying chargepoints.

Developing requirements for EV infrastructure includes consultation with key partners, including the DNO. It is important for tenderers to outline how they will seek to manage the demand for charging across the day, including considering the

¹² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf

capacity of the electricity network. Where CEC has information about this it will share it with the CPOs.

8.5 Preferred Commercial Model for Public EV Infrastructure

To support its delivery of EV chargepoints using ORCS and LEVI funding, CEC has engaged with CPOs prior to issuing a tender for contract. After assessment of the above factors, it was decided that the selected approach for Cheshire East would be a Concession Model (see Model 2, Table), where network creation will be funded partly by CEC/grant funding from central government and private sector investment. Under this model the CPO will own, operate and maintain all equipment and infrastructure. The appointed CPO will also be legally responsible for all equipment and electricity bills. At the end of the contract, it is required that the CPO will remove the chargepoint or hand it over to CEC at a reasonable cost, subject to agreement. However, in some circumstances, such as for rapid or ultra-rapid chargepoint hubs, a land lease approach may be a more suitable option.

The Concession Model approach retains an element of control over the location of sites and their operation, while working collaboratively with the private sector to leverage investment funding and access up-to-date technologies throughout the life of the contract or concession. The commercial model will be reviewed over time to ensure that it remains the best approach for CEC and its residents as time progresses.

8.6 Considerations for Fleet EV Infrastructure

In order to support the transition of CEC's own fleet to electric vehicles, there will also be a need for the procurement of EV charging infrastructure to address this use case.

In this instance, as the profile and volume of EV charging can be fully understood by the council, based on their transition timetable and associated fleet usage plans, then a CEC fully owned commercial model is being applied.

This will involve the council fully funding the charging infrastructure for their own fleet based on the predicted need. This level of ownership will also enable the council to have full control of the charging tariffs and how this as well as any can be incorporated within the council's budget.

As outlined earlier in Table this commercial model has the most amount of financial risk falling on CEC, however this can be mitigated as long as there is a full understand on the council fleets charging needs and future transition plan.

In some locations chargepoints provided for the use of CEC fleet vehicles may be opened up to the wider public where there is mutual benefit. This will be considered on a case by case basis.

9. Implementation

This strategy sets out the key recommended measures to be pursued by CEC in supporting the creation of an effective EV charging network across the borough. The strategy seeks to consider the private sector's likely role in creating parts of this network, focusing the Council's attention and resources on those aspects of the network that are unlikely to be served adequately by the private sector without guidance and a contribution of resources from the Council.

9.1 Design of charging hubs

When designing charging hubs, the following issues will be considered:

- **Site survey** – A physical survey of proposed charging sites will be carried out to ensure the location is suitable.
- **Physical space** – Enough physical space must be allocated to the charging hub to allow the chargers and electrical cabinets to be installed and maintained whilst retaining safe pedestrian access.
- **Layout** – Location and orientation of charging bays must accommodate the quantity of charger outlets proposed. Locations for each charger and feeder cabinet must be assigned to ensure the number of chargers purchased will indeed fit in the space. Underground cable routes and distances must be considered. All locations should be recorded.
- **Obstructions** – Any underground services, trees or existing street furniture that may cause obstructions will be identified, along with any mitigating actions.
- **Lighting** – Establish whether sufficient lighting is available to allow use of the chargers without daylight, including consideration of personal security and perceived security, with additional lighting installed if required.
- **Health and safety** – Specialist advice will be secured regarding electricity and earthing systems to ensure all installations are safe as well as compliant with relevant standards; and
- **GPRS signals** – For the purposes of monitoring, maintenance, and payment, it is essential that an adequate mobile signal is present at each proposed location.

The first steps in implementing this strategy are recommended to be as follows:

- Engage with key stakeholders and carry out public consultation on this strategy;
- Seek funding for new charging points via government grant applications;
- Carry out market testing and procurement of a delivery partner or partners;
- Agree proposed priority locations with delivery partner/s once appointed;

- Oversee delivery of the first tranche of charging infrastructure and monitoring usage; and
- Investigating and pursuing the other key measures to increase EV uptake.

9.2 Key Measures for the Short, Medium and Long Term

Along with charging infrastructure provision, there are a number of other measures that the Council can pursue to help support EV uptake across the borough. Table 9-1 below outlines the potential measures that have been identified, including the timeframe within which they will be considered and pursued.

Table 9-1: Proposed sequencing of key measures

Measure	Short term (0 – 2 years)	Medium term (2 – 5 years)	Longer term (6+ years)	Key Responsibilities
Providing charging points in CEC car parks at key destinations (e.g., key and local service centres).	✓			<ul style="list-style-type: none"> • CEC to procure a Charge Point Operator (CPO) partner and secure funding from both the private and public sector • CPO to deliver, maintain and operate these chargepoints
Providing charging points to support residents with no access to residential off-street parking, in line with the framework set out in this strategy.	✓			<ul style="list-style-type: none"> • CEC to procure a Charge Point Operator (CPO) partner and secure funding from both the private and public sector • CPO to deliver, maintain and operate these chargepoints • Where residents have access to private off-street parking it will be the responsibility of the resident / property management to install chargepoints
Providing on-route charging points to serve key traffic routes.	✓			<ul style="list-style-type: none"> • CEC to procure a Charge Point Operator (CPO) partner and secure investment from the private sector • CPO to deliver, maintain and operate these chargepoints
Providing chargepoints in rural areas.	✓			<ul style="list-style-type: none"> • CEC to engage Parish Councils and communities • CEC to consider funding opportunities and community ownership models
Introduce chargepoints for the Council's own fleet and grey fleet.	✓			<ul style="list-style-type: none"> • CEC to deliver ringfenced chargepoints at key locations

Measure	Short term (0 – 2 years)	Medium term (2-5 years)	Longer term (5+ years)	Key Responsibilities
Consider the need for further planning policies to support the roll out of the chargepoint network.	✓	✓	✓	<ul style="list-style-type: none"> • CEC to review and update planning policies
Work in partnership with District Network Operators to enable capacity in the power network for all of Cheshire East's needs including cost effective chargepoints.	✓	✓	✓	<ul style="list-style-type: none"> • CEC to engage with DNOs (Scottish Power Energy Network, Electricity North West and Western Power Distribution) to collaboratively plan electricity requirements, particularly in the areas of Macclesfield and Congleton which are known areas of constrained capacity • DNOs to work within statutory framework to deliver strategic network strengthening
Engage with taxi industry and providing charging infrastructure for taxis in convenient locations.	✓	✓	✓	<ul style="list-style-type: none"> • CEC to further engage with taxi operators and procure CPO partner to deliver, maintain and operate these chargepoints
Engage with bus operators and consider providing charging infrastructure for buses.		✓	✓	<ul style="list-style-type: none"> • CEC to continue engaging bus operators and consider future funding opportunities
Encourage and where possible support the introduction of commercially provided charging forecourts.	✓	✓	✓	<ul style="list-style-type: none"> • CEC to consider making land assets available to CPOs to deliver locations through their own investment
Introduce chargepoints for HGVs should appropriate technology come forward in the future.			✓	<ul style="list-style-type: none"> • CEC to monitor technology developments and requirements for infrastructure.

10. References

Limited residential off-street parking

- Data on dwelling types was gathered from dataset on <https://www.nomisweb.co.uk/>: **KS401EW - Dwellings, household spaces and accommodation type**
- The following dwelling types were considered to have limited off-street parking availability (i.e., likely absence of driveways and garages):
 - Whole house or bungalow: Terraced (including end-terrace);
 - Flat, maisonette or apartment: Purpose-built block of flats or tenement;
 - Flat, maisonette or apartment: Part of a converted or shared house (including bed-sits);
 - Flat, maisonette or apartment: In a commercial building; and
 - Caravan or other mobile or temporary structure.
- The total of each dwelling type was calculated for each CEC LSOA and displayed as a % of the total number of dwellings.

Car ownership data / income data

- [EV ownership calculation](#) – this can be used to calculate an estimate as a number or percentage on a postcode district level;
- VEH0134 (see tables VEH0134b and VEH0134c) : [Licensed ultra-low emission vehicles by postcode district: United Kingdom](#) (ODS, 936KB) – used for the total numbers of ULEVs, BEVs and PHEVs;
- VEH0122: [Licensed vehicles by postcode district and body type](#) (ODS, 3.27MB) – used for total number of cars in the postcode; and
- The numbers for relevant postcodes were converted to LSOA before plugging them into GIS.

Charging point locations

- National Chargepoint Registry was used for chargepoint coordinates
- <https://data.gov.uk/dataset/1ce239a6-d720-4305-ab52-17793fedfac3/national-charge-point-registry>

Distance to chargepoints

- <https://www.gov.uk/government/statistical-data-sets/journey-time-statistics-data-tables-jts>

Appendix A: Technology Review

This appendix summarises the various EV and charging technologies available, as well as current trends in the development of this technology.

Throughout this appendix, the term 'EV' is used for simplicity even though in most cases only plug-in EVs are referred to. In general, EVs that use an electric drivetrain to power the wheels produce lower tailpipe emissions, less noise and encourage a smoother driving style than ICE vehicles. EVs have additional benefits in urban areas, where, stopping and starting, idling, and over-revving of ICE vehicles in queues produces high concentrations of emissions.

Electric Vehicle Trends

Transport is currently standing at the greatest period of change since the mass adoption of private transport. The drive towards decarbonisation, as the fundamental reason behind EV uptake, will lead to an increasingly varied vehicle fleet over the coming decade.

Currently, there is a major industry / purchasing shift from Internal Combustion Engines (ICE) including diesel and petrol. Both petrol and diesel engines have environmental impacts and removing both options (in combination with uptake of other sustainable options such as active travel and public transport) will improve both air quality and reduce carbon emissions.

EVs are currently the only mature technology offering a workable alternative to ICE vehicles for cars and smaller vehicles; however, uptake in the UK is still at the early majority stage. Generally, uptake is led by relatively affluent and environmentally conscious buyers who are keen to:

- Adopt new technologies;
- Reduce their personal transport impacts; and
- Purchase an EV for tax reasons/ company policy.

Early research shows that EV consumers prefer to charge at home overnight or at work during the day which suggests a low current demand for public recharging services. Most early EV adopters have off-street parking enabling them to charge at home overnight, although this capability is greatly curtailed in some residential areas.

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Electric Vehicle Technologies

EVs are an alternative to ICE vehicles and help to reduce emissions, particularly in congested urban areas where stopping and starting, idling, and over-revving of ICE vehicles in queues produces high concentrations of emissions. EVs use an electric drivetrain to provide power to the wheels rather than carbon-based fuels, so they generate zero exhaust emissions and less noise whilst driving. Despite the increased electricity requirement, EVs have a lower whole-life carbon footprint than ICE vehicles and given the UK's commitment to decarbonise the electricity grid by 2035 these benefits will increase further in the future. EVs also produce less noise pollution and encourage a smoother driving style than ICE vehicles which increases driving efficiency by reducing the power required per km driven and creates lower particulate emissions from brake and tyre wear. It should however be noted that heavy batteries and the trend for larger vehicles will still result in particulate emissions from EVs.

EVs are, in general, a mature technology and the impacts of increasing battery size, taking range from 100 to 200+ miles, will lead to a step change in user acceptability in the future.

EV Terminology

There are many acronyms used to refer to vehicles that can emit lower emissions than pure ICE vehicles. A brief explanation of different low emission vehicle types is provided below.

App Table 1 EV Terminology

Type	Acronym	Description
Ultra-Low Emission Vehicle	ULEV	This term is used in the UK to refer to any motor vehicle emitting extremely low levels of emissions, currently set at 75g CO ₂ / km driven or less. UK targets are set for ULEV uptake and statistics are reported quarterly at local authority level ¹³ .
Zero Emission Vehicle	ZEV	A vehicle with zero tailpipe CO ₂ emissions.
Electric Vehicle	EV	Driven by an electric motor, powered from a battery, which must be plugged into an electricity source to recharge. Full EVs do not have ICEs and therefore have zero tailpipe emissions. These pure EVs are sometimes referred to as Battery Electric Vehicles (BEVs).
Plug-In Hybrid Electric Vehicle	PHEV	Combines a plug-in battery and an electric motor with an ICE, either of which can be used to drive the wheels. Therefore, total tailpipe emissions vary depending on how much of the journey uses the battery. They are required to plug-in to recharge their battery.

¹³ <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>

Type	Acronym	Description
Plug-In Vehicle	PIV	A collective term used to cover all vehicles that can be plugged into an external electrical outlet to recharge their battery. PIVs form a subset of ULEV/ZEV, which includes both BEVs and PHEVs as well as Fuel Cell Electric Vehicles (FCEV).
Hybrid Electric Vehicle	HEV	All PIVs require infrastructure to recharge their batteries, so understanding this category's needs is key when planning charging networks.
Alternative Fuel Vehicles	AFV	Uses more than one form of on-board energy to achieve propulsion (usually a petrol or diesel engine plus electric motors and a battery). Some HEVs use the electric motor to make more efficient use of petroleum fuel, but the motor cannot power the vehicle alone.
Fuel Cell Electric Vehicle	FCEV	Consultation/ lobbying is ongoing to ban these vehicles post 2030. This is an important point as mini-cab and private hire drivers use the Toyota Prius hybrid.

EV Technology Roadmaps by Vehicle Type

The UK Automotive Council has developed long-term technology roadmaps¹⁴ for electric passenger car, bus, and commercial vehicle technology, representing the vision of vehicle manufacturers to 2040. These roadmaps show electric drivetrain technology as a focus area for passenger cars and light vans to 2050, given the drivers towards reducing emissions.

Cars

The passenger car technology roadmap applies to private consumer vehicles, taxi and private hire fleets, car share, individual business, and pool cars. Many EVs are now available to support these use cases with many more models scheduled for release by manufacturers in the coming years. However, this increasing model choice must be widely promoted to encourage consumers to consider adoption due to various concerns outlined later in this strategy.

¹⁴ <https://www.automotivecouncil.co.uk/technology-group-2/automotive-technology-roadmaps/>

App Table 2 Selected Examples of Current EV Market (Cars)

EV Model	Price	Battery Capacity	Range
Nissan Leaf	£25,995	37/56 kWh	140/ 200 miles
Renault Zoe R110 ZE40	£26,795	52 kWh	195 miles
BMW i3 120 Ah	£31,305	37.9 kWh	145 miles
Kia E-Niro ('2')	£32,445	64 kWh	230 miles
Hyundai Kona	£32,550	64 kWh	245 miles
Volkswagen ID.3 (Tour)	£38,815	77 kWh	280 miles
Tesla Model 3	£44,990	57 kWh	235 miles

Vans

Light vans can also make use of EV and hybrid technologies, providing an important opportunity for reducing urban emissions from local delivery solutions and business vans.

App Table 3 Selected Examples of Current EV Market (Vans)

Make	Price	Availability	Mileage	Rapid Charge	Capacity (m3)
Peugeot Partner/Citroen Berlingo	£23,030	Now	106 (NEDC)		3.3-3.7
Peugeot e-Expert/Citroen e-Dispatch/Vauxhall Vivaro-e	£49,465	Now	205 (75KWh) 143 (50KWh)		>6.6
Peugeot e-Boxer/Citroen e-Relay	£49,335	Now	>169 (62KWh)		9
Fiat E-Ducato	£59,699	Now	>224 (79KWh)	No	10-17
Ford Transit (PHEV)	£24,395	Now	35 (EV)		6
LEVC van (PHEV)	£46,500	Now	58 (EV)		5
Maxus EV80	£24,614	Now	119		11.6
Maxus e Deliver 3	£22,800	Now	150		6.3
Mercedes e Sprinter	£51,950	Now	71		10.5
Mercedes e Vito	£39,895	Now	93	No	6.6
Nissan eNV200	£20,005	Now	124		4.2
Renault Kangoo ZE	£24,480	Now	143		4.6
Renault Master	£57,040	Now	124		13

VW Abte- Transporter	£42,060	Now	82		6.7
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Heavy Duty Commercial Vehicles

Heavy duty commercial vehicles remain a challenge for EV technology primarily due to their weight, payload, and range requirements. Several companies are now investing in alternative technology solutions to reduce emissions from heavy freight, with some focussing on creating all-electric powertrains and hydrogen FCEVs while others are adding self-driving features and new fleet logistics systems to standard rigs to improve efficiencies and emissions.

Buses

A variety of EV technologies are already used on buses, including battery electric, hybrid, plug-in hybrid, hydrogen fuel cell and biomethane models, enabling operators to choose appropriate low carbon technology solutions to meet their needs. The UK Government has provided funding towards the deployment of low emission buses through the Department for Transport's Low Emission Bus schemes and Clean Bus Technology fund. There are two main types of electric bus – those that take power continuously from a source outside of the bus whilst travelling (e.g., overhead wires), and those that use energy stored on-board (usually in batteries). Hybrid electric buses use a combination of ICE and electric propulsion.

Electric Vehicle Availability

EV uptake is currently limited by the volume produced. Manufacturing capacity will need to accelerate if the goals of 2030 and 2035 are to be met. the predicted future trends in manufacturing and battery production will be outlined in this chapter.

There are now over 180 plug-in car models available on the UK market, comprising approximately 86 BEVs and 97 PHEVs. The second-hand EV market is growing. the number of BEVs transactions rising by 37.5% and PHEVs 3.6% in 2022 compared to 2021 figures despite the number of overall second-hand transactions falling by 8.5%.

A factor that is likely to encourage EV uptake is the future adoption of clean area zone charges, which are being considered for several of the UK's larger cities on the fringes of East Cheshire, such as in Greater Manchester.

Battery Capacity

Analysis of the BEV vehicles on the market shows how battery capacity is growing (see table below). However, there will be lower capacity batteries within the fleet from models sold in previous years that consequently have lower mileage ranges. Whilst this will affect the average range of current BEVs, it will become less of a concern as the existing fleet grows because more recent models have a longer range.

App Table 4 Distribution of vehicles along the battery range

Battery Range	Number of Vehicles	Typical Range
Up to 40 kWh	13	Up to 160 miles
40 to 50 kWh	24	160 - 200 miles
50 to 70 kWh	29	200 - 280 miles
70 to 90 kWh	59	280 - 365 miles
90 to 100 kWh	7	365 - 400 miles
100 kWh +	5	400 – 500 miles

Battery Charging Capabilities

Prior to 2016, most EVs charged at 3 kW AC (alternating current), called slow charging, which was adequate to fully recharge most batteries (typically up to 24 kWh) overnight. Rapid charging DC (direct current) technology has developed much faster than AC technology, giving consumers a faster method to recharge. However, only some plug-in models prior to 2016 are capable of rapid charging; while all new recent UK plug-in models are capable of being rapidly charged.

Most vehicle manufacturers now use the CCS or CHAdeMO DC socket/ plug for rapid charging. The latest development in charging technology introduces charging at powers between 100 kW and 350 kW DC, referred to as 'high-power charging'. However, there are few PIVs currently available in the UK that are capable of charging at this rate. The majority of high-power charging solutions use the CCS DC socket/ plug; however, a few have maintained the CHAdeMO socket/ plug.

The roll-out of high-power chargers at 150 kW+ for public use is now beginning in the UK. Most are designed to also deliver 50 kW DC charges to rapid chargeable vehicles to combat the current lack of high-power charging demand. Slow and fast AC charging solutions will continue to be required in the UK, including throughout Cheshire East, to support the recharging needs of the existing EV fleet. Of the currently available rapid chargeable PIVs, approximately 50% require the CHAdeMO connector. Therefore, new rapid chargers installed over the next five years will require both DC CCS and CHAdeMO connectors. Past this period, all manufacturers, with the exception of Tesla, have committed to transitioning to CCS.

PIV Supply Constraints

The lack of production capacity is a global issue, originating in vehicle production plants and battery production facilities across the world. The technology trajectory is still uncertain, the associated costs and plant changeover timelines are high, and both battery technology and supply are a key determinant. This presents major financial and reputational risks for vehicle manufacturers since one of the key constraints (batteries) is out of their control.

The supply constraints are associated with global manufacturing, both in terms of cost and production capacity. These constraints are outside of the Council's control and in some cases the UK Government. However, it is important that sufficient infrastructure is in place for current EV owners, and further infrastructure is providing in a timely way to allay the fears.

The current limited uptake of EVs is posing a problem for both legislators and supporting businesses. The UK Government has responded by offering purchase incentives for ULEVs since 2011. However, these have been reduced in recent years and now funding has ceased, although there are still some tax benefits. The availability and cost (though less so than a few years ago) of Lithium-ion (Li-ion) batteries are limiting factors in supply. Li-ion technology is currently the preferred choice for due to the capital cost and reliability.

Alternative volume-ready technologies such as solid-state batteries are not forecast to reach the EV market until between 2028 and 2030. Many new battery manufacturing plants will need to supply the EV volumes required to meet European targets, requiring significant investment and long-range planning. Therefore, there is still a substantial risk that EV supply will constrain achievement towards transport emission reduction targets in the UK.

Global, European and National Challenges

PIV Production

UK car production has dropped over the last three years with the SMMT stating that a total of 775,014 cars were built in 2022. This is almost a 10% decrease from the 2021 levels of 859,575 and 40.5% lower than pre-covid levels of 2019. This fall in output has been mainly attributed to the lack of availability of semiconductors as well as other contributing factors such as staff COVID cases the need for self-isolation.

This shortage in the availability of new vehicles makes it more difficult to predict the year-on-year growth of the EV market although the percentage of EVs continues to rise in the UK with 234,066 EVs, BEVs, PHEVs and HEVs produced in 2022 – a 4.5% increase on the 2021 levels.

Battery Production

EV battery capacities have continued to increase gradually as new vehicles enter the market. Initially average battery capacity was in the region of 20kWh whereas at the beginning of 2023, it is approximately 70kWh. The number of vehicles that can be manufactured depends heavily on the availability of batteries. As battery capacities increase so does the need for increased manufacturing capacity globally

to meet both the demands of the car manufacturers and to ensure Government Net-Zero targets can be achieved.

Envision AESC in Sunderland has the capacity to produce batteries for 100,000 EVs per year with plans to expand further. As battery manufacturing capacity increases inevitably the cost should reduce, consequently reducing the vehicle cost making the purchase of EVs accessible to more of the population.

Benchmark Minerals Lithium-ion Battery Gigafactory Assessment (September 2018) reported Europe's battery cell capacity to be at 120GWh by 2030 – enough cells for 2.2m EVs. Overall, Benchmark is now forecasting Europe to have a capacity of 789.2GWh by 2030, little over 14% of the global total of 5,454GWh. By the end of 2022, Europe is set to have 7 active lithium-ion battery producers of which the top five by capacity (and Gigafactory location) are:

- LG Chem (Poland): 32GWh;
- Samsung SDI (Hungary): 20GWh;
- Northvolt (Sweden): 16GWh;
- SK Innovation (Hungary): 7.5GWh; and
- Envision AESC (UK): 1.9GWh.

It is important at this point to make clear that the capacity of the plants is in GWh and not number of batteries. The table below shows the impact of creeping battery capacity size has on vehicle supply. In simple terms the larger the battery the less vehicles produced.

App Table 5 Impact of battery capacity on vehicle volumes

GWh	kWh	Number of vehicles (millions)
789.2	50	15.7
789.2	60	13.1
789.2	70	11.2
789.2	80	9.8

A further challenge is that not all batteries produced will either go into vehicles with some batteries going into static storage. The current level is not known. Also, the balance of trade in terms of EVs imported into Europe and exports is unknown.

Achieving a target of all new vehicles being EVs by 2030 could only be achieved from currently committed manufacturing capacity if batteries get no larger than 50kWh, all produced batteries go into cars and vans, every proposed battery plant gets built, and no material supply problems occur. If PHEV, with smaller batteries, make up a larger proportion of the new car market this would help, however the market is quickly moving to full BEV. Therefore, a significant increase in manufacturing capacity is required.

This demonstrates the challenge with achieving EV registration targets and why providing public charging infrastructure is only part of the picture.

Chip availability

A shortage of microchips around the globe is influencing almost every industry. The automotive sector is no exception, and car production has reduced across the world due to the lack of microchips. Ford itself has said it expects the production of 1 million of its own cars to be hit by the shortage. An acute lack of computer chips has left dealers struggling to supply many new conventional models let alone EVs.

These are critical components in modern cars, being used in areas such as engine management and emissions control, emergency braking, airbags, entertainment systems and navigation. A modern car can use between 1,500 and 3,000 semiconductors. The motor industry also faces intense competition for the chips that are available from other sectors, particularly the consumer electronics industry.

EV Charging Technology

Although EV charging points are often discussed as the technology that is required to allow EVs to recharge, there is a lot of other technology involved in the process. This section explains the need for recharging infrastructure, and summarises the technologies used in the UK.

The need for recharging infrastructure

Electric Vehicle Supply Equipment (EVSE) is the collective term used to refer to all equipment used to deliver energy from the grid to a PIV. EVSE includes plugs, sockets, conductors, power outlets and devices that allow communication between the recharging apparatus and the vehicle.

BEV or PHEVs require their batteries to be recharged. Where this occurs, the duration of the charge and time of day will vary to meet users' requirements. Consumer preferences and habits also have a role to play in recharging behaviour. However, their preferences for charging have not yet been established, which means strategies and delivery plans need to be flexible and account for these uncertainties.

Slow, fast, rapid, and high-power chargers suit different locations and charging behaviours. Slow and fast chargers suit destination charging patterns, where the driver looks to recharge at a location that they will be leaving the car for a considerable amount of time such as at supermarkets or places of work. Rapid and high-power chargers' suit on-route charging, quick recharging at destinations, and support the taxi and delivery/ logistics (LGV only) trades due to their high-speed capabilities.

Chargepoints

The most well-known element of EVSE is the chargepoint – also called a charging post, charging point or charging station. There are many specifications of chargepoint in the marketplace, differentiated by power output, communication protocol, type, and number of charging outlets. They can typically be installed mounted onto a wall or as free-standing units installed in the ground. Most ground mounted chargepoints can be installed with retention sockets to ease swap out for

future maintenance, repair, or replacement. Table 3-7 provides a summary of the different types of chargepoint currently available in the marketplace.

Chargepoint design is evolving rapidly. Six years ago, only single outlet 3kW AC slow chargepoints were available. This suited early EVs, which were only capable of drawing a 3kW power supply. Recently, the Type 2 socket has been developed to reduce charging speeds. This has been followed by the development of 50kW rapid chargers, which were only initially suited to a few PIV models, but now have multi-standard variants. This widens their use to most rapid charge-enabled vehicles.

App Table 6 Types of EV Chargepoint

Common Chargepoint Names	Power Output (kW)	Current / Supply Type	Socket / Plugs	Charging Duration (24kW battery)	Use Cases
Slow	<7	AC	Type 2 Socket	6-8 hours	Destinations
Fast	7 – 22	AC	Type 2 Socket	4-6 hours	Destinations
Rapid	43 -50	AC	AC – Type 2	30 minutes to 80%	On-route
		DC	DC – CHAdeMO		
		DC	DC – CCS Captive cables with plugs attached		
High Power	100	DC	Tesla 120kW	TBC depending upon vehicle	On-route
		DC	CCS 150kW+		

Charging Rate

The most significant advances in BEV are the emergence of 800 V electrical systems which achieve much faster charging and reduced weight, allowing them to travel further between charges. Such systems enable greatly reduced charging times, as long as they are using fast chargers capable of working at up to 270 kW.

Charging operators are now preparing for higher powered charging. The pictures along the top row Figure 3.2 shows normal 50 kWh rapid chargers at a motorway station, of which there are normally two, being replaced by 12 x 350 kWh. These new chargers allow approximately 100 miles of range to be added in less than five minutes. The pictures shown below also show a similar progression by Shell from a single 50 kWh charger to a forecourt of 10 x 175 kWh chargers.

App Figure 1 Examples of Charging Forecourts



Charging Connectors

The International Electrotechnical Commission (IEC) standard 62196 specifies the plugs, sockets and outlets required for conductive recharging, covering charging modes, connection configurations and safety requirements for the operation of EV and recharging facilities. EV recharging connectors are specialised for automotive use.

PIV cars and light vans are supplied with a charging cable used to connect the vehicle to slow or fast chargepoints. This cable has a plug specific to the vehicle on one end, and a suitable plug on the other end to connect to slow/fast chargepoints in the UK. Some vehicles have separate charging sockets for slow/fast and rapid charging solutions, whilst some manufacturers have standardised around one vehicle-side socket for all charging solutions. The following section, taken from the Zap-Map website, show the variety of charging connectors (plugs) and sockets used for the different types of PIVs in the UK. Charging cables are typically supplied with a Type 2 plug to connect to slow and fast chargepoints in the UK.

Charging cables are also available fitted with standard UK three-pin plugs intended for infrequent use where Type 2 charging solutions are not available, incorporating power protection limiting delivery to 3kW due to the risk of 3-pin plugs overheating when delivering power over prolonged periods.

App Figure 2 Type 2 socket and plug for slow and fast charging in UK

Fast Charging Sockets and Plug

Type 2 – 7-22kW AC



ZAP MAP

Rapid and high-power chargers do not use the cable supplied with the vehicle. Instead, these chargers are fitted with tethered cables and connectors that plug directly into the vehicle due to the high power being delivered. There are four socket/plug formats used for rapid and high-power charging in the UK, as shown below.

App Figure 3 Sockets and plugs for rapid and high-power charging in the UK

Rapid Charging Sockets and Plugs

CHAdeMO – 50kW
DC



CCS – 50kW DC



Type 2 – 43kW AC



Tesla Type 2-
120kW DC



ZAP MAP

Most vehicle manufacturers use the CHAdeMO or CCS DC socket/plug for rapid and high-power charging. Only Renault retains the 43kW AC system. Tesla's 120kW supercharger socket/plug was designed to suit their bespoke battery solution. Tesla provides superchargers for public use.

Charging Protocols

The charging protocol governs how the vehicle communicates with the recharging equipment. It could also potentially communicate with a wider network of equipment and services such as payment systems, energy, communications, and other services. The use of the Open Chargepoint Protocol (OCPP) is promoted as the best way to enable the functionality required for widely available and accessible recharging networks of the future.

If all vehicle and charging manufacturers adopt the same communications protocol, then the global recharging network will become:

- Accessible for all EV drivers;
- Flexible to needs of various stakeholders; and
- Cost less to run as new developments are shared easily and quickly.

Upgrading Existing Charging Infrastructure

In some instances, it may not be possible to upgrade existing charging infrastructure to be OCPP compliant. In these cases, depending on age, use and cost of ongoing maintenance, older chargepoints will eventually need to be replaced with new OCPP compatible infrastructure. Ensuring all stock is OCPP compliant would improve functionality, reduce maintenance costs, and improve the customer experience. More importantly, it would allow an easier transfer of assets to any new chargepoint operators operating platform should there be a need to change suppliers in future.

Existing charging infrastructure should be reviewed to identify any non-OCPP compatible infrastructure. Where possible, the cost to upgrade the non-OCPP compatible infrastructure should be included in the review and the infrastructure should be scheduled for future replacement. In the long-term, CEC or partners can choose to pay for the upgrades or enter into a contractual agreement with a supplier who will pay for any necessary upgrades. These options depend on:

- The expectation for the network;
- The attractiveness of the charging infrastructure to commercial partner;
- Available investment funding; and
- The available timeline including disposal of assets, physical upgrade where possible, or replacement of stock.

Smart charging

Electric mobility will become an integral part of the UK's smart energy environment because the electrification of transport is key to decarbonising the economy. So smart charging solutions are a key enabler of a sustainable recharging market in the UK.

Smart charging could benefit both consumers and electricity networks by incentivising consumers to shift recharging demand to less expensive periods when

there is plentiful clean, renewable electricity available. This may reduce the need for expensive electricity network reinforcement.

Regular (non-smart) charging commences as soon as the PIV is plugged in, drawing the maximum amount of power available from the supply until the battery is fully charged. For large fleets, this could overload the available power supply causing practical power outages on-site and financial penalties from the energy supplier. Alternatively, smart charging allows the monitoring and management of the charging session to enable remote control of when, for how long and how rapidly the PIV recharges. Smart charging uses the OCPP charging protocol (v1.6 and beyond) to maximise charging flexibility and to mitigate the need for high-cost power supply upgrades. Although smart charging increases recharging infrastructure cost somewhat, it can provide multiple benefits:

- **Power peak reduction:** schedule and automatically control each vehicle's charging cycle to avoid peak power demand times and avoid exceeding maximum power supply capacity.
- **Reduce investment costs:** make optimal use of the existing power supply by controlling the charging speed of each chargepoint to prioritise specific vehicles and balance the available power across chargers to ensure each vehicle is fully charged ready for the next shift's activity.
- **Energy cost reduction:** cost-effectively schedule charging times to take advantage of time-of-use energy tariffs to reduce operating costs.
- **Increase flexibility:** use prioritised load balancing to deliver only the energy required to suit each vehicles' next shift requirement, and allow for extended shifts, increased range, late start/finish times, etc.
- **Demand response:** respond instantly to dynamic energy pricing and accelerate or reduce the energy consumption of the fleet accordingly to reduce operating costs.
- **Integration of batteries and renewable energy sources:** use stationary batteries as energy stores, charging them from renewable generation sources and/or when energy cost is low, and subsequently use that stored energy to recharge vehicles when energy costs are high.
- **Reduce manual labour:** removes the time-consuming and error-prone need to manually plug/un-plug vehicles at specific times.
- **Improve PIV battery health:** smart charging results in slower charging over the battery's life cycle, preserving its state of health and reducing long-term operating costs and environmental impacts.

There are currently three levels of smart charging available:

- Basic load balancing distributes the available power capacity equally between all chargepoints to prevent overloading and high energy costs at peak times. For example, if there are 10 vehicles charging simultaneously each vehicle would receive 10% of the total available power.
- Scheduled/static load balancing can also optimise charging schedules to take financial benefit from time of use energy tariffs. For example, chargepoints can

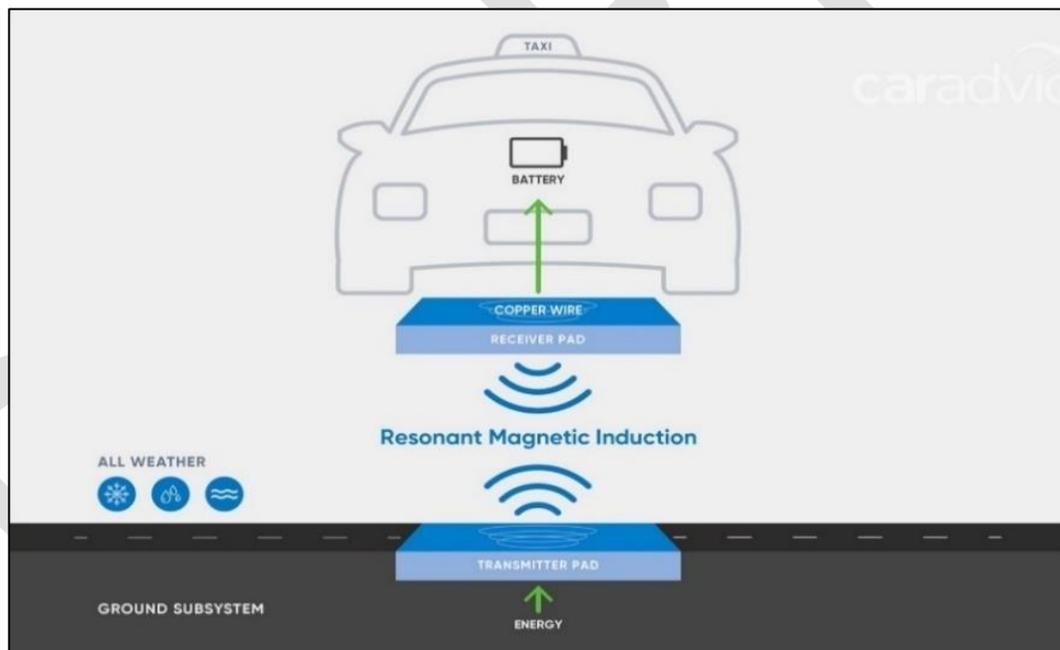
be programmed via an app to charge EVs such as at night when there is a surplus of inexpensive green energy.

- Dynamic load balancing can combine both static and dynamic data such as bus routes, next day plans and dynamic energy pricing to ensure the entire fleet is charged in time for individual departure at the lowest cost. In practice this means directing more power to those vehicles that most require it, such as buses doing longer routes. While also charging the vehicles during the most affordable periods.

Emerging Wireless / Induction Charging Technology

The EV industry has seen substantial technological development in recent years. Another advancement already in train is induction, or wireless, EV charging. Induction charging is fairly simple – electricity is transferred through an air gap from one magnetic coil in a transmitter pad to a second magnetic coil fitted to a receiver pad on the vehicle. All that is required is that the vehicle is positioned in the right place so that the coils are aligned, and charging will begin.

App Figure 4 Induction Charging



Wireless EV charging via magnetic resonance technology delivers the same power, efficiency levels and charge speeds as conventional plug-in charging methods. Charging can be done through water, snow, ice, concrete, granite, etc., without any concerns regarding cable connections. Most Level 1 or 2 consumer plug-in EV chargers operate in the 88% to 95% efficiency range end-to-end, from grid to the battery. Leading wireless EV charging technologies today operate in that same range, at 90% to 93% efficiency.

Wireless charging also makes always-available bi-directional charging possible. Making EVs available as local on-demand energy storage is critical as utility companies look for an increased mix of renewables in the electrical grid. Bi-directional charging, otherwise known as vehicle-to-grid (V2G) technology, can help utilities handle increasing peak demand. For V2G to work seamlessly, the cars need

to always be available on demand, and the reality is that most owners do not plug in when their battery is well-charged. Wireless V2G solves that as whenever the vehicles are parked, that stored power is available, and provides a new source of value for the EV owner. Wireless charging will be crucial in the successful introduction of autonomous vehicles.

Battery Swap

The Chinese vehicle manufacturer NIO has launched the first battery swap station in Norway¹⁵. The first second-generation Power Swap Station was introduced in April 2021 and has 14 battery slots, 13 battery packs (versus five in the first-generation version) and an empty slot to pick up a discharged battery, or old/ previous generation battery when upgrading. Currently, the battery swap stations only support EVs from NIO, which are all built to be compatible with the battery swap system.

In China, NIO have more than 700 battery swap stations and are planning to install 4,000 by 2025, including 1,000 outside China. NIO installed their first Power Swap Station in Germany in September 2022. Germany has the largest European EV market and this new modern facility, the size of a double garage, has a connected power of 550kW and was initially designed for more than 100 swaps a day.

Induction Trials

A number of trials of induction charging are currently underway:

- England, Nottingham:** Wireless charging for electric taxis waiting in their rank is to be trialled in Nottingham. The UK Government is putting £3.4m towards fitting five charging plates outside the city's railway station. The six-month pilot project will see 10 electric taxis fitted with the necessary hardware, and the scheme could be rolled out more widely if successful. Officials said EVs were 'vital' to improving city air quality and making charging convenient was key. The Department for Transport said wireless charging was more convenient and avoided the clutter of cable charging points. (*Source: BBC News online*)
- Scotland, Edinburgh:** Heriot-Watt University, located near Edinburgh, Scotland, is planning a trial of wireless charging using electric delivery vans. It is a joint project with the City of Edinburgh Council and Flexible Power Systems (FPS), and will involve specially adapted vans, with charging equipment from Momentum Dynamics. Innovate UK provided funding for the trial. The trial will also explore the concept of charging hubs, which could be shared among multiple fleet operators. "The project is testing the sharing of charging hubs among logistics, retailers, local government and university-owned commercial vehicles," said FPS Managing Director Michael Ayres. "These charging hubs require high use to be economically viable. The project uses powerful wireless charging to shorten the time vehicles need to be in the charging hubs." (*Source: The Scotsman*)
- Germany, Cologne:** In the German city of Cologne, an inductive (wireless) charging project for taxis is being set up called the Taxi Charging Concept for Public Spaces (TALAKO, based on the German title). This is part of the SMATA

¹⁵ <https://insideevs.com/news/561903/norway-nio-first-battery-swap/>

feasibility project, launched in October 2020. For the new TALAKO project, six LEVC (London Electric Vehicle Company) electric taxis are to be converted for inductive charging. LEVC is responsible for making the famous London electric taxi cabs specially developed for the taxi industry. The vehicle has an electric range of 130 km and a range extender on board to extend the range by 500 km if necessary. When the Cologne project is in operation, six vehicles will be able to charge simultaneously. (Source: *electrive.com*)

- **Norway, Oslo:** Jaguar Land Rover will provide 25 Jaguar I-PACE models to Cabonline, the largest taxi network in the Nordics. The brand's performance SUV has been designed to enable Momentum Dynamic's wireless charging technology, making it the ideal vehicle to drive the initiative. A team of engineers and technicians from both Momentum Dynamics and Jaguar Land Rover were engaged to help in testing the solution, and Cabonline signed up to operate the fleet as part of Oslo's ElectriCity programme. Taxi drivers need a charging system that does not take them off route during their working hours. Multiple charging plates rated at 50-75 kilowatts each are installed in the ground in series at pick-up-drop-off points. This allows each equipped taxi to charge while queuing for the next fare. The system, which uses no cables and is situated below ground, requires no physical connection between charger and vehicle, engages automatically and provides on average 6-8 minutes of energy per charge up to 50kW. (Source: *jaguarlandrover.com*)

It is not clear at this time how the COVID-19 pandemic may have affected the progress of these trials.

Wireless Induction Charging Capability of EVs

Most, if not all, of the top vehicle manufacturers have stated that they are likely to offer wireless charging capability in the future. However, wireless charging is yet to be built into any model of PIV to date. BMW had planned to offer this technology on its 530e plug-in hybrid saloon back in 2018, but this decision was reversed, and the current generation battery does not support it. In Germany, it was a €3205 (£2700) option for consumers.

It is difficult at this time to ascertain when this technology would be likely to be introduced. Availability of relevant infrastructure will surely play a major role in determining possible introduction.

Further thoughts to be answered or considered regarding wireless / induction charging:

- If wireless charging is initially offered as an aftermarket add-on, then the required vehicle retrofit may have an impact on both vehicle warranty and insurance. The cost of installing the required infrastructure may suggest that installation will only be feasible as a hub consisting of multiple charging bays rather than single chargepoints in and around cities.
- The chicken and egg scenario – will car manufacturers want to introduce this option on vehicles if insufficient infrastructure exists? Likewise, will anyone want to introduce the infrastructure if no vehicles exist to use it? The vehicle manufacturers had to 'invest' in the current EV charging infrastructure, so are they likely to want to do it again?

- To go mainstream, wireless charging will need international standards. The Society of Automotive Engineers (SAE) recently announced the first global standard for wireless EV charging, which could help accelerate the technology's rollout. The standard, SAE J2954, applies to inductive charging systems up to 11 kilowatts. As with existing SAE standards for other charging methods, J2954 will harmonise new systems, allowing for increased interoperability between hardware and vehicles from different manufacturers.

The Hydrogen Project

Use of Hydrogen in the UK

Hydrogen is increasingly used for transport across the world, especially in northern Europe. In the UK, the use is increasing – currently there are 12 hydrogen refuelling stations. There are an increasing number of Councils using hydrogen powered refuse collection vehicles, including Fife and Westminster. These are mainly in the south of England. Our project will be the first 'green' hydrogen refuelling station in the north west of England, although it is not open to the public.

Cheshire East Councils Hydrogen Project

CEC are piloting the single site production, storage and use of hydrogen for their refuse vehicles, with the aim of becoming a carbon neutral council by 2025. This project is running for three years, during which time CEC will evaluate its success and consider it for the future. CEC will also be keeping an eye on any developments in EV technology to see if they can be used at the Environmental Hub. It is a holistic system, producing green hydrogen from on-site electrolysis primarily from solar panels, but with a green electricity backup. The hydrogen equipment is on the south side of the Environmental Hub, close to the existing fuelling area. This has suitable clearances around it and is shielded from sight by a neighbouring building.

The vehicles are dual fuel so that the hydrogen is used alongside diesel at blends up to 80% hydrogen at low speeds, which is typically when they are collecting and so reduces air pollution.

Project partners

CEC and Ansa have partnered with Storengy UK, who are industry experts on hydrogen. They will provide the technical expertise on hydrogen and maintain the equipment which has been supplied by Logan Energy and Ulemco. The Cheshire and Warrington Local Enterprise Partnership has also provided funds.

Appendix B: Development of Location Assessment Model

Local Assessment Model

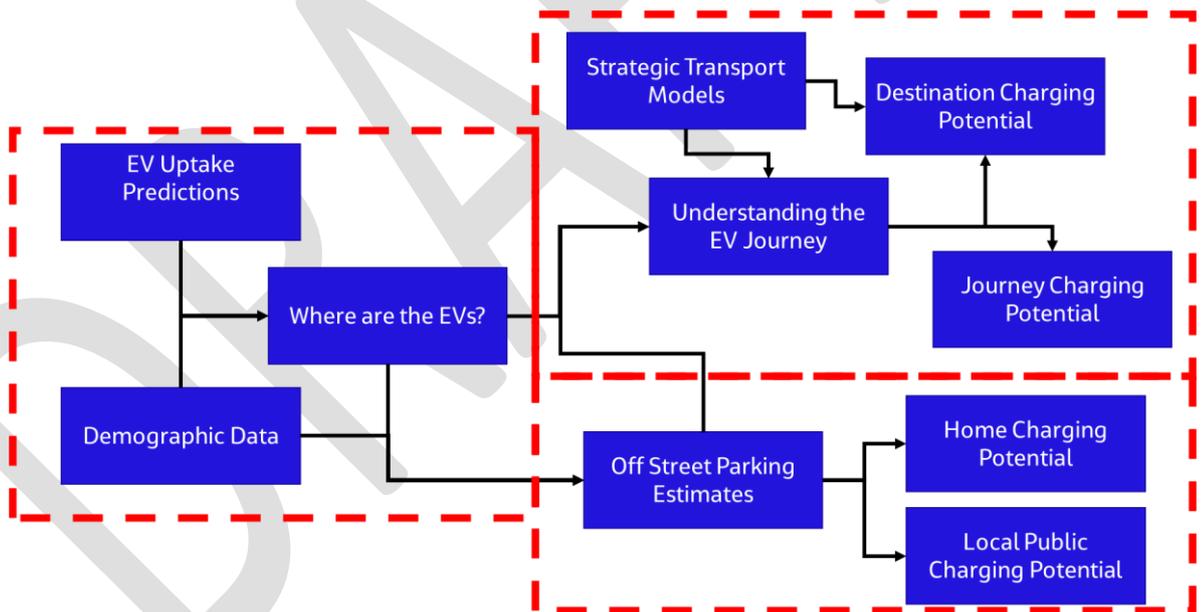
Jacobs has developed a Spatial Distribution Model to inform a classification tool which ranks the suitability of potential charging sites based on three usage cases for EV charging: residential, destination and on route.

The model is fundamentally based upon answering two basic questions:

- How many EVs will there be?
- Where will those EVs charge?

The answers to both questions are informed by a series of interconnected models, which can be independently altered to suit the needs of the specific question being answered.

App Figure 5 Broad Structure of the EV Mode



The figure above **Error! Reference source not found.** shows the broad structure of the EV classification model. The model is broken down into three separate components, each of which deals with a separate independent component of the overall model. As part of this model, data regarding travel patterns, demographics and housing stock type in Cheshire East has been used to assess the suitability of potential locations for hosting chargepoints. Output from the model has informed the appraisal of potential sites.

Local Charging Potential

To understand how local charging may vary, it is necessary to include spatial variation in the model, the differing demographic across the area is used. For spatial variation in EV uptake, the two most important demographics are:

- The total number of vehicles within each OA as this determines the baseline probability of owning a vehicle. This ensures that inner city areas, with fewer vehicles in general, are not over-represented.
- The income levels of each area determine both the probability of purchasing a new vehicle, and also the probability of that vehicle being an EV due to the price differential.

The income for each area is fed into the overall EV uptake model to generate an individual EV uptake prediction for each area of interest. The total number of vehicles within each OA provides a hard cap on the number of EVs.

However, this simply provides the total number of EVs for each area, it does not contain any information on where we expect those EVs to charge, for this we need to include information on the ability of the EVs to charge at home.

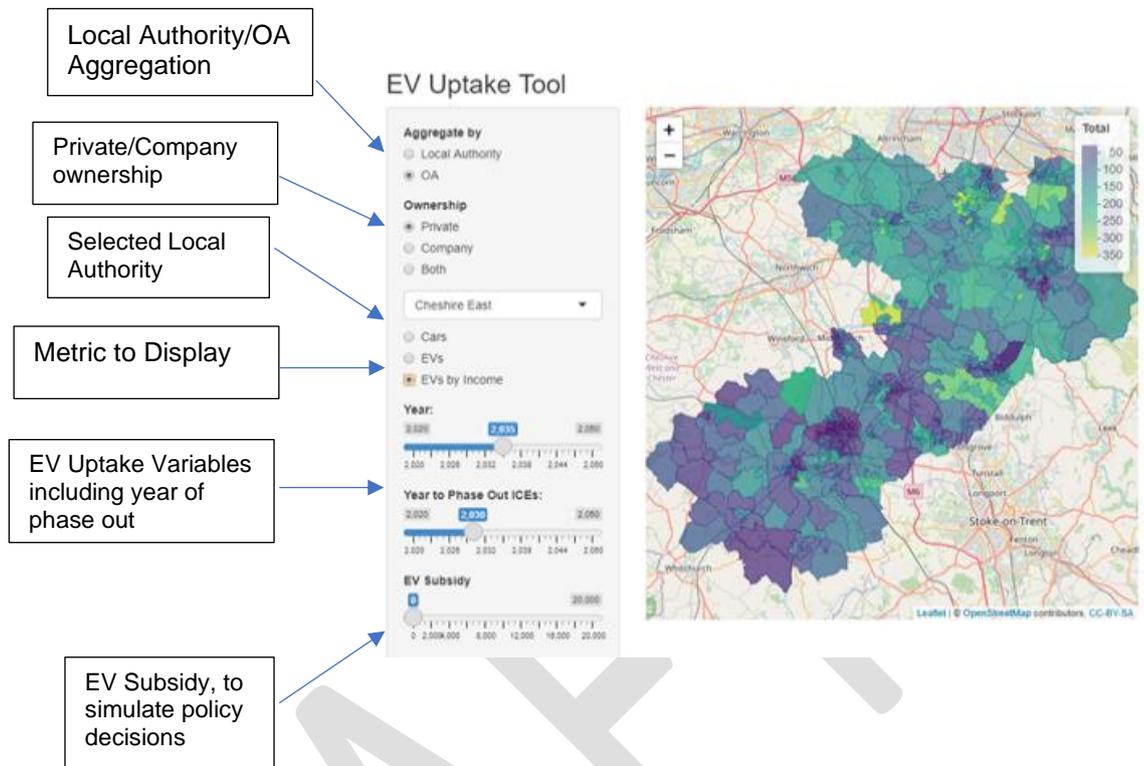
Almost all research has shown that, if given the choice, people will overwhelmingly prefer to charge their EVs at home. However, this is not possible if there is no off-street parking, and so it is also necessary to assess this capability within the model.

This has been achieved through using the house type from the census data to form a broad understanding of the dwelling type and the capacity for off street parking. For example, if most houses are detached, then we would expect more off-street parking.

This information is combined with EV uptake to form an overall assessment of public charging potential.

The model combines each of the previous elements into a single UI.

App Figure 6 Elements of the Model



The interactive model is designed to display the data generated by the underlying model and to enable proof of concepts for each idea to be quickly tested.

For example, the above image shows the total number of EVs within Cheshire East, with the income distribution model, a 2035 phase out, no EV subsidy and for the year 2030.

Journey Charging Potential

Understanding the potential for charging within a journey, is a different and much more in-depth proposition than for localised charging. In addition to accurately assessing the general uptake and distribution of EVs, it is also necessary to understand where those vehicles are going to be driving and the probability of those vehicles charging on the way.

This data will be used to generate information on each link within the Major Road Network (MRN) within the area of interest.

The basic process used to generate the traffic flow for each link is as follows:

1. Determine the shortest path between the origin-destination (OD), in terms of the road network. The shortest path has been determined by creating a graph network from the road network, and then using an A* Pathing algorithm to determine the shortest journey time between the OD pair.
2. For each OD pair, create a data point with the OD information and the full path information. This information will contain an identifier for the OD pairs

which will allow us to alter the EV demographics of the OD pairs, without needing to rerun the shortest path algorithm.

3. For each network link, sum up the total number of vehicles that use this link, aggregated by the necessary factors that we believe are important in determining the propensity to charge.

From this data, it is then possible to map predicted number of vehicles, segregated by the factors that it is believe will determine the given probability of any vehicle to charge on the vehicle network.

App Figure 7 A schematic of the process used to derive aggregate journey statistics

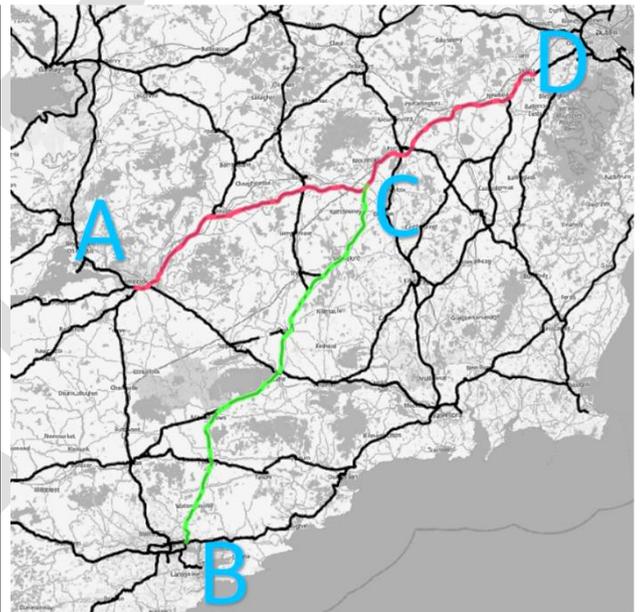
By aggregating routes derived from Origin-Destination pairs, we can derive a likely fleet population for every link on the road network

A:C Each link on this route is populated by a fleet determined by the vehicle population at A

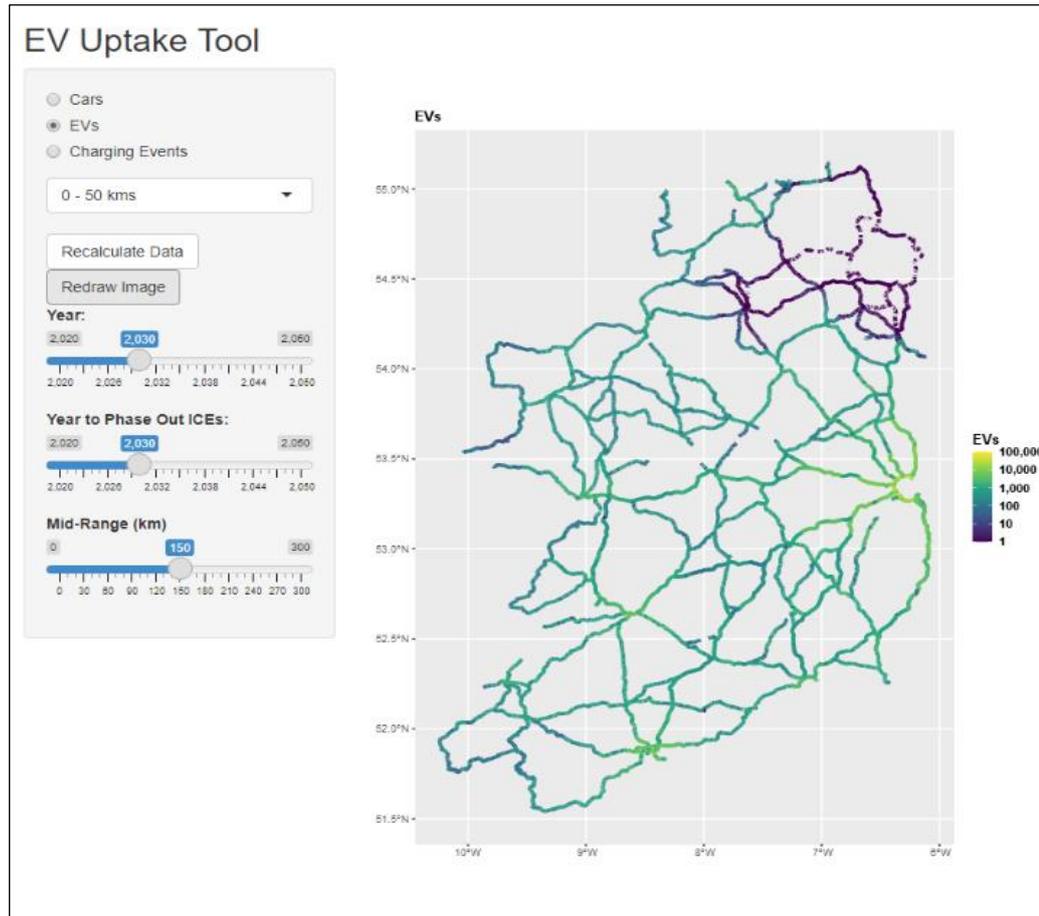
B:C Each link on this route is populated by a fleet determined by the vehicle population at B

C:D Each link on this route is populated by a fleet determined by the vehicle population at both A and B

This is replicated for each possible set of Origin-Destination pairs



App Figure 8 Example of Road Network Analysis



From this data, it is then possible to generate a complete picture of the number of EVs which will be expected on any link with the network as a whole.

By connecting the network data, with the detailed origin EV uptake data, it is possible to construct a complete model of the movements of vehicles within the network.

An example of this complete network is shown above for the road network of Ireland. This particular model shows the results for all 0-50km journeys and as might be expected, the vehicle flow is more concentrated around the major population centres. If the 50-100 kms journeys were selected, then this would expand out into the connecting roads between those centres.

The data from this model feeds into understanding the potential for capturing journey charging events.

Assessing Model Outputs

It is possible to utilise the EV Uptake model to systematically create metrics which can be used to assess the suitability of different potential chargepoint locations.

Due to the ongoing uncertainty around all EV metrics, it was decided to assess the metrics on a purely ranking order. This would allow for a relatively easy comparison

between different sites under potential different EV uptake scenarios, and also removes the necessity to decide what constitutes a “good” level of EV uptake. Each site is ranked from 0-6 with 0 representing the lowest ranked sites, and 6 the highest.

Whilst the generation of each individual metric is an objective process, the ranking and weighting of each metric is fundamentally subjective and relies upon a degree of knowledge as to the appropriate level of importance for each assessment. This is captured within the assessment longlist through the inclusion of a series of adjustable weights for each metric, allowing for a rapid iteration through the subjective assessment process whilst maintaining the objectivity of the previous metric derivations.

The data used within the assessment has been aggregated (or generated) at the LSOA level, as there is an abundance of data available at this level whilst also providing that data at the required spatial fidelity.

In addition to the directly derived model assessment outputs, we have also incorporated two manual assessments for security of location and the existence of other chargepoints within the area. These two assessments are more subjective than the quantitative model assessments.

Journey Assessment

Within the Journey Assessment we are assessing the potential for each site to capture charging events from vehicles which are in the middle of a journey. Essentially, this assessment is geared towards drivers who may be undertaking a longer journey who will need to stop and charge their vehicle en-route to their destination.

This will likely lead to a fundamentally different usage profile than would be expected for those using local public charging infrastructure. There would typically be a preference for rapid/ultra-rapid charge stations combined with a potentially greater willingness to pay a premium for the speed of charge.

A typical example of the sort of chargepoints which would service this need, would be the Braintree all electric forecourt operated by Gridserve.

The data used to generate this assessment comes from the Journey Profiling component of the model, with additional input on the likely EV uptake for the origin points generated by the EV Uptake component of the model. Due to the ranking nature of the assessment (rather than being based on an absolute value) the assessment is based on the number of EVs passing through any particular link within the assessment LSOA, rather than a direct calculate of the number of chargepoints.

Job Assessment

If a vehicle is going to take on a significant amount of energy, then it needs to either use a rapid charging system or remain in the same position and use a chargepoint with a lower capacity. In addition to when the vehicle is parked at home, the other major time when a vehicle will be stationary is when the vehicle is parked whilst the

driver is at work. So, by assessing the total number of jobs within a particular area, it is possible to understand the potential level of charging demand.

However, when compared to journey charging, the typical chargepoint needed for employment-based charging will be of a lower necessary capacity as the vehicle will remain connected to the chargepoint for longer.

The distribution across time for work-place charging will typically follow the arrival and departure patterns of workers, with an unmanaged charging profile peaking in the morning.

The data used to determine this is derived from the census data and as such is aggregated to the MSOA level. However, typical MSOAs will be approximately 1km across within a typical urban area and so can be used to assess chargepoint areas.

The metric used is the total number of jobs within each MSOA.

Retail/Leisure Assessment

In addition to work-place charging, a second possibility for longer term parking is from retail and leisure-based transport. This is parking induced by either shopping or leisure opportunities such as the cinema or sports events.

The typical dwell time for retail/leisure will be typically less than for employment-based charging. Whilst the maximum dwell time could be comparable, the average and minimum time will be substantially less. There is therefore a greater opportunity for a mix of more standard, fast, and rapid chargers.

As well as the retail/leisure area being the fundamental destination, it may also be possible to use the charging area to develop a limited retail/leisure area.

The data used in this assessment was derived from the census data at the MSOA level, similarly to the Job Assessment. However, the breakdown of different employment types has been used to generate the data for Retail/Leisure compared to the general employment levels.

The metric used is the total number of Retail/Leisure jobs within each MSOA.

EV Uptake Assessment

The EV Uptake Assessment uses the raw EV numbers generated by the model, aggregated from the OA level to the LSOA level to understand how EV numbers increase across Cheshire East. Whilst it would be possible to use the OA numbers, there can be quite extensive OA variation across an LSOA.

Whilst there is an extensive amount of detail which goes into the generation of this data the fundamental metric is straightforward, it is simply the number of total EVs in each LSOA.

Whilst it would be possible to generate a more sophisticated model of EV uptake, incorporating such factors as total EVs per person, total EVs per standard vehicle etc., the level of charging necessary will be essentially entirely dependent on the raw EV total and so it is this simpler metric which is used.

The metric used is the total number of EVs within each LSOA.

EV Off-street Assessment

Although the total charge required within an area, will be determined by the total number of EVs, understanding the location type of chargers required, necessitates a greater degree of understanding of the metrics involved. If the EVs are concentrated within areas with extensive off-street parking then it may not be necessary to provide localised public charging, as that need will already be met privately.

Therefore, it is necessary to understand not just the total number of vehicles within each LSAO, but also the total number of dwellings without off-street parking as it is this number, when compared to the total number of EVs, which will determine the need for localised public chargepoints.

This information is already contained within the model, using the house type as a proxy to determine the probability if a particular house has on or off-street parking.

The metric used is the number of EVs per Off-Street parking space within each LSOA.

Security of location

The Security of Location is a metric designed to look at the general safety/security of each chargepoint, with particular consideration given to the perceived safety of the user rather detailed statistics about the actual level of potential risk within the area.

This metric does not consider the potential for accidents within the site.

The assessment was performed through a combination of Google Street View searches plus satellite imagery to identify possible issues which may lead to either a greater confidence in the site or be a cause for concern. For example, a site which is well lit and in full view of offices is likely to be of perceived greater security than a dark chargepoint which is hidden from view.

The metric is an individual assessment for each charging point, rather than at the LSOA level.

Charging Conflicts

The final assessment looks at the potential for conflicts with existing or planned future chargepoints. This is an important assessment as an area which is highly rated in other aspects, may not actually need a chargepoint if there is already sufficient provision within the local area.

For example, in Wilmslow the South Drive Short Stay car park scores incredibly highly across all the potential assessments and so would be an ideal place for a chargepoint. Unfortunately, there is already an existing rapid chargepoint within the car park itself.

This is an assessment criterion which will require careful weighting as the existence of current chargepoint does not necessarily preclude the installation of an additional chargepoint, particularly if the current chargepoint is well used.

Similarly, to security, the metric used is a manual assessment for each potential location rather than at the LSOA level.

Combining Model Assessments

After each location has been assessed, both through the model and through the manual assessment process, the scores are combined within an Excel Spreadsheet. This allows for the weighting to be directly applied to the scores and adjusted in-situ. A typical example of this is shown in the table below.

App Table 7 Example of the scoring system used within the assessment

Weighting							
1	1	1	1	1	1	1	
Journey Assessment	Job Assessment	Retail/ Leisure Assessment	EV Assessment	EV Offstreet Assessment	Security of location	Charging Conflicts	Score
1	4	4	5	5	5	0	24
1	4	4	5	5	4	3	26
1	4	4	5	5	4	3	26
1	4	4	5	5	2	3	24
1	4	4	5	5	4	2	25
3	4	4	1	0	3	5	20
3	2	4	0	1	2	1	13

The final score is then used to perform the initial assessment of the potential chargepoint sites.

Appendix C. EV Charging Point Long List – Car Parks and On-Street Areas

Overall Rank	Car Park	Town	Town Rank	Capacity (spaces)	Type of Settlement	DNO Supplier	Jobs Assessment	Retail/Leisure Assessment	Highest Destination Score	EV Off-street Assessment	Journey Assessment	EV Assessment	Security of location	DNO Capacity	Charging Conflicts	Score	Charger Type/s
1	Spring Street	Wilmslow	1	308	Key Service Centre	ENW	4	5	5	5	5	5	5	4	1	30	Rapid + Fast
=2	Exchange Street	Macclesfield	=1	107	Principal Town	ENW	5	5	5	5	4	3	5	2	5	29	Rapid + Fast
=2	Gas Road	Macclesfield	=1	45	Principal Town	ENW	5	5	5	5	4	3	5	2	5	29	Rapid + Fast
=2	Railway Station	Macclesfield	=1	57	Principal Town	ENW	5	5	5	5	4	3	5	2	5	29	Rapid + Fast
=2	Pickford Street	Macclesfield	=1	110	Principal Town	ENW	5	5	5	5	4	3	5	2	5	29	Rapid + Fast
=2	The Carrs	Wilmslow	2	60	Key Service Centre	ENW	4	5	5	5	5	5	2	4	3	29	Rapid + Fast
=7	Duke Street	Macclesfield	5	261	Principal Town	ENW	5	5	5	5	4	3	4	2	5	28	
=7	South Drive Short Stay	Wilmslow	3	330	Key Service Centre	ENW	4	5	5	5	5	5	5	3	0	28	Rapid + Fast
=7	Broadway Meadow	Wilmslow	4	100	Key Service Centre	ENW	4	5	5	5	5	5	4	3	1	28	Rapid + Fast
=7	Sunderland Street	Macclesfield	6	40	Principal Town	ENW	5	5	5	5	4	3	4	2	5	28	
=7	Waters Green	Macclesfield	7	42	Principal Town	ENW	5	5	5	5	4	3	4	2	5	28	
=7	Town Hall	Macclesfield	8	80	Principal Town	ENW	5	5	5	5	4	3	4	2	5	28	
=13	Leisure Centre	Wilmslow	5	100	Key Service Centre	ENW	4	5	5	5	5	5	2	4	1	27	
=13	Princess Street	Knutsford	1	54	Key Service Centre	SPEN	4	4	4	5	1	5	4	5	3	27	Rapid + Fast
=13	Fairground	Congleton	=1	97	Key Service Centre	WPD	5	5	5	4	5	3	4	5	1	27	Rapid + Fast
=13	Rex/Hoopers	Wilmslow	6	132	Key Service Centre	ENW	4	5	5	5	5	5	2	4	1	27	

OFFICIAL

OFFICIAL

Overall Rank	Car Park	Town	Town Rank	Capacity (spaces)	Type of Settlement	DNO Supplier	Jobs Assessment	Retail/Leisure Assessment	Highest Destination Score	EV Off-street Assessment	Journey Assessment	EV Assessment	Security of location	DNO Capacity	Charging Conflicts	Score	Charger Type/s
=13	Antrobus Street	Congleton	=1	84	Key Service Centre	WPD	5	5	5	4	5	3	3	5	2	27	Rapid + Fast
=13	Back Park Street	Congleton	=1	98	Key Service Centre	WPD	5	5	5	4	5	3	2	5	3	27	Rapid + Fast
=13	Victoria Centre	Crewe	1	482	Principal Town	SPEN	5	5	5	5	3	3	5	3	3	27	Rapid + Fast
=20	Civic Hall	Poynton	1	204	Key Service Centre	ENW	3	4	4	4	1	4	5	3	5	26	Rapid + Fast
=20	Christchurch	Macclesfield	9	82	Principal Town	ENW	5	5	5	5	4	3	2	2	5	26	
=20	South Street	Alderley Edge	1	47	Local Service Centre	ENW	1	3	3	5	2	5	4	2	5	26	Rapid + Fast
=20	Whalley Hayes	Macclesfield	10	258	Principal Town	ENW	5	5	5	5	4	3	3	1	5	26	
=24	Princess Street	Congleton	4	90	Key Service Centre	WPD	5	5	5	4	5	3	3	5	0	25	Rapid + Fast
=24	Booths Knutsford	Knutsford	2	261	Key Service Centre	SPEN	4	4	4	5	1	5	5	3	2	25	Rapid + Fast
=24	Springfields	Prestbury	1	61	Local Service Centre	ENW	1	2	2	4	4	5	4	1	5	25	Rapid + Fast
=24	Community Centre	Disley	1	40	Local Service Centre	ENW	0	2	2	5	2	5	4	2	5	25	Rapid + Fast
=24	Delamere Street	Crewe	2	99	Principal Town	SPEN	5	5	5	4	3	3	2	5	3	25	Rapid + Fast
=29	Commercial Road	Macclesfield	11	59	Principal Town	ENW	4	3	4	4	3	3	3	2	5	24	
=29	South Drive Long Stay	Wilmslow	7	45	Key Service Centre	ENW	4	5	5	5	5	5	1	3	0	24	
=29	Tatton Street	Knutsford	3	144	Key Service Centre	SPEN	4	4	4	5	1	5	4	2	3	24	Rapid + Fast
=29	Shirleys	Prestbury	2	61	Local Service Centre	ENW	1	2	2	4	4	5	3	1	5	24	Fast only

Overall Rank	Car Park	Town	Town Rank	Capacity (spaces)	Type of Settlement	DNO Supplier	Jobs Assessment	Retail/Leisure Assessment	Highest Destination Score	EV Off-street Assessment	Journey Assessment	EV Assessment	Security of location	DNO Capacity	Charging Conflicts	Score	Charger Type/s
=29	Westfields	Sandbach	1	95	Key Service Centre	SPEN	2	4	4	2	3	3	3	5	4	24	Rapid + Fast
=34	King Street	Knutsford	4	125	Key Service Centre	SPEN	4	4	4	5	1	5	4	1	3	23	Rapid + Fast
=34	London Road	Holmes Chapel	1	32	Local Service Centre	SPEN	2	2	2	3	2	3	3	5	5	23	Rapid + Fast
=34	Snow Hill	Nantwich	1	247	Key Service Centre	SPEN	5	5	5	3	0	4	4	4	3	23	Rapid + Fast
=34	Cheshire Street	Audlem	1	59	Local Service Centre	SPEN	0	2	2	0	4	3	3	5	5	22	Rapid only
=34	Chapel Street	Sandbach	2	100	Key Service Centre	SPEN	2	4	4	2	3	3	3	3	4	22	Rapid + Fast
=39	Fairview	Alsager	1	288	Key Service Centre	ENW	2	3	3	3	1	4	0	5	5	21	Rapid + Fast
=39	West Street	Congleton	5	216	Key Service Centre	WPD	5	5	5	2	5	3	2	3	1	21	
=39	Scotch Common	Sandbach	=3	140	Key Service Centre	SPEN	2	4	4	1	3	3	4	2	4	21	Rapid only
=39	Brookhouse Road	Sandbach	=3	147	Key Service Centre	SPEN	2	4	4	1	3	3	2	4	4	21	Rapid only
=43	Station Road	Alsager	2	60	Key Service Centre	ENW	2	3	3	4	0	5	2	1	5	20	Rapid + Fast
=43	Civic Way	Middlewich	1	84	Key Service Centre	SPEN	4	4	4	0	3	3	3	2	5	20	Rapid only
=43	Civic Centre/Library	Crewe	3	89	Principal Town	SPEN	5	5	5	4	3	3	0	5	0	20	Rapid + Fast
=46	School Road	Handforth	1	48	Key Service Centre	ENW	3	3	3	3	0	2	4	4	3	19	Rapid + Fast
=46	Pool Bank	Bollington	1	71	Local Service Centre	ENW	2	2	2	5	0	3	2	2	5	19	Rapid + Fast
=46	Love Lane	Nantwich	2	124	Key Service Centre	SPEN	5	5	5	2	0	4	3	5	0	19	Rapid + Fast
=46	Thomas Street	Congleton	6	46	Key Service Centre	WPD	2	3	3	0	3	3	3	5	2	19	

OFFICIAL

OFFICIAL

Overall Rank	Car Park	Town	Town Rank	Capacity (spaces)	Type of Settlement	DNO Supplier	Jobs Assessment	Retail/Leisure Assessment	Highest Destination Score	EV Off-street Assessment	Journey Assessment	EV Assessment	Security of location	DNO Capacity	Charging Conflicts	Score	Charger Type/s					
=46	Wrexham Terrace	Crewe	4	102	Principal Town	SPEN	2	5	5	1	3	3	2	3	2	19						
=51	Wilmslow Road	Handforth	2	56	Key Service Centre	ENW	3	3	3	3	0	2	2	5	3	18	Rapid + Fast					
=51	Civic Hall	Nantwich	3	151	Key Service Centre	SPEN	4	4	4	2	0	4	4	3	1	18	Rapid only					
53	Chapel Street	Congleton	7	52	Key Service Centre	WPD	5	5	5	1	1	3	2	3	2	17						
On-street areas (scores for on-street areas only used off-street assessment, EV assessment and charging conflict criteria)																						
1	East of Town Centre	Alderley Edge	N/A	On Street	Local Service Area	ENW	Not assessed for residential chargers	N/A	5	N/A	5	For later assessment	5	15	Slow / Fast	15	Slow / Fast					
2	Town Centre	Wilmslow	N/A	On Street	Key Service Area	ENW												5	5	4	14	Slow / Fast
3	Town Centre	Macclesfield	N/A	On Street	Key Service Area	ENW												5	3	5	13	Slow / Fast
=4	North East of the Town Centre	Alsager	N/A	On Street	Key Service Area	SPEN												3	4	5	12	Slow / Fast
=4	Town Centre	Nantwich	N/A	On Street	Key Service Area	SPEN												4	4	4	12	Slow / Fast
=4	North of Town Centre	Knutsford	N/A	On Street	Key Service Area	SPEN												4	5	3	12	Slow / Fast
=7	North and East of Town Centre	Holmes Chapel	N/A	On Street	Local Service Area	SPEN												3	3	4	10	Slow / Fast
=7	Town Centre	Handforth	N/A	On Street	Key Service Area	ENW												5	2	3	10	Slow / Fast
9	Town Centre	Congleton	N/A	On Street	Key Service Area	WPD												2	3	4	9	Slow / Fast
10	Town Centre	Sandbach	N/A	On Street	Key Service Area	SPEN												1	3	4	8	Slow / Fast
11	Town Centre/East/South	Crewe	N/A	On Street	Principal Town	SPEN												1	3	2	6	Slow / Fast

Appendix D. Draft Strategy Consultation

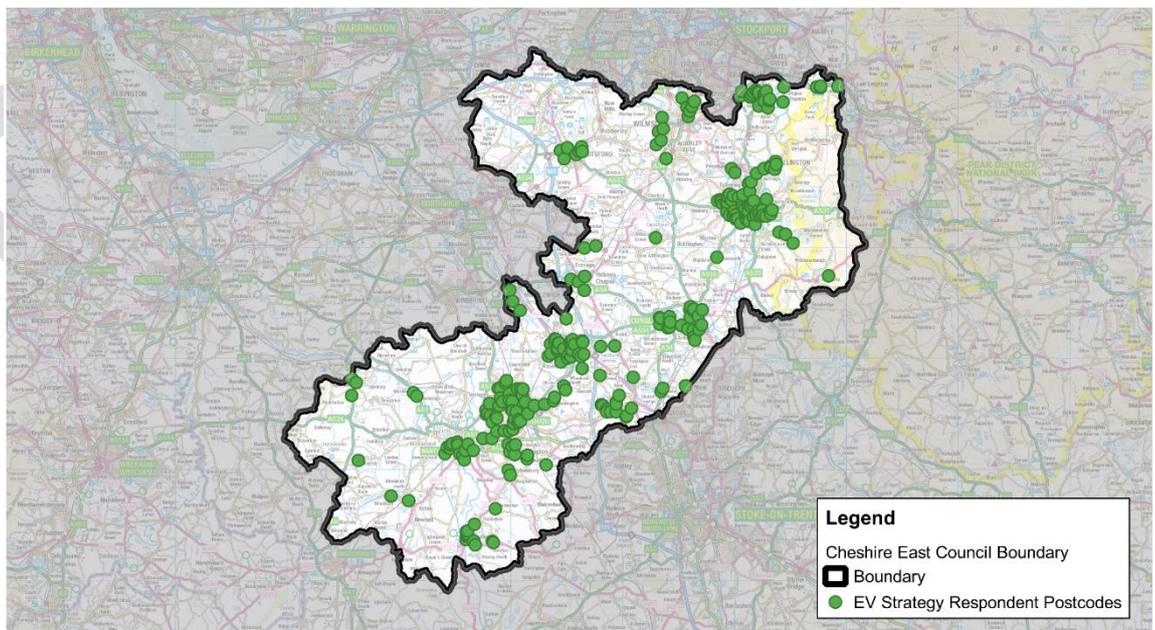
Background

During November-December 2022 Cheshire East Council undertook a consultation on the Draft Electric Vehicle Infrastructure Strategy. The consultation was held online with paper versions being available on request, hard copies of the consultation were also provided at libraries in Cheshire East. It was promoted to:

- The general public
- Town and Parish Councils
- Businesses in Cheshire East
- Local transport operators
- Special interest and community groups
- MPs

There was a good distribution of responses received from across the borough, a map of respondent postcodes (298 Cheshire East Postcodes that could be mapped) is shown below.

App Figure 9 Mapped Postcodes of Responses

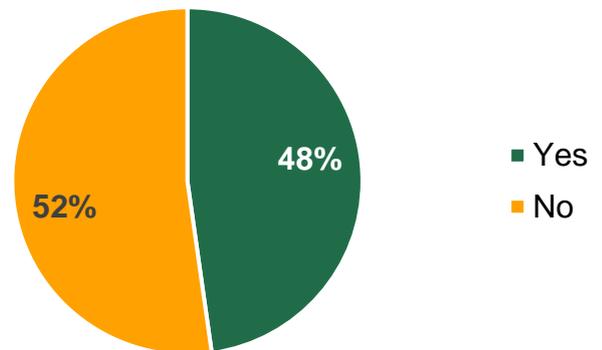


In total, 408 responses were received, 404 via the online survey and 4 email responses.

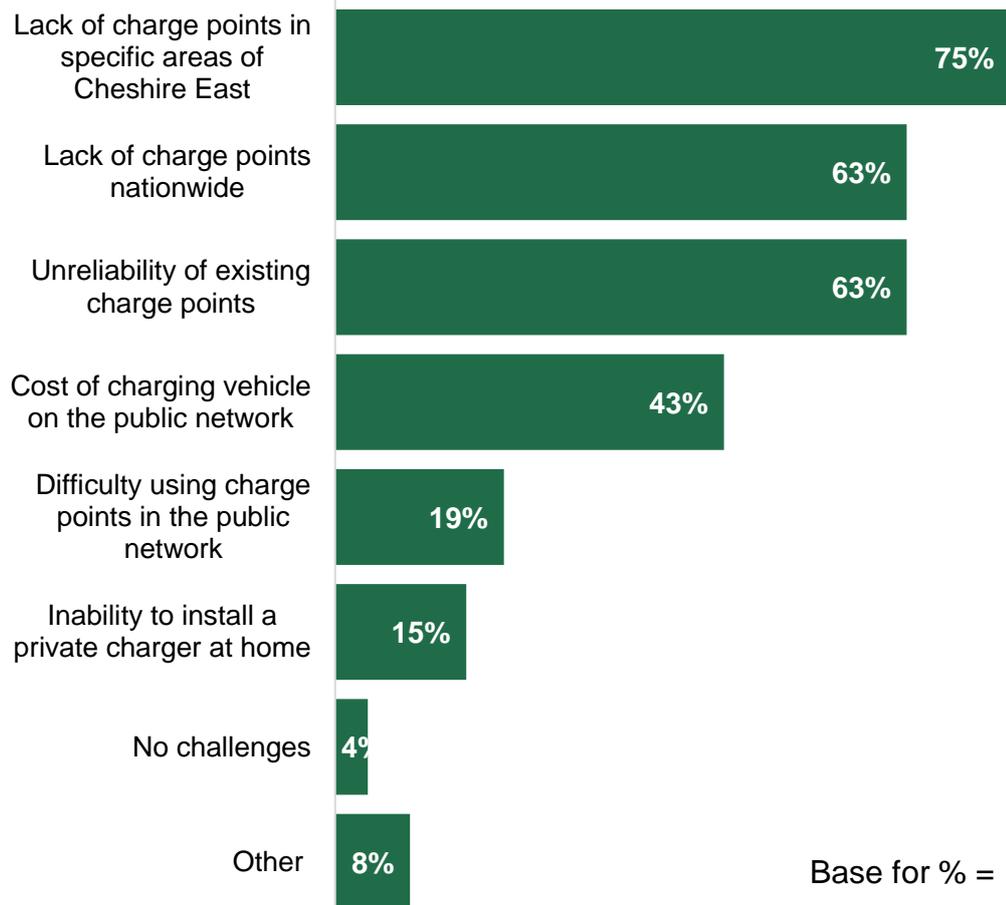
Almost one half of respondents (48%) stated that they currently own or drive an EV and just over one half (52%) stated that they do not currently own one.

Those who currently own an EV were asked what, if any, current challenges do they have in owning / driving an EV.

Do you currently own an EV?



App Figure 10 Current challenges in owning / driving an electric vehicle



'Inability to install a private charger at home' is ranked 5th, however, it is important to note that while this effects a smaller percentage of the population, amongst residents that do not have access to off-street parking, their ability to install a chargepoint at home is a key issue.

The ‘other’ challenges mentioned included: lack of rapid chargers, faulty chargers, and inconsistent parking charges & regulations.

Our response:

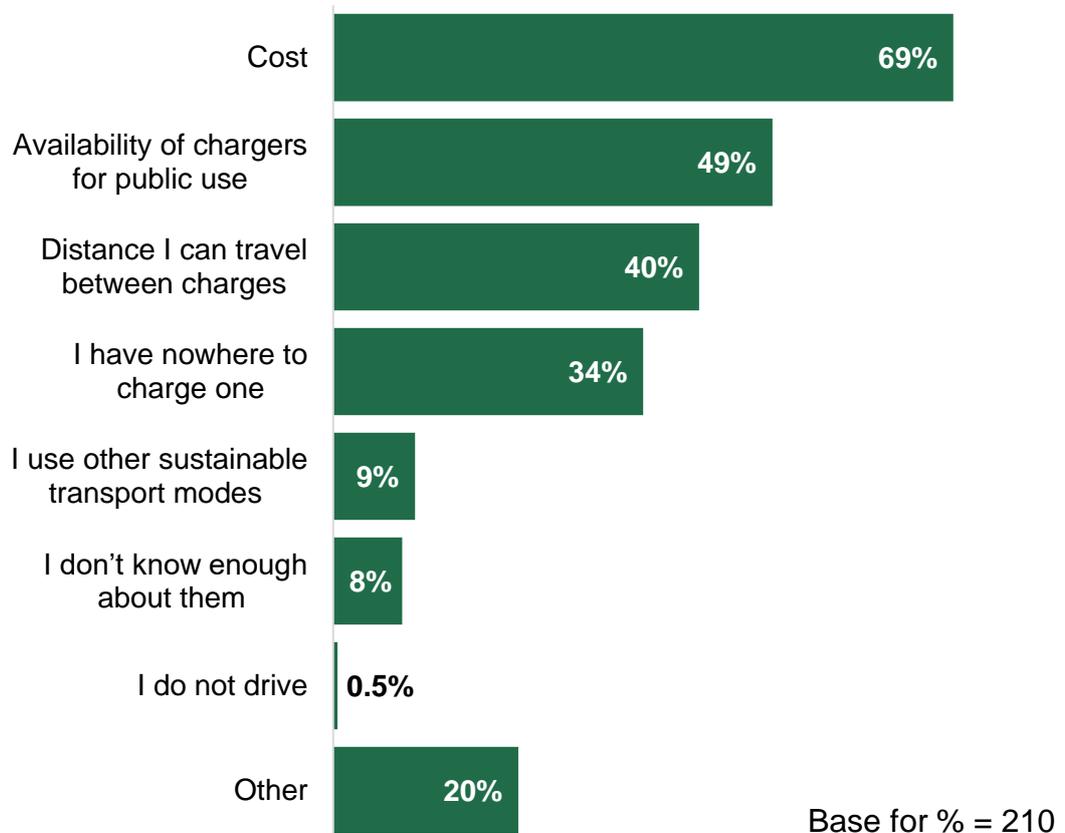
The Council is working to deliver a network of chargepoints across the borough, information on specific chargepoint locations, their maintenance, cost, and usability is provided in this strategy.

A strategic objective of the strategy is ‘to overcome inequalities in infrastructure provision, enabling our communities to transition to electric vehicles in a timely way.’ Therefore, work has been completed to assess equitable approaches to charging and plan for a network that provides for all residents. This strategy has been the subject of an Equalities Impact Assessment.

To answer queries about charging from residents without access to off-street parking, the Council has developed the ‘Cheshire East Councils on-street charging framework’.

Those who do not currently own an EV were asked what the main barriers to them not owning one were.

App Figure 11 Main barriers to not owning an electric vehicle



The 'other' barriers mentioned included: don't want one, believe they are worse for the environment overall and technology not yet good enough.

Our response:

The Council cannot influence challenges such as a lack of chargepoints nationwide or the cost of electric vehicles. However, information will be provided on the Council's website about chargepoint availability and wider support.

This strategy explains the plans for a chargepoint network across the borough, creating more publicly available chargers.

Further information will be provided on the Council's website to give people more information on EVs, the associated technology, and specific issues such as 'range anxiety'. Myth busting information will also be provided to tackle concerns about EVs impacts on the environment.

The objectives

The draft Electric Vehicle (EV) Infrastructure Strategy identified a set of five overall objectives as follows:

- Supporting the uptake of electric vehicles across Cheshire East
- Guiding the provision of a high-quality chargepoint network
- Overcoming inequalities in infrastructure provision, enabling our communities to transition to electric vehicles in a timely way
- Ensuring chargepoints fit in with the wider streetscape
- Supporting electric vehicles in the context of a wider sustainable and integrated transport system

Most respondents agreed that the objectives were the right areas to focus on.

Respondents were asked how strongly they agreed or disagreed that these objectives were the right areas to focus on. Most respondents agreed with the objectives. The highest agreement was for 'guiding the provision of a high-quality chargepoint network', 77% agreed (either strongly or tend to) with this objective.

Respondents who currently own an EV were much more likely to agree with the objectives within the strategy compared to those who do not own one.

The measures

There were several measures identified within the strategy. These were:

- Providing charging points at key destinations

- Providing on-street charging points to support residents with limited access to parking and home charging
- Providing on-route charging points to serve the major traffic routes
- Introduce chargepoints for the Council's own fleet and grey fleet
- Continuous engagement and joint working with the Electricity Network Operators to bring forward cost effective chargepoints and strategic strengthening of the power network
- Continuous engagement and joint working with the Electricity Network Operators to bring forward cost effective chargepoints and strategic strengthening of the power network
- Engage with bus operators and consider providing charging infrastructure for buses
- Encourage and where possible support the introduction of commercially provided charging forecourts

Respondents were asked to rate the measures in terms of importance from a scale of 1 to 5 with 1 being the least important and 5 being the most important. Providing charging points at key destinations was seen as the most important measure with an average rating of 4.08 provided. This was closely followed by 'continuous engagement and joint working with the Electricity Network Operators to bring forward cost effective chargepoints' with an average rating of 4.04 and 'strategic strengthening of the power network' with an average rating of 3.72.

The lowest priority for respondents was 'introduce chargepoints for the Council's own fleet and grey fleet' with an average rating of 3.11.

Generally, those who currently own an EV were more likely to rate the measures higher than those who do not currently own one. However, the measures were rated in the same order apart from 'Continuous engagement & joint working' which none-EV owners rated the highest with a rating of 3.8. Charging points at key destinations was rated the highest by current EV owners with a rating of 4.5.

Respondents were asked at what sort of locations would they like to see additional chargers. The top four locations selected were: at town centre car parks (74% selected this option), at supermarkets (69%), on a dedicated EV forecourt (59%) and at out-of-town retail areas (59%).

The 'other' sort of locations mentioned included: none / nowhere, hospitals & GPs, schools, motorway networks and pub car parks.

Those who do not currently own an EV were less likely to select as many of the locations apart from 'at out-of-town employment sites' - they were more likely to select this option (44% selected this compared to 32% of current EV owners). The number of respondents who were EV owners and none-EV owners selecting 'At rail stations', and 'in rural areas' were around the same.

Written comments

Respondents were asked for written comments under specific consultation questions. This included being asked if they felt there was anything missing from the objectives, 86 respondents left a comment.

Respondents were also asked if they had any further comments to make on the draft strategy, 144 respondents left a comment on the online survey. Four responses were also provided by email, two received from the Coal Authority and Historic England had no specific comments. Comments received by Poynton Town Council and the Planning and Consultation Committee for Sandbach Town Council have been summarised and added to the themes below.

DRAFT

App Table 8 Summary of the comments received on the objectives and the overall strategy

Response theme	Number of mentions	Our response
Waste of time and money / not the Councils responsibility	45	<p>The Council has been allocated funds to provide chargepoints by the UK Governments Office for Zero Emissions Vehicles. This funding is ringfenced for charging provision and cannot be spent on road maintenance.</p> <p>As demand for on-street charging infrastructure grows, it is expected that the private sector will invest more to build and operate a thriving, self-sustaining public network. CEC is therefore facilitating commercial models being put in place to ensure the local network can continue to expand and improve, to serve resident's needs. This includes working with the private sector to attract investment in EV charging infrastructure.</p>
Availability of chargers inc. accessible chargers and maintenance	43	<p>This strategy explains the plans for improving provision of chargers across the borough, especially in areas lacking chargepoints, including rural areas. Accessibility considerations have been made in the strategy and the accompanying Equalities Impact Assessment. They are also part of the Councils procurement approach for infrastructure that it funds.</p> <p>Although the Council can specify maintenance and operational standards for its own chargers it is not able to insist on these standards for commercially owned and operated equipment but encourages all operators to respond to issues raised in a timely manner.</p> <p>'Cheshire East Councils on-street charging policy' (Chapter 6) has further detail.</p>
Home / street charging points	33	<p>Building regulations require all new homes to be provided with an EV chargepoint. See Chapter 2. Policy and Legislation Review.</p> <p>To answer queries about charging from residents without access to off-street parking, the Council has developed the 'Cheshire East Councils on-street charging policy' (Chapter 6). This includes consideration of impacts on existing road users, particularly using the pavement.</p>
EV not green or is flawed - other fuels preferred	23	<p>Further information on the sustainability of electric vehicles will be included on the Council's website alongside myth busting information.</p> <p>Chapter 3.7 The Hydrogen Project includes more information on the work being progressed to explore using hydrogen fuel in Cheshire East.</p>
EV logistics and safety	23	<p>For chargepoints that the Council is involved in delivering it has a set of objectives (see Chapter 5). This includes consideration of value for money of funding that the council has available, safety, and need. Policy related to chargepoint provision is outlined in Chapter 5. Strategic Priorities.</p> <p>The UK government is currently working with chargepoint operators to deliver a more convenient and joined up approach to payment at chargepoints.</p> <p>The council takes a multimodal approach to transport policy and strategy. This is outlined in its Local Transport Plan, which will begin to be updated this year.</p>
Cost / payment considerations	22	<p>The purchase cost of electric vehicles is continuing to reduce over time. Running and maintenance costs are lower than petrol and diesel vehicles meaning that the whole life running of cost of an EV is lower.</p> <p>Public chargepoints are commercially operated, which means the Council cannot mandate the cost of electric vehicle charging across the borough.</p>
Need fast / rapid chargers	20	<p>A mix of chargepoint types is required across the borough to cater for both existing and future needs of EV owners. This will include slower chargers for charging overnight, faster chargers at destinations where people may be for several hours, and rapid chargers that enable people to take on a full charge during a journey.</p>
Improve other sustainable modes of transport	15	<p>The Council is delivering a programme of active travel schemes to help and encourage residents to swap the car for walking and cycling for shorter journeys.</p> <p>The Council is currently refreshing the Cheshire East Bus Service Improvement Plan (BSIP). This will refocus delivery on what is achievable within current funding allocations. Should future funding be made available by the Department for Transport, the Council have schemes in development to improve public transport provision across the borough.</p>

Response theme	Number of mentions	Our response
		The Council currently offers a demand responsive transport service, Go-Too. This is a pilot scheme funded by the Department for Transport until 2025, operating within rural areas south and west of Nantwich. The aim of the service is to connect rural communities to key services and amenities.
Intelligent network / generation of electricity	12	Smart charging is a common feature for many EVs and home chargers, which enable use of capacity in the electricity grid overnight. Vehicle to Grid (V2G) can also be part of the solution subject to infrastructure installed across the borough including at private properties.
Strategy is lacking detail / inaccurate / unclear	8	This EV Charging Infrastructure Strategy has been developed to directly support CEC's aim of reducing carbon emissions by accelerating the transition to electric vehicles. The strategy has been updated to reflect current data. Certain chapters have been changed to improve readability for the public.
Maintenance / repair of chargers	8	Although the Council can specify maintenance and operational standards for its own chargers it is not able to insist on these standards for commercially owned and operated equipment but encourages all operators to respond to issues raised in a timely manner.
Other comments provided include: <ul style="list-style-type: none"> Should have been taken up sooner. EV vehicles should be encouraged as a mix of other non-ICE vehicles. 	8	The Council's ability to deliver chargepoints is limited by the availability of funding and government guidance. The strategy outlines the current programme for the earliest feasible delivery, which includes our engagement with and attracting investment from private sector partners alongside funding that CEC has. The Council is committed to delivering a high standard of chargepoints where it is involved in delivery. Alongside electric vehicles, the Council is looking into other alternative fuel sources such as hydrogen for larger vehicles. Section 3.7 The Hydrogen Project includes more information. The council also has strategies to encourage active modes and other forms of sustainable transport.
Objectives lacking detail / suggested addition	5	Based on the consultation, further work, and discussion amongst the Council's Electric Vehicle Infrastructure Programme Board the aim of the strategy has been refined and the objectives have been updated.

Appendix E. Residential Charging Evidence Base

Background Research

This section outlines the findings of desktop research carried out into the approach taken by other local authorities and organisations to address on-street charging issues and provide solutions for how residents with no off street parking will charge their electric vehicles. Liability, maintenance impacts, and planning consent will be considered as well as accessibility and equality considerations, and the feasibility of the findings for areas and street types in Cheshire East.

Findings

Oxford City Council (OCC) *Electric Vehicle Infrastructure Strategy 2022*

- Implements the hierarchy of EV charging infrastructure installations that seek to keep pavements accessible and minimise negative impacts on active transport options, prioritising off-street charging hubs and safe, licensed pavement crossing solutions over conventional on-street EV chargers (where feasible); and
- Go Ultra Low Oxford (GULO) provides on-street electric car charging solutions for residents who are considering buying an EV or own an EV and need access to electric charging points but do not have a driveway. GULO's initiative GUL-e project, provides a channel for charging cables to extend from homes to the roadside, without creating additional street clutter.

Warrington Borough Council (WBC) *Electric Vehicle Strategy 2021*

- Highlights areas to the north of Warrington as areas with limited off-street parking availability and higher levels of deprivation – considering trialling EV's through car clubs and providing on-street accessible charging points where appropriate;
- In areas of high-density housing, on-street charging points could be utilised where footpaths and power allow without causing streetscape concerns; and
- To avoid impacting pedestrian accessibility, trailing cables should be avoided as they are viewed as an obstruction to the footway under the Highways Act 1980.

West Sussex County Council (WSCC) *Electric Vehicle Strategy 2019 – 2030 (2019)*

Where no off-street parking exists, WSCC wish to enable residential charging through three potential routes including:

- Home chargepoints – focused on ensuring the pavements remain safe for pedestrians and other highway users and that WSCC do not expose themselves to excessive liability or risk;

- It should be noted that this solution is only applicable to those with access to private off-street parking such as driveways and resident carparks.
- Residential hub charging – WSCC can only commit to hubs on their own assets. Hubs will be located close to a residential area without access to off-street parking. Ideally, this will be less than 500m walk. Overnight charging will be free;
- Residential on-street charging – WSCC are not pursuing lamp-post chargers due to their low power supply, concerns about trailing cables and ownership/responsibility due to third part ownership (Tay Valley Lighting). Additionally, chargepoints must serve a community and not an individual and so no chargepoints will be installed directly outside one property, but in the best location to serve an entire street; and
- Accessibility – WSCC has stated that “on-street charging points will be located on the kerbside of the footway and be situated as close as possible to the kerb to limit the space they take up and reduce trip hazards”. Additionally, parking for chargepoints will not “remove parking designated for people with a disability, space for car club cars, bus bays, or bicycle parking” and they will ensure disability parking is provided with chargepoints.

Devon County Council (DCC) *Electric Vehicle Charging Strategy (Consultation Draft)*

DCC has recognised that “for those without off-street parking, some residents have already begun to charge vehicles by ‘trailing cables’ over the footway from their own domestic charger or wall socket to their vehicle”. DCC has stated that no trailing cables are allowed due to safety and legal issues as they are viewed as an obstruction to the footway under the Highways Act 1980. Liability concerns include establishing whose responsibility it would be if someone tripped on a trailing cable.

DCC are considering two options to minimise risk:

1. Gullies – a cable installed into the footway; and
2. Cable protectors – a way to reduce the trip hazard by covering the cable above the footway.

DCC has recommended that when providing on-street residential chargers, that lamp columns will be used where compatible depending on parking and physical space on the highway. They recognise that lamp column chargers are not always viable due to not always being located on the kerbside and limited power availability.

DCC has also recommended testing on-street residential pavement gullies to enable residents to charge without trailing cables. This is subject to DCC obtaining legal advice.

Solihull Metropolitan Borough Council (SMBC) *Solihull’s Electric Vehicle Strategy – Going Electric (updated July 2022)*

SMBC does not permit trailing cables across public footpaths and verges for safety reasons as under the Highways Act 1980 trailing cables across the public footway are viewed as an obstruction. Alternatives such as cable gullies and bollards fed

from a home supply are being considered as lower risk options for those without off street parking.

For those that cannot charge at home or use a neighbour's charger, SMBC recommend workplace or public chargers as the next best option. This is due to an estimated 71% of homes in Solihull having space to park off-street. The council is however, considering the need for additional nearby charging facilities for residential areas without access to off-street parking. These nearby chargers will:

- Offer slower charging speeds suited to overnight charging at the lowest cost:
- Possibly be located on-street, in recessed parking bays, communal parking areas, or free local car parks: and
- Typically, be within a five-minute walk from residential areas with the highest need. For those with mobility issues, chargepoints are proposed to be less than five-minutes away.

City of York Council (COYC) Public EV Charging Strategy (2020-2025)

Rather than providing on-street residential chargepoints, COYC has committed to providing public charging infrastructure designed to support residents that don't have access to home charging. The council aim to do this with HyperHubs by providing five percent of parking spaces in all council-owned long stay car parks and Park and Ride sites.

Where there are significant residential areas without off-street parking more than 10-minutes' walk from these sites, the council will investigate alternative charging sites on a case-by-case basis.

Greater Manchester Combined Authority (GMCA) Electric Vehicle Charging Infrastructure Strategy – part of the Greater Manchester Transport Strategy 2040

- GMCA do not permit trailing cables across the footway between properties and EV's parked on-street due to the responsibility of safety and accessibility that lies on all ten local authorities in Greater Manchester. Pavement channels and cable protectors are also not permitted. Under the Highways Act 1980, obstructions to the footway are not permitted:.
- Any on-street EV charging infrastructure will avoid creating obstructions to other users of the highway and particularly those with reduced vision or mobility or those using pushchairs. Due to streetlamp columns being located predominantly at the back of the footway to reduce street clutter, GMCA do not support using lamp columns as a power source in these instances due to
 - Low power supply: and
 - The need to trail cables from the lamp column across the footway to the EV.
- EV charging infrastructure will not reduce active travel provisions by impeding space dedicated to walking or cycling. To do this, there is a presumption in favour of carriageway buildouts. GMCA recognise that in some cases, on-street

locations do not have the required carriageway space to accommodate the infrastructure;

- The relatively low level of usage (generally a single user) means that it is challenging to generate enough income from each chargepoint to cover ongoing operational and maintenance liabilities. If a dedicated chargepoint solution for each resident that requested one was delivered at scale it would require significant ongoing financial support which is contrary to the development of a viable EV charging infrastructure network;
 - The chargepoints would require a higher user tariff and therefore would not be equivalent to home charging options. Implementing a higher tariff would make the on-street solution less attractive for users and mean that they are more likely to seek out cheaper charging alternatives which would lead to underuse of chargepoints and a requirement for greater subsidy; and
 - Potentially on-street chargepoints in residential areas could become stranded assets, with ongoing financial liabilities generating limited revenue, and creating unused car parking spaces increasing competition for on-street car parking which is already an ongoing issue for residents in many locations.
- GMCA has invited local authorities in Greater Manchester to submit applications to the On-Street Residential Chargepoint Scheme (ORCS) to increase the availability of on-street chargepoints in residential areas where off-street parking is not available;
- GMCA also consider off-street community charging hubs an option for some areas particularly residential areas with significant on-street car parking. GMCA will investigate opportunities to provide off-street community charging hubs on a case-by-case basis and will establish an online system for local residents and communities to register an interest in trialling community hub charging infrastructure;
 - Community charging hubs could potentially include charging bays for EV Car Club vehicles as well as other mobility services such as cycle hire or e-bike hire facilities, offering alternatives to private car ownership.

Accessibility Considerations

Accessible Chargepoints

Although chargepoint technology and design has improved over the last 10 years, challenges still remain for people with disabilities and the overall consumer experience does not always meet expectations, with many frustrations reported by EV owners. Current chargepoint challenges include:

- Chargepoint design, including challenges for some groups using this equipment due to its height, space around the chargepoint, bollards, confusing interfaces, heavy cables, lack of cable management systems, and connectors that require significant force to be applied for a successful connection;
- A lack of, or unclear, signage surrounding chargepoints, as well as high kerbs, limited space around the vehicle, and poor placement of the chargepoint relative to the kerb/bay; and

- Chargepoints being located in remote and dark areas with no CCTV or lighting.

To address these issues, BSI published new standards, PAS1899¹⁶, for EV chargepoints in 2022 to ensure they are accessible and meet consumer's needs. The standards are important for improving the overall customer experience and to ensure people with disabilities can access chargepoints. The standards cover:

- The physical aspects of the environment surrounding fixed chargepoints (e.g., kerb height, ground type);
- The location, placement and spacing of chargepoints within the streetscape and relative to other infrastructure and/or street objects;
- The information, signals and indicators to be provided to users;
- Factors to be taken account of in the design of accessible chargepoints and their more immediate surrounding areas (e.g., height of chargepoint, cables and cable management systems, bollard spacing, interface tilt, colours used on screens, accessibility of language within communications, weight and ease of use of the equipment).

An Example of Fully Accessible EV Chargepoints

There are limited examples of chargepoints that adhere to the PAS 1889: 2022 standards published by the BSI; however product design consultancy Duku claim their solutions is likely to fully adhere, with App Figure 12 12 showing the Duku EV chargepoint designs.

App Figure 12 12The Duku EV Chargepoints – Unlocking Accessibility, Domestic and UE ONE MK3 Pop-Up



A feasibility project was undertaken to ensure that accessibility was considered during the design process in line with the latest BSI standards for the world's first accessible EV charger. The 'Unlocking Accessibility' chargers are fast chargers (7-22kW) and can be installed in approximately 10 minutes due to modular mounting methods and the plug and play system. Features of the chargepoint infrastructure that makes it more accessible include:

- An automatic, motorised cable management system that allows the charging cable to coil and uncoil without manual force needing to be applied;

¹⁶ <https://www.bsigroup.com/en-GB/standards/pas-1899/>

- No collision barriers surrounding the chargepoint due to the impact resistant base that protects the unit from damage; and
- High visibility with colour coded key features, ambient lighting, and a tap to pay interface that removes the requirement for touchscreens and apps.

The domestic 7kW charger is available as a socket or a tethered cable and is capable of being wall or pedestal mounted. The socket is protected by a sliding socket cover. The Domestic Charger has smart charging functionality and is compatible with home automation systems such as Alexa or Google Home, allowing for charging sessions to be scheduled and controlled with remote starting and stopping.

Finally, the ONE MK3 pop-up charger which has been installed throughout Plymouth as part of an Innovate UK funded project and builds on the MK1 and MK2 chargers previously installed in Oxford and Dundee respectively. The charger is flush with the pavement and extends to 900mm high when initiated via an app.

Key findings of the Equality Impact Assessment

An Equality Impact Assessment (EqIA) was carried out for the future provision of EV infrastructure in Cheshire East as part of this EV Infrastructure Strategy. This section summarises the findings, in App Table 9 9, that specifically relate to the potential impact of installing on-street EV charging infrastructure on people with protected characteristics and differing accessibility needs. The potential mitigation measures that could possibility combat the negative impacts are also considered.

App Table 9 9 EqIA Accessibility Considerations and their Potential Mitigation Measures

Potential Accessibility Consideration	Protected Characteristics Groups (PCG's) Affected	Potential Mitigation Measures
Trailing cables across the footway can pose a trip hazard and/or a barrier for all footway users.	<p><i>People with disabilities</i></p> <ul style="list-style-type: none"> • People with mobility issues • People with visual impairments <p><i>Being pregnant or on maternity leave</i></p> <ul style="list-style-type: none"> • People with buggies/ prams <p><i>Age</i></p> <ul style="list-style-type: none"> • Footway users in all age groups but particularly older people. 	<ul style="list-style-type: none"> • Many local authorities are choosing to ban trailing cables across public footways and highways. • Use cable gullies/ channels to remove the need for trailing cables. • Install charging infrastructure as close to the kerbside of the footway as possible, with an allocated EV charging bay, to prevent the need for trailing cables.
Areas of restricted width/ uneven surfaces (through the use of cable protectors or raised	<p><i>People with disabilities</i></p> <ul style="list-style-type: none"> • People with mobility issues • People with visual impairments 	<ul style="list-style-type: none"> • Many local authorities are choosing to ban the use of cable protectors on public footways. • Install charging infrastructure as close to the kerbside of

Potential Accessibility Consideration	Protected Characteristics Groups (PCG's) Affected	Potential Mitigation Measures
EV charger bases) on the footway can impact accessibility and force people into traffic flow areas to manoeuvre around uneven surfaces on the footway.	<ul style="list-style-type: none"> Wheelchair users and their carers. <p><i>Being pregnant or on maternity leave</i></p> <ul style="list-style-type: none"> People with buggies/ prams 	<p>the footway as possible, with an allocated EV charging bay, to prevent the need for cable protectors.</p> <ul style="list-style-type: none"> Only install charging infrastructure on-street if there is sufficient footway space for all footway users to pass comfortably and safely. Ensure all EV charging infrastructure is installed flush with the footway surface.
Advances in technology used in charging infrastructure.	<p><i>People with disabilities</i></p> <ul style="list-style-type: none"> People with learning disabilities. People with visual impairments <p><i>Age</i></p> <ul style="list-style-type: none"> Older people 	<ul style="list-style-type: none"> High visibility with colour coded key features, ambient lighting, and a tap to pay interface that removes the requirement for touchscreens and apps.
The weight of charging cables.	<p><i>People with disabilities</i></p> <ul style="list-style-type: none"> People with physical impairments/ disabilities or mobility issues <p><i>Age</i></p> <ul style="list-style-type: none"> Older people 	<ul style="list-style-type: none"> Ensure charging infrastructure is of high quality with cable weight considered – consider infrastructure that provides an automatic, motorised cable management system that allows the charging cable to coil and uncoil without manual force needing to be applied. Install EV chargers as close to the kerb as possible so charging cables do not have to be carried a long distance to the EV.
Chargepoints located in dark areas that are not overlooked.	<p><i>Age</i></p> <ul style="list-style-type: none"> Older people <p><i>People with disabilities</i></p> <ul style="list-style-type: none"> People with visual impairments that require sufficient lighting to improve vision <p><i>Gender</i></p>	<ul style="list-style-type: none"> Ensure all chargepoints are installed in well-lit and overlooked areas to ensure all chargepoint users feel safe using the facilities and leaving their car unattended for various periods of time.

Potential Accessibility Consideration	Protected Characteristics Groups (PCG's) Affected	Potential Mitigation Measures
	<ul style="list-style-type: none"> Women or anyone that may feel unsafe alone after dark 	

Accessibility concerns must be considered for other groups in addition to the Protected Characteristic Groups (PCG's), such as for people in low income households. This is due to the cost disparity associated with charging an EV using the public chargepoint network compared to a domestic charger powered from the home electricity supply.

It is more costly to charge using the public chargepoint network than a domestic charger as tariffs for home electricity supply are usually cheaper and domestic charging infrastructure also has the capability of charging overnight when electricity is cheapest. People from low income households are less likely to be able to afford an electric vehicle, which is a barrier in itself to EV uptake, however if they do own an EV for work and they are unable to afford to have an EV chargepoint installed at home they will need to use the more expensive public chargepoint network.

Managing Trailing Cables

Trailing cables present an increasing management issue for local authorities across the country. As discussed in the EqIA, trailing cables can pose a trip hazard and/or a barrier for all footway users.

Several councils are taking a proactive approach to this. Hampshire County Council (HCC) has published guidance¹⁷ for residents without off-street parking which states that it is the responsibility of the person charging the vehicle to avoid putting themselves and others at risk when trailing a cable across a footway. Other guidance includes:

- Parking vehicles as close to the property as possible. The cable should not cross the carriageway;
- Using a suitable extension cable if necessary and never extending the cable from an upper storey or from a lamp column or nearby tree;
- The cable should be removed from the footway when not in use; and
- Use a cable protector that is non-slip and of contrasting colour with anti-trip sloped sides. The cable protector must cover the area likely to be walked across, i.e., the full width of the footway.

Norfolk County Council requires cables covers when cable covers are permitted across the footway¹⁸ Cables across footways must be perpendicular. The permission does not include running a cable across the carriageway. Permission is granted following an assessment by a highways officer to determine the need and

¹⁷ <https://www.hants.gov.uk/transport/electric-vehicles/ev-charging-guidance>

¹⁸ <https://www.norfolk.gov.uk/business/licences-and-permits/ev-cable-permission>

suitability at each location on a case-by-case basis. Permission is granted for a period of two years from the date of approval.

The table below details additional examples of local authority approaches to trailing cables this helps to benchmark the use of EV cables across footways with other local authorities.

App Table 10 Benchmarking use of EV cables across footways

Local Authority	Approach
Newcastle ¹⁹	Only references home charging for those with a drive or garage. No obvious public position on cables across footways
Oxford ²⁰	<p>To date, there are limited standards dictating the delivery of chargepoints, however a number of regulations are being developed which are likely to include:</p> <ul style="list-style-type: none"> • Ensuring infrastructure does not obstruct pavements or highways and is not hazardous to pedestrians • Cables will not be permitted to trail across pavements or walkways, and instead will be accommodated safely in gullies etc. • Chargepoints will be retrofitted into existing urban furniture where possible <p>No exceptions will be made for EV bays (i.e., EV bays will not be introduced where traditional parking is not authorised).</p>
Oxfordshire ²¹	<p>Cables across the footway not permitted, primarily based on the Highways Act 1980. Solutions being set up or tested are available to enable charging for those with no off-street parking including:</p> <ul style="list-style-type: none"> • Local charging hubs • Pavement gullies • Lamp column chargers • On street chargers
Warrington ²²	Using a cable running across the public footway not permitted because it would breach the Highways Act 1980, constituting a hazard to other users.
Buckinghamshire ²³	<p>We do not currently allow residents to trail cables across the footway or public highway.</p> <p>We are expecting advice from Central Government on how to address this situation which affects 40% of the UKs population. While we are waiting for this advice, we are looking at potential options to enable residents to charge their vehicle safely at home without obstruction to other highway users such as pedestrians and motorists.</p>

¹⁹ <https://www.newcastle.gov.uk/services/parking-and-permits/car-parks-and-street-parking/electric-and-low-carbon-vehicles>

²⁰ https://www.oxford.gov.uk/downloads/file/8353/oxford_electric_vehicle_infrastructure_strategy

²¹ <https://www.oxfordshire.gov.uk/residents/environment-and-planning/energy-and-climate-change/electric-vehicles>

²² <https://www.warrington.gov.uk/electric-vehicles>

²³ <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/parking/electric-vehicles/charging-an-electric-vehicle-at-home/>

Camden ²⁴	Running a cable across the public footway should not be done due to health and safety. 307 on-street chargepoints available
Norfolk County Council ²⁵	Permission must be granted, only under specific conditions, must use a cable protector. Permission lasts for two years.
Central Bedfordshire ²⁶	Residential a charging only available for those with off-street parking although a trial using a gully system is underway. Implies cables cannot be laid freely but not explicit.
Bath and North East Somerset ²⁷	Strategy suggests that a cable trailing across the footway will not be acceptable although this is not explicit.

Options Scoping

This section provides a high-level summary of the potential options that may be adopted to provide on-street charging for those without off street parking. The table below sets out their relative benefits and disbenefits when applied to Cheshire East. The potential options have been derived from the background research previously undertaken based on best practice examples of other local authorities with recently published EV infrastructure strategies.

App Table 11 The benefits and disbenefits of the potential approaches to on-street charging for Cheshire East

Theme	Potential Option	Benefits	Disbenefits
Home chargepoints	Trailing cables	<ul style="list-style-type: none"> Vehicle can be overlooked by EV owner at all times when parked outside their residence. Can be removed from the footway when not in use. EV owner is liable for any injuries caused by cable protectors/ trailing cables. Low-cost, convenient option for the EV owner. 	<ul style="list-style-type: none"> Legal concerns as loose cables constitute as an obstruction to the highway as set out in the Highways Act 1980. Trip hazards for visually impaired or people with mobility difficulties – reduces the accessibility of the footway for all users. Safety concerns – difficult to manoeuvre around and may cause some footway users such as wheelchair users and people pushing prams and buggies to move into traffic flow to pass.

²⁴ <https://www.camden.gov.uk/electric-vehicles#maop>

²⁵ <https://www.norfolk.gov.uk/business/licences-and-permits/ev-cable-permission>

²⁶ https://www.centralbedfordshire.gov.uk/info/167/electric_vehicles/1207/charging_electric_vehicles

²⁷ <https://beta.bathnes.gov.uk/document-and-policy-library/street-electric-vehicle-charging-strategy>

Theme	Potential Option	Benefits	Disbenefits
	Cable gullies	<ul style="list-style-type: none"> • Home charging is the most convenient way to charge an EV and chargers can be powered through the home's electricity supply. • Vehicle can be overlooked by EV owner at all times when parked outside their residence. • Eliminates the trip hazard associated with trailing cables across a footway – EV owner is liable for any injuries caused by trailing cables on public footways. • Relatively low cost to install. • Future-proof the footways by installing the gullies during highways work. • Not visually intrusive to the surrounding area and integrate well into many different streetscapes. 	<ul style="list-style-type: none"> • Can become blocked with debris. • Difficult to establish who is responsible for upkeep and maintenance. • A parking space outside the residents home may not always be available and a dedicated parking space may be controversial among other residents. • May be difficult to obtain planning permission in conservation areas/ nearby heritage assets. • Long term maintenance impact on the footway – wide spread roll-out may be an issue. Implementation may need to wait for resurfacing works on the footway. • This may result in high demand for gullies in the short term which reduces in the long term as battery capacity increases and cars require less frequent charging. • Will need to assess footway for shallow services and utilities that may be impacted by gullies.
	Cable protectors	<ul style="list-style-type: none"> • Vehicle can be overlooked by EV owner at all times when parked outside their residence. • Can be removed from the footway when not in use – EV owner is liable for any injuries 	<ul style="list-style-type: none"> • Legal concerns as cable protectors constitute as an obstruction to the highway as set out in the Highways Act 1980. • As they are a temporary measure, EV owners may neglect to use them every time

Theme	Potential Option	Benefits	Disbenefits
		<p>caused by cable protectors/ trailing cables.</p> <ul style="list-style-type: none"> • Low-cost option. 	<p>they charge which will result in trailing cables across the footway.</p> <ul style="list-style-type: none"> • Trip hazards for visually impaired or people with mobility difficulties – reduces the accessibility of the footway for all users. • Safety concerns – difficult to manoeuvre around and may cause some footway users such as wheelchair users and people pushing prams and buggies to move into traffic flow to pass. • Visually intrusive to the streetscape.
	Removable Lance (Trojan Energy – AON)	<ul style="list-style-type: none"> • Reduces street clutter on the footway as the lance can be removed when not in use. • Less likely to be subject to vandalism as lance is only in place when charging an EV. • Uses household electricity supply – charges EV overnight when electricity is cheaper. • Have potential to be less visually intrusive on the surrounding environment as they are removable when not in use. 	<ul style="list-style-type: none"> • Only allows the charging infrastructure to be used by one resident as they would be responsible for removing the lance when not in use. • Monthly billing cost to stay connected under the private subscription model where the household connection is used. • Costly infrastructure to install. • May require regular maintenance due to debris becoming lodged in the dock.
Residential charging hub	Standard fixed bollard chargers in CEC-	<ul style="list-style-type: none"> • Liability of the asset is with the chargepoint owner. • Can provide disability/ mother and child parking 	<ul style="list-style-type: none"> • Liability for the cable is uncertain but most likely with the chargepoint user. • Hubs located in car parks would need to be

Theme	Potential Option	Benefits	Disbenefits
	owned car parks	<p>spaces to ensure chargepoints are fully accessible.</p> <ul style="list-style-type: none"> • Will not affect footway space in CEC as car parks are off-street (but can be considered as an on-street option e.g., gable ends). • Standard EV chargers are cheaper infrastructure to install when compared with more expensive infrastructure types such as the Trojan Energy Removable Lance. • Do not affect the visual aspects of the streetscape as they will fit within the car park landscape. 	<p>located relatively nearby residential areas that have minimal to no off-street parking in order for this to be attractive to EV owners.</p> <ul style="list-style-type: none"> • Hubs located on streets would need to ensure they are conveniently located without squeezing existing parking demand. • May require a costly DNO connection. • Car park must be well-lit and overlooked to ensure safety for EV owners at all times and to reduce the risk of vandalism or theft.
	EV car club charging bays incorporated with e-bike hire facilities	<ul style="list-style-type: none"> • Alternative option to private car ownership for those who cannot afford an EV. • Encouraging more sustainable travel modes and active travel among local residents. • Means hubs can be located somewhat further from homes because of multi-modal opportunity 	<ul style="list-style-type: none"> • May require a new costly DNO power connection. • E-bikes would require additional maintenance to replace them and ensure they are always available. They may also be prone to vandalism and anti-social behaviour.
Residential on-street chargepoints	Standard fixed bollards	<ul style="list-style-type: none"> • Can be located at the kerbside of the footway, reducing the need for trailing cables across the public footway and minimising the risk of trip hazards. 	<ul style="list-style-type: none"> • If a dedicated EV-only parking space is required adjacent to the chargepoint through a TRO, this may be controversial among residents if

Theme	Potential Option	Benefits	Disbenefits
		<ul style="list-style-type: none"> Standard fixed bollards are relatively low cost infrastructure to install when compared to other infrastructure types. Convenient option for EV owners without off-street parking. 	<p>parking space is already limited.</p> <ul style="list-style-type: none"> Must ensure there is adequate footway space remaining after installation for footway users to pass the chargepoint safely. Would require a new power connection to the DNO. Need to consider accessibility of the chargepoint including drop kerbs, cable weight and user interface.
	Lamp column chargers	<ul style="list-style-type: none"> Can reduce street clutter on the footway as additional charging infrastructure is not required. Power supply is already in place. Lamp columns at the kerbside reduce the need for trailing cables and minimise the risk of trip hazards. Chargepoint is largely protected from vandalism and damage. Not visually intrusive as the charging infrastructure is integrated into the existing lamp column. 	<ul style="list-style-type: none"> If the lamp columns are set at the back of the footway this would require trailing cables across footway to reach EV or 'satellite' bollards at the front of the footway. Low power availability which may suggest they are not able to support even a slow charger. If a dedicated EV only parking space is required adjacent to the lamp column charger, a TRO would be necessary which may be controversial among residents if parking space is already limited.
	Rising bollards	<ul style="list-style-type: none"> Reduces street clutter as the charging infrastructure retracts into the ground when not in use, saving footway space. 	<ul style="list-style-type: none"> May require frequent maintenance to ensure the rising action of the bollard remains functional – this could be costly. Expensive technology to install.

Theme	Potential Option	Benefits	Disbenefits
		<ul style="list-style-type: none"> Less likely to be subject to vandalism as bollards are only visible when in use. Less visually intrusive on the surrounding area as they retract into the ground when not in use. 	
	Removable lance (Trojan Energy – Hub)	<ul style="list-style-type: none"> Reduces street clutter on the footway as the lance can be removed when not in use. Less likely to be subject to vandalism as lance is only in place when charging an EV. Every lance can be used in any dock on the street within the Trojan Energy hub – this eliminates the issue of dedicated parking spaces outside homes. 	<ul style="list-style-type: none"> Requires a new power connection to the DNO and a separate feeder pillar. Expensive infrastructure to install. Monthly billing cost to stay connected.
	Buildouts into carriageway	<ul style="list-style-type: none"> Reduces street clutter by using carriageway space instead – ensures the footway is accessible for all users. Can install a dropped kerb on the buildout to ensure people with disabilities and mobility issues can access the chargepoint. Particularly beneficial where footways are narrow and there would be no space for a bollard 	<ul style="list-style-type: none"> Carriageway space in many residential areas may be limited therefore making this option unviable in certain locations. Carriageway space would need to be dedicated to an EV only parking space which may be controversial among the residents if parking space is already limited. Safety considerations relating to EV owner being in the carriageway to operate the chargepoint – possibility of colliding with other road users or cyclists.

Theme	Potential Option	Benefits	Disbenefits
			<ul style="list-style-type: none"> • More visually intrusive than other options but have potential to integrate well into the streetscape.
Workplace chargepoints	Standard chargers in workplace car parks	<ul style="list-style-type: none"> • Car park owner is liable for the chargers and for maintaining them. • Provides charging facilities for EV owners without EV charging infrastructure at home or in their local area. 	<ul style="list-style-type: none"> • EV charging is limited to the opening hours of the car park. • Parking spaces may already be limited at the workplace and therefore dedicating parking space to EV's only may be controversial among employees. • If there are many EV owners, competition for space may be higher which can raise frustrations.
Public chargepoints	Rapid (50+ kW) DC public chargepoints	<ul style="list-style-type: none"> • Significantly faster than AC slow chargers - Allow for 80% charge in 20-40 minutes – more convenient charging and reduces range anxiety. • Can be located in various public locations such as at charging hubs, in retail parks, public car parks and also along major routes. • Future proof EV charging infrastructure – as EV batteries develop and become more efficient, they need a quicker charge. • If there are no car parks nearby a residential area with no off-street parking, providing a rapid public charger will allow EV owners to 	<ul style="list-style-type: none"> • More costly to install and for EV owners to use due because of pricing structure. • Will be located further than walking distance from residential area with no off-street parking as this option may only be viable if there are no CEC-owned car parks nearby and suitable on-street options are not possible. Therefore, will need to be located where there are other amenities for drivers to use while waiting for vehicles to charge

Theme	Potential Option	Benefits	Disbenefits
		charge their vehicle quickly at a more remote location before returning home/ starting their day.	

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Appendix F. Procurement options

The procurement process is an opportunity to secure the most suitable chargers for each location, customer, and function. For instance, lamppost and bollard chargers may be adequate for many residents, while ultra-rapid chargers may be required on movement corridors and fast chargers will help customers in and around town centres. Below are some options for how to go about selecting a charging point provider or set of providers. The various locations that the Council wishes to see chargepoints installed at is likely to include both on-street and off-street settings.

Work with an existing framework contract

There is a wide range of potential frameworks that could be called off such as the Crown Commercial Services (CCS) and Eastern Shires Purchasing Organisation²⁸ (ESPO) both have framework contracts in place that allow any UK local authority to source charging points through them. These options are worth exploring, as the time and resource requirement of carrying out our own procurement may be avoidable if the offers available from providers through these frameworks are acceptable for Cheshire East and the relevant bidders are willing to extend their provision to an additional buyer / partner. This option provides the following benefits:

- Provides access to market leading suppliers with a verified track-record in the industry
- Offers optional elements and full turnkey solutions
- Ensures compliance with UK procurement legislation
- Has direct call-off options
- Is suitable for lease or purchase of single or high-volume quantities
- Is likely to save time and financial resource compared to carrying out in-house procurement

A hybrid approach would be to carry out a mini competition between those suppliers named on one of these contracts, which may lead to further benefits being offered by bidders particularly keen to be appointed.

Undertake in-house procurement

As part of conducting a procurement process use can be made of documentation used for other past procurements by neighbouring or other similar LAs, amending for the local circumstances where necessary. Purchase and install lamppost / bollard chargers and fast chargers for residential areas, business areas and town centres, perhaps match-funded by an OZEV grant, with operation by the charger operator and some form of revenue generation. Maintenance may remain the

²⁸ <https://www.espo.org/Frameworks/Fleet-Highways/636-Vehicle-Charging-Infrastructure>

responsibility of Cheshire East Council. There would be a low or no commitment for the chargers to remain in the location selected. Ultra-rapid chargers would potentially in future be installed along key corridors under similar agreements. Planning consent would be potentially easier to achieve, but the Council would have larger up-front costs and take greater commercial risk. An option for consideration would be the possibility of collaborating with adjacent local authorities to improve purchasing power through procurement activities.

Seek exclusive operators for each type of charger

Firms offering different types of charger can be invited to tender for exclusive operating contracts for their chosen type of charger. Cheshire East Council could request firms to offer prices for either installation, or combined installation, operation, and maintenance, of new charging points, or for contracts where the provider will fund, install, operate, and maintain new charging points. There would be lower commercial risk for the Council, with revenue generation potentially still available. The Council would likely be asked to commit to allowing the operator to use the site for a number of years, with the parking space likely to be devoted to EV charging.

Seek exclusive operator/s for a full charging package

One firm, or multiple firms under a lead operator, could be sought to offer all desired types of chargers for Cheshire East. The details of this approach would be similar to the previous approach, the main difference being that bidders would likely consist of consortia rather than individual providers. Again, there would be lower commercial risk for the Council, with revenue generation potentially still available. The Council would likely be asked to commit to allowing the operator to use the site for a number of years, with parking spaces in fast charger locations likely to be devoted to EV. Firms may be attracted to this idea as they would not be competing with other firms for charging revenue and grants, but there may not be any existing examples of this model within the UK. Under Concession Contract Regulations 2016 this approach may require separate contracts for each chargepoint operator.

Invite interest from all suppliers

Rather than excluding some suppliers through a procurement process, the Council could invite interest from any supplier who wishes to operate a charging point in Cheshire East (with proposed locations needing to go through a planning procedure and review by legal teams and the relevant DNO). A revenue generation agreement could be negotiated, with lower risk for the Council. The Council might be asked to commit to allowing the operator to use the site for several years, with the parking space likely to be devoted to EV charging. This approach is likely to require more internal resource to manage requests for new locations when compared to working with an exclusive partner or partners.

Revenue and rent

There are several options for CEC to capture revenue from the installation and operation of chargepoints, which as a minimum can help to cover its costs:

- CPO keeps all revenue.
- CPO pays a fixed indexed annual charge.
- CPO shares a proportion of gross revenue.
- CPO shares a proportion of gross or net profit.

For car parks where chargepoint parking spaces are allocated, CPOs could be charged a form of rent (or concession fee) for parking spaces used. An alternative is to operate on a peppercorn lease with a profit/revenue share agreement arranged with the Council. Under Concession Contract Regulations 2016 a contract may also be required to enable on-street chargepoints, which could enable ongoing costs to the council to be recovered through the same mechanisms.

Choosing locations or leaving this to the provider/s

It is possible for the LA to choose the locations where its charging points would be installed in some of the options listed here, whereas other procurement and management models require this choice to be left at least partially in the hands of the operator. If operators / suppliers choose where they would like to place chargers, subject to Council approval and other guidelines to be stated in the procurement documentation, this pushes the risk onto the operator but potentially reduces the revenue that can be generated for the Council. Alternatively, Councils can choose to select all specific locations and prescribe these to the providers. The risk of the latter approach is that some providers may not be willing to take the risk of Council-selected sites not leading to enough revenue or may insist on only installing and charging for the maintenance of charging points.

A hybrid approach would be to package up a number of busier (more attractive) sites alongside a number of less desirable sites so that the more popular locations help to cross-subsidise the less popular ones. The risk here is that the provider is less enthusiastic about providing additional chargers to expand the network quickly.

Ultra-rapid charging

If the Council owns land near trunk roads through Cheshire East such as the M6 or M56, ultra-rapid chargers could be provided as part of EV forecourts at locations along these routes where energy links and capacity are good. Encouraging private investment in ultra-rapid EV infrastructure, working with business and Highways England, could be a key objective of the strategy. A planning procedure and review by legal teams may be necessary, although the risk of objections may reduce given charger locations would be out of town or at existing service stations. However, it is more likely that the private sector will provide ultra-rapid chargers on privately-owned land unless the Council-owned land is particularly conveniently located for specific destinations where charging demand is expected to be high.

Appendix G – National, Regional and Local Policy

National Policy and Guidance

The following key UK strategies and policies help to set the foundation for EV growth and promotion in Cheshire East:

- *Town and Country Planning (General Permitted Development) Order (GPDO) (2015) Schedule 2, Part 2, Class D and E* – Provided that criteria in the GPDO is met before the installation of an EV home charger, no planning application or permission is required for an EV home charger. This is only applicable under permitted development rights²⁹ if the home has off-street parking.
- *BSI Group (2018) – BS 8300-1:2018 Design of an accessible and inclusive built environment – external environment. Code of practice* – Gives recommendations for the design of the external built environment to accommodate users with the widest range of characteristics and capabilities. It includes external features such as parking provision and street design.
- *Electric vehicles – Accessible charging – Specification PAS 1889: 2022 (2022)* - A new guidance standard developed by the British Standards Institute working with key stakeholders. The specification gives designers, procurers, and installers essential specifications on how to provide accessible public chargepoints for electric vehicles. This strategy encourages all chargepoint operators operating within the borough to adopt these specifications as far as practicable.
- *Building Regulations Part S (2022)* - The building regulation, Part S, came into force in June 2022 and requires chargepoints for electric vehicles. All new builds, major renovations and changes of use will require these facilities, and the regulations will apply to all types of buildings.
- *End of sales of new petrol and diesel cars by 2030 (2020)* – Step 1 will see the phase-out date for the sale of new petrol and diesel cars and vans brought forward to 2030. Step 2 will see all new cars and vans be fully zero emission at the tailpipe from 2035 (ending the sale of Plug-in Hybrid electric vehicles).
- *Policy Paper: Taking charge: the electric vehicle infrastructure strategy, published (2022)* - The strategy sets out a vision for 2030 to remove charging infrastructure as a real and perceived barrier to the adoption of EVs. The strategy forecasts that by 2030 around 300,000 public chargepoints will be needed as a minimum in the UK, but there could potentially be more than double that number. The strategy notes that sufficed chargepoints should be made available ahead of demand to ensure the UK is a place where:
 - Everyone can find and access reliable public chargepoints wherever they live;

²⁹ <https://www.planningportal.co.uk/permission/responsibilities/planning-permission/permitted-development-rights>

- Effortless on and off-street charging for private and commercial drivers;
- Fairly priced and inclusively designed public charging;
- Market-led rollout for most chargepoints;
- Infrastructure is seamlessly integrated into a smart energy system; and
- Continued innovation to meet drivers' needs.

The Taking Charge Strategy also notes that the business case for commercial deployment of EV charging infrastructure can be challenging, particularly in areas of low utilisation and where other barriers exist. To this end, government will intervene in two broad areas:

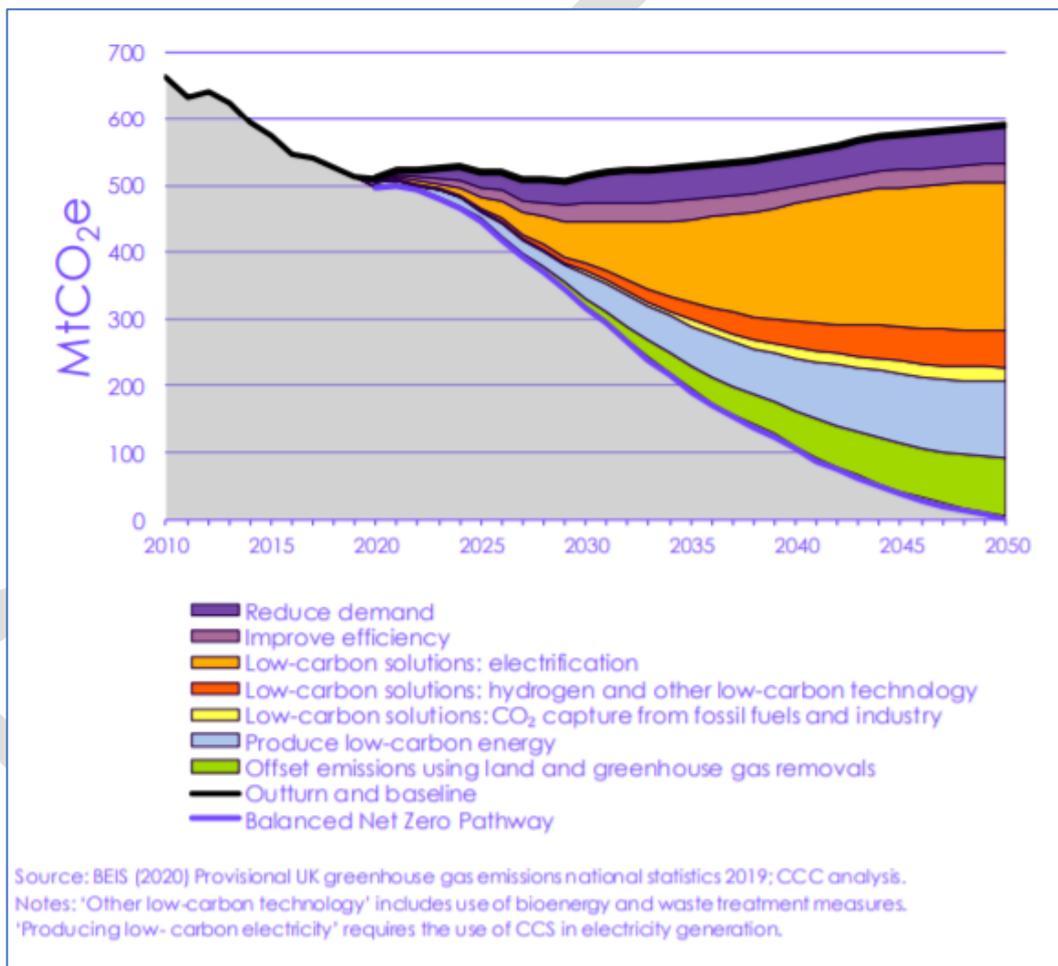
- Accelerating the rollout of high-powered chargers on the strategic road network through the £950m Rapid Charging Fund. This will unlock current barriers to deployment at some of these locations, enabling provision where the commercial case does not stack up.
- Of direct relevance to CEC, Government intends to transform local on-street charging by placing an obligation on local authorities (subject to consultation) to develop and implement local charging strategies to plan for the transition to zero emission vehicles. These strategies should identify how to provide affordable, convenient charging for residents, businesses including fleets, and visitors without causing pavement disruptions that could discourage walking and cycling. To assist this process government established £450m Local Electric Vehicle Infrastructure (LEVI) Fund that is being made available to local authorities. Key to local authorities accessing this funding is leveraging significant private sector investment.
- *Transitioning to zero emission cars and vans: 2035 delivery plan (2021)* – To increase the uptake of zero emission vehicles, the key commitments for the Zero Emission Vehicle Transition Council are to:
 - Introduce a new road vehicle CO2 emissions regulatory regime in 2024;
 - Zero emission cars will receive favourable company car tax rates until at least March 2025.
- *Department for Transport (DfT) Decarbonising Transport: A Better, Greener Britain (2021)* – Presents the path to net zero transport in the UK by 2050, the wider benefits it can deliver, and the principles that underpin the approach to delivering it. In addition, this strategy outlines the commitments and actions needed to decarbonise transport.
 - The sale of all non-zero emission HGVs (above 26t) will end from 2040, with lighter HGVs (from 3.5t up to and including 26t) from 2035;
 - The sale of new petrol and diesel cars and vans (under 3.5t) will be phased out by 2030, and all new cars and vans will be fully zero emission at the tailpipe from 2035; and

- Consultations are being undertaken to determine a phase out date for the sale of new non-zero emission buses, as well as plans to determine a phase out date for the sale of new non-zero emission coaches.
- *National Planning Policy Framework (2021)* – Local parking standards for developments should consider adequate provision for EV charging in safe, accessible, and convenient locations.
- *DfT Bus Back Better: National Bus Strategy for England (March 2021)* – Details how the government will spend the £3bn in long-term funding (announced in February 2020) to level up buses across England, outside of London, including key actions to transition buses to zero emissions.
 - The document notes the UK has one of the most ambitious approaches in the world to achieving net zero by 2050, and reliable, frequent, and affordable electric buses will form a key pillar of public transport moving forward if this goal is to be realised.
- *Policy paper: Government vision for the rapid chargepoint network in England, published (2020)* – The following are key applicable extracts:
 - By 2023, the aim is to have at least 6 high powered, open access chargepoints (150-350 kilowatt capable) at motorway service areas in England, with some larger sites having as many as 10-12. The government is confident this will be more than enough to meet demand from EVs by this date. These high-powered chargepoints are able to charge up to 3 times faster than most of the chargepoints currently in place and can deliver around 120-145 miles of range in just 15 minutes for a typical EV;
 - By 2030, it is expected that the network will be extensive and ready for more people to benefit from the switch to electric cars. There will be approximately 2,500 high powered chargepoints across England's motorways and major A roads; and
 - By 2035 it is expected there will be around 6,000 *high powered chargepoints across England's motorways and major A roads.*
- *Highways England Road Investment Strategy 2&3 (2020)* – Documents present the long-term vision for what the Strategic Road Network should look like in 2050, and the steps to help realise this alongside an investment plan. The document notes that the rise of EVs is essential to achieving the target of net-zero carbon emissions by 2050, but also has the potential to encourage increased travel on our road network as the costs of driving fall.
- *Climate Change Commission's (CCC's) Sixth Carbon Budget (2021)* – CCC announced in 2021 that the UK territorial greenhouse gas emissions over the period 2033 to 2037 should be budgeted at 965 million tonnes of carbon dioxide equivalent. A chapter in associated Methodology Report focusses on surface transport and recommends a swift and sharp increase in EV infrastructure to facilitate EV take up.
 - Reduced demand – Around 10% of the emissions saving in the Balanced Pathway in 2035 comes from changes that reduce demand for carbon-intensive activity. Particularly important in these scenarios are slower growth in flights and reductions in travel demand. Reduced demand can result from

reduced miles travelled and modal shift to lower-carbon modes. While changes are needed, these can happen over time and overall can be positive for health and well-being.

- Surface transport is currently the UK’s highest emitting sector. In the CCC’s Sixth Carbon Budget Balanced Pathway, options to reduce emissions, including take-up of zero-emission technologies and reduction in travel demand, combine to reduce surface transport emissions by around 70% to 32 Mt CO₂e by 2035 and to approximately 1 Mt CO₂e by 2050 (See illustration below)**Error! Reference source not found.Error! Reference source not found..**

App Figure 13 Types of abatement in the Balanced Net Zero Pathway for the surface Transport sector (UK CCC)



- *National Planning Policy Framework (2019)* – Local parking standards for developments should consider adequate provision for EV charging in safe, accessible, and convenient locations.
- *Planning Practice Guidelines Paragraph 008 (2019)* – Planning conditions and obligations can be used to secure air quality mitigation, including infrastructure to promote modes of transport with a low impact on air quality, such as EV charging points.

- *DfT's Future Mobility: Urban Strategy (2019)* – Sets out the Government's strategy for tackling the challenges of urban mobility, including through a £400m funding package for EV charging points.
- *Energy Saving Trust's 'Positioning chargepoints and adapting parking policies for electric vehicles' (2019)* – Provides guidance on the installation of chargepoints along footways and the use of parking bays. Recommends a clear footway width of 1.5m and placement of chargers at the front of pavements to avoid tripping hazards and away from areas with significant other street furniture. Alternatively, kerbs should be built out to maintain footway accessibility.
- *Committee on Climate Change (2019)* – In June 2019, the Government passed new laws to support a target of net zero emissions by 2050 in response to recommendations from the Committee on Climate Change (CCC).
- *DEFRA Clean Air Strategy (2019)* – Sets out the Government's plan to tackle all sources of air pollution, making our air healthier to breathe, protecting nature and boosting the economy. One way the government aim to do this is by moving towards electric vehicles as they support decarbonisation and air quality.
- *Automated and Electric Vehicles Act (2018)* – Promotes the development and deployment of autonomous and EVs, through large-scale investment in electric charging points and new rules ensuring vehicle compatibility, payment standardisation and guaranteeing reliability.
- *OLEV Road to Zero Strategy (2018)* – Outlines the ambition that every new car and van sold in the UK should be zero emission by 2040, and that the entire UK road fleet should be effectively decarbonised by 2050. However, on 3rd February 2020 the government brought the ban on new ICE car sales forward to 2035 which also prohibits the sale of new hybrid vehicles. This target was further strengthened in November 2020 to end new ICE car sales in 2030 (PHEVs in 2035).
- *DfT Future of Mobility: Urban Strategy (2018)* – This strategy sets out the approach that Government will take to seize the opportunities from the changes happening in urban transport including the uptake of electric vehicles. It sets out the benefits which the Government aims for mobility innovation to deliver and the principles that will help to achieve this.
- *Air Quality Plan for Nitrogen Dioxide (NO₂) in the UK (2017)* – Sets out how the UK aims to reduce roadside nitrogen dioxide (NO₂) through a requirement for development of local plans for interventions in targeted areas where the problem is most severe. The Plan references the Automated and Electric Vehicles Bill as well as the actions undertaken by other devolved nations including the Northern Ireland Executive which plans to promote the use of electric vehicles.
- *Clean Growth Strategy (2017)* – One of the key policies in the strategy is developing one of the best electric vehicle charging networks in the world by investing an additional £80m to support charging infrastructure development, and also taking new powers under the Automated and Electric Vehicles Bill.

- *Manual for Streets 2 (2010)* – Highlights the need to design footpaths to ensure accessibility and safety but does not address charging point placement specifically.
- *Climate Change Act (2008)* – Commits the UK to reducing emissions by at least 80% by 2050. This has since been amended to include a target of net zero emissions by 2050 (2050 Target Amendment – Order 2019).

Regional Policy

The following regional strategies and policies contribute towards the foundation for EV growth and promotion in Cheshire East:

- *Transport for the North (TfN) Decarbonisation Strategy (2021)* – sets out how TfN and partners across the North are committing to a regional near-zero carbon surface transport network by 2045. This supports TfN's key aims for improving localised air quality, which are:
 - A 55% reduction in emissions from 2018 to 2030, achieved mostly through mode-shift and demand reduction and
 - A 95% reduction in emissions from 2018 to 2040, reflecting longer-term decarbonisation measures, such as a high proportion of zero emission vehicles in the vehicle fleet.
- *TfN Strategic Transport Plan (2019)* – outlines the robust case for transformational transport investment across all the North, to rebalance the UK economy and drive major improvements in strategic connectivity through the North. This includes:
 - To support the move to EVs, a rapid increase in the number of public charging points across all areas of the North is required. This should be managed as part of planned improvements to the North's road network and through close engagement and collaboration with energy providers; and
 - Current and future EV drivers must be able to easily locate and access EV charging infrastructure that is affordable, efficient, and reliable.
- *Cheshire and Warrington Local Industrial Strategy (2019)* – outlines the strengths, weaknesses, threats and opportunities for the Cheshire and Warrington economy. It also outlines how the UK's Industrial Strategy can be implemented within the sub-region and notes the opportunity to deliver growth in a low carbon way.
- *Scottish Power Energy Network Charge Project (2019 to 2023)* – a Network Innovation Competition funded by Ofgem that will run between 2019 and 2023 throughout Merseyside, Cheshire, North Shropshire, North and Mid Wales. This project brings together transport and energy planning to accelerate the investment and deployment of public EV charging infrastructure. This will help to support the transition from fossil fuel to electric and address the needs of current and future EV drivers. The 'ConnectMore' tool has been developed to provide real time network capacity and projected EV demand between 2025 and 2050.

- *Cheshire & Warrington Energy and Clean Growth Strategy (2018)* – sets out the energy challenges facing the sub-region. It also outlines how, in collaboration with industry and key public-sector partners, the challenge of delivering ‘affordable energy and clean growth’ can be met. The strategy notes that the Cheshire and Warrington Local Enterprise Partnership (LEP) has a role in promoting low carbon technologies. This is a key factor in making new development sustainable, such as providing EV charging infrastructure.

Local Policy

- *Cheshire East Local Transport Development Plans (2022)* – Outline the issues and options for each of the 11 town areas in Cheshire East and were consulted on between December 2020 and March 2021. Measures to support the uptake of EVs are included in the reports for each town area.
- *Cheshire East Council Air Quality Action Plan (AQAP) (2021)* – Outlines the action CEC will take to improve air quality between 2020 and 2025. Road traffic contributes to poor air quality across the borough, which has led to the creation of several AQMAs in Cheshire East that are subject to specific targeted measures to reduce air pollution. The AQAP also recommends a holistic / integrated approach including a focus on low emission transportation.
- Enabling the transition to EV will contribute to the following priority outcomes identified in the Council’s *Corporate Plan 2021 – 2025 (2020)*:
 - The Corporate Plan states that by 2025 the Council wants investment in EVs in its key service centres. This requires securing a supplier and installing chargepoints in Cheshire East car parks. The success of this will be measured as all CEC owned car parks in key service centres having at least one EV charging point.
 - GREEN – through proposals that would improve EV charging provision across the borough, the Council will further encourage the early adoption of EVs which will positively contribute both to our response to the climate emergency and also to reducing the incidence of air quality problems, especially in urban areas.
 - FAIR – the proposals are intended to create greater consistency and availability of access to EV charging, removing some of the long-standing barriers to purchase and use of EVs within the borough.
- *Cheshire East Council Environment Strategy 2020-2024 (2020)* – Outlines the Council’s response to their climate emergency declaration and becoming carbon neutral by 2025. The strategy highlights the commitment to producing this EV Infrastructure Strategy to outline the ambition to increase electric charging infrastructure provision and seek funding opportunities and initiatives which encourage the uptake of EV usage. The Strategy will also determine the most appropriate locations across the borough depending on the need, land availability, power provision and types of charging points to be installed.
- *Cheshire East Carbon Neutrality Action Plan (2020)* - outlines the approach the Council will take to decarbonise its operations set out in the Environment Strategy, including a target to decrease fleet and grey fleet emissions by approximately 30% by 2025. A grey fleet vehicle is one owned and driven by an employee for business purposes. The employee is reimbursed on a pence per

mile basis for using their private vehicle on business journeys. This will require electrification of the fleet and provision for business travel, which will both benefit from and impact on wider EV charging strategies, and has been informed by reviews conducted by the Energy Savings Trust;

- *Cheshire East Council Fleet and ULEV Review (2020)* – Outlines a benchmark of the greenhouse gas emissions and energy costs of the road transport fleets and provides a series of recommendations for creating a ULEV fleet.
- *Cheshire East Council EVCI Review (2020)* – Addresses the potential capacity to introduce charging infrastructure at CEC workplace sites and provides a series of recommendations for introducing charging on Council sites.
- *CEC Grey Fleet Review (2020)* – Covers the environmental impact and financial cost of grey fleet travel by CEC employees and provides recommendations to improve grey fleet management.
- *Cheshire East UK100 Pledge* – In January 2020 CEC committed to the UK100 pledge for the borough to be carbon neutral by 2045. Road transport makes up a third of the borough's carbon emissions and will be a key focus as the implementation strategy is developed.
- *Cheshire East Local Transport Plan 4 (LTP4) (2019)* – outlines a long-term strategy for travel and transport within Cheshire East. The LTP4 was adopted during October 2019 and covers the period of 2019 to 2024. The LTP4 includes a high-level parking strategy that highlights the potential to install on-street charging points, alongside the wider roll out of EV infrastructure.
- *Draft Economic Strategy for Cheshire East (2019)* – outlines that the UK Industrial Strategy predicts that the clean growth/low carbon economy is estimated to grow by 11 per cent per year through to 2030 (four times faster than the rest of the economy) and could deliver between £60 billion and £170 billion of export sales of goods and services by 2030. The sector in Cheshire East is sizable with over 5,000 employees and £0.5bn in sales as far back as 2011, the Council will support the further development of this sector, working with the Local Enterprise Partnership to deliver the Energy Strategy and clean growth aspects of the Local Industrial Strategy, supporting innovation by all businesses, promoting energy and climate resilience, and accelerating market development of energy and low carbon technologies such as heat and power networks and smart technologies. This will help to realise an ambition to create a competitive and sustainable economy while reducing rather than increasing overall carbon emissions.
- *Cheshire East Council Air Quality Strategy (AQS) (2018)* – The aim of the AQS is to provide a strategic framework to deliver local air quality improvements within Cheshire East. It can support the achievement of the air quality objectives and raise air quality as an issue for consideration within a wide range of local government and regional frameworks.
- Promote the use of EVs and other low emission technology for both commercial and domestic use vehicles and the installation of a suitable charging infrastructure across the borough.

- *Cheshire East Council Low Emission Strategy (LES) (2018)* – The LES includes several recommended policy measures for improving air quality in the borough including planning measures to promote LEVs.
 - To encourage the uptake of EVs in the CEC area, one 'rapid charge' point will be provided per 10 residential dwellings and/or 1000m² of commercial floorspace. Where on-site parking is provided for residential dwellings, EV charging points for each parking space should be provided. Development proposal should also consider discounted on- and off-street parking for LEVs and dedicated LEV.
- *Cheshire East Council Local Plan (2017)* – The Local Plan is the Statutory Development Plan for Cheshire East and is the basis for determining planning applications. This Local Plan Strategy document sets out the overall vision and planning strategy for development in the borough and contains planning policies to ensure that new development addresses the economic, environmental, and social needs of the area. It also identifies strategic sites and locations that will accommodate most of the new development needed.
 - The Policy CO₂ outlines that to enable business growth through transport infrastructure the Council will support new developments that are (or can be made) well connected and accessible by:
 - vi. Providing recharging points for hybrid or EVs in major developments in order to reduce carbon emissions.
- *Publication Site Allocations and Development Policies Document (2022)* – outlines a specific set of requirements for developers in INF3 which states that for major developments one chargepoint should be installed for each new dwelling (new build or change of use) and one charging point for every five parking spaces for non-residential purposes. This reflects the governments proposed approach.
- *Policy SD1 - 'Sustainable Development in Cheshire East (2017)* - Outlines several policies that all new developments in Cheshire East should aim to incorporate where possible to achieve sustainable development. These include prioritising investment and growth within principal towns and key service centres, provide access to local jobs, services and facilities, ensure the development is accessible by public transport, walking and cycling and incorporate sustainable design and construction methods.
- *Policy CO1 - 'Sustainable Travel and Transport' (2017)* – Sets out to deliver the council objectives of delivering a safe, sustainable, high quality, integrated transport system that encourages a modal shift away from car travel to public transport, cycling and walking. The council will expect to improve pedestrian facilities so walking and cycling facilities so that they are more attractive for shorter journeys and improve public transport integration, facilities and capacity.

Appendix H - Future EV Uptake

Uptake Model Overview

The key driving force in understanding the provision of future EV infrastructure, is to understand when and where the existing vehicle fleet will transition to EVs, as it is this transition which will drive the demand for charging. The fleet change has been modelled by creating a model for how new technology will diffuse into the existing vehicle fleet.

Table 10-1: Characteristics defining model diffusion of new vehicles

Characteristic	Description
The rate at which new vehicles are purchased.	This determines the 'churn' of vehicles within the fleet overall. If few new vehicles are being purchased (due to a recession, say) then there will be a substantial slowdown in the transition to EVs as the population of vehicles is not being replaced
The probability of new vehicle purchases being an EV	If the fleet is to transition to EVs, the probability of each new vehicle being an EV should increase to 100%. This aligns with the 2030 target that has been set by the UK Government.

However, too frequently, in discussions about EV uptake the focus is on the second question (probability of new vehicle purchases being EV), with little consideration given to the implications of the first question

Therefore, for each question a systematic technique needs to be determined to derive the two results required, the level of new vehicles and the change that that new vehicle is an EV.

To answer the first question, the data for income for each Middle Layer Super Output Area (MSOA, a government defined area used for aggregation of census statistics), and the ratio of new vehicle to existing vehicle registrations was used to generate a probability of new vehicle purchase. This variable alters with income due to the strong relationship between average income and new vehicle purchase rates.

To answer the second question, a choice model was used. A choice model is a technique for providing a systematic method of choosing between multiple options, each of which may have benefits associated with it. The form of the logit choice model used in this work is a Binary Logit Choice Model, with changing variables over the two alternatives. This form of the model allows us to calculate the probability of choosing between two distinct, and exhaustive (meaning that the options represent the only options available to the purchaser, and they must choose one) options. The general form of this model is shown below.

$$P(C_1) = \frac{\exp(\lambda U_1)}{\exp(\lambda U_1) + \exp(\lambda U_2)}$$

Here, C1 represents Option 1, U1 represents the Utility of that choice (defined through a combination of income and EV price) and λ is a parameter used to determine the sensitivity to change for the utility values within the logit choice model.

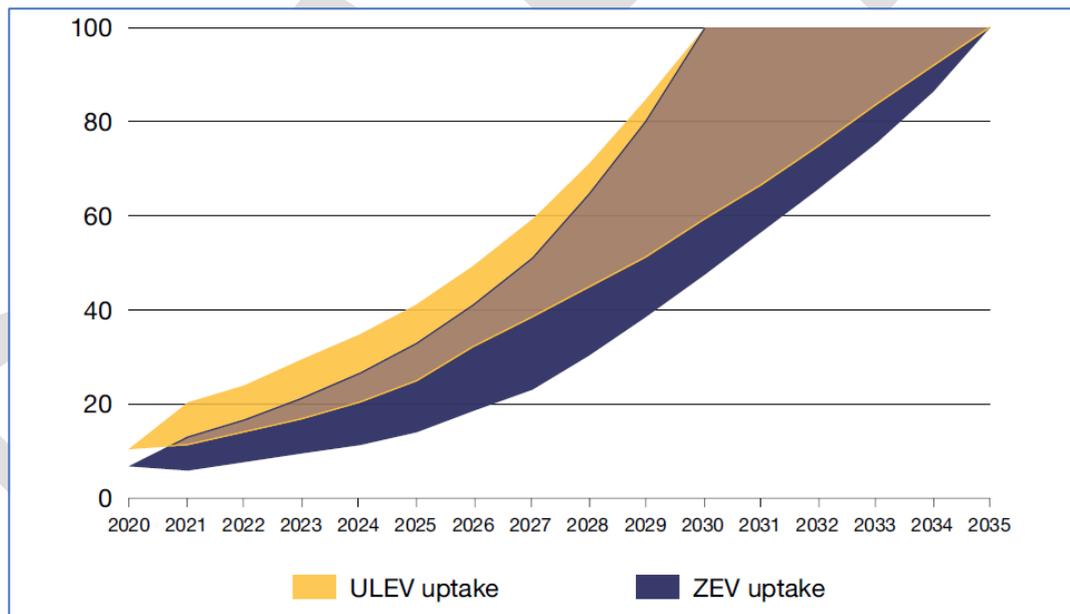
From this model, it is possible to create a stock flow equation which governs the movement of vehicles into and out of the vehicle fleet.

$$Fleet_{2023} = Fleet_{2022} + New\ Vehicles_{2023} - Scrapped\ Vehicles_{2022}$$

Essentially, the fleet in 2023 is governed by the fleet in 2022 plus all new vehicles from 2023, minus those vehicles scrapped in 2022. The new vehicles will be composed of a mix of ICE and EV.

A range of scenarios have been considered to account for the level of uncertainty around available data, modelling variables, and advances in technology to understand what different futures might look like. These cover 'Low', 'Medium' and 'High' private vehicle uptake projections that generally align with the range of potential pathways, set out in the 'Transitioning to zero emission cars and vans: 2035 delivery plan' (HM Government, 2021), to achieve their ambitions for 2030 and 2035. **Error! Reference source not found.** illustrates these potential pathways for both ULEV (PHEV) and zero emission vehicle (ZEV) private car uptake, showing a predicted range of distribution for each vehicle type (shaded in yellow and blue) and the level of uncertainty (shaded in brown).

Figure 10- Potential pathway – Percentage of new car sales accounted for by Ultra Low Emission Vehicles (ULEVs) and Zero Emission Vehicles (ZEVs)



The uptake of new company EVs has historically been at a faster proportional rate than the private market by approximately two years. The same curves have been accelerated by two years to calculate projections for company car and LGV uptake of ULEV (PHEV) and ZEV (BEV).

The scenarios for 'Low', 'Medium' and 'High' uptake apply the Government policy targets, banning different vehicle types in 2030 and 2035, and the varying levels of expected ULEV (PHEV) and ZEV (BEV) uptake on the following basis

- High – assumes an optimistic ZEV (BEV) uptake, at the upper end of the projected range, reaching 100% of all new car sales by 2030;

- Medium – assumes a more moderate ZEV (BEV) uptake, in the middle of the projected range, reaching 100% of all new car sales by approximately 2032; and
- Low – assumes that ZEV (BEV) uptake will be at the lower end of the projected, reaching 100% of all new car sales by approximately 2035. This is the latest by which all new vehicles will be ZEV (BEV).

Spatial Charging Demand Model

The relationship between EVs and their charging requirements is an inherently spatial one, and as such it is necessary to understand the characteristics of the areas EVs are likely to be purchased, the level of charge they are likely to require, but also to subsequently understand where those same EVs are likely to charge.

The energy demand has been calculated through assuming that each EV will split its energy demand across four different fundamental charging situations.

- Off Street Residential Charging: This is the charging that takes place on private land owned/rented by the household. The charging post itself is assumed to be private and only accessible by the owner;
- On Street Residential Charging: This is charging which takes place in the immediate local vicinity of residential areas and is expected to be primarily used by those with no private Off Street Charging. The capture area for On Street Residential charging is expected to be around 400m as this is a reasonable estimate for the distance people are willing to walk;
- Destination Charging: This is charging that is linked to specific destinations. As such it is likely to be used by all users, although it is likely to be used more by those without access to off street charging. The capture area of Destination Charging is between 15km and 25km as this is distance that a vehicle might be expected to travel to a destination for shopping/leisure/etc; and
- On Route Charging: The demand for on route charging comes from the overall split between local and Strategic Road Network movement, with the assumption that longer scale movements will charge at locations within 1-2 km of the major road network.

The split between the different charging types is shown in **Error! Reference source not found.**

Table 10-2: Energy split between charging types

Residential Parking Type	Charging Location			
	Off Street Residential	On Street Residential	Destination	On Route
Owner with Parking Space	60%	0%	15%	25%
Owner with No Parking Space	0%	45%	30%	25%

Generally speaking, it is not possible to determine the exact split of residential parking types within the model areas, therefore a heuristic based on the type of

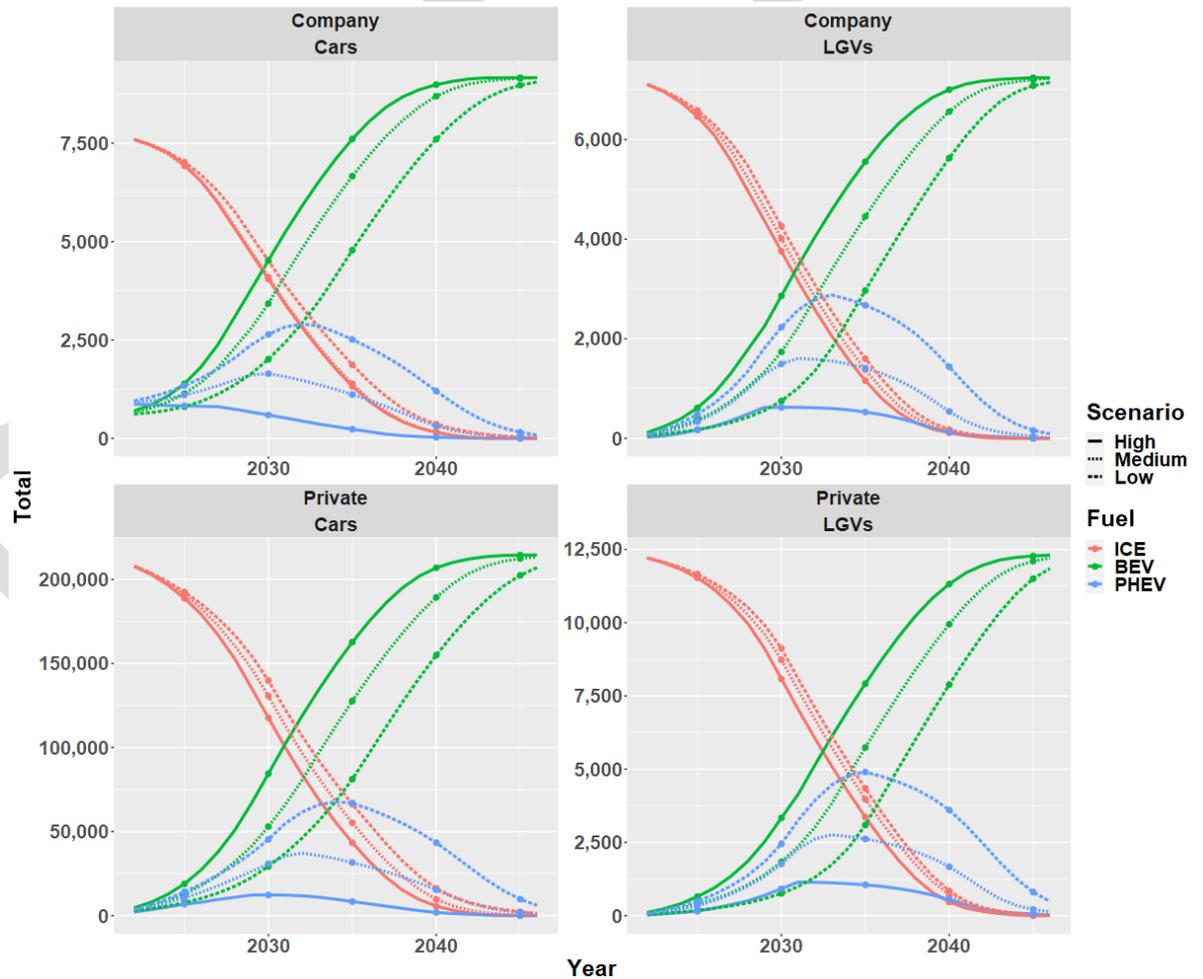
housing within each assessment area is used to determine the likely residential parking split.

Forecasted Uptake for Cheshire East

Error! Reference source not found. shows the expected uptake rates across multiple differing vehicle groupings. Under the model used here, the overall reduction in ICE vehicles is driven by the government-imposed mandates to ban new ICE vehicle purchases by ICE, and non-zero emission vehicles by 2035. However, the rate at which BEV purchases increase, compared to PHEV, is determined by the scenario selection.

In general, the BEV uptake curves follow the standard “S-Curve” which is observed in multiple technological diffusion models. The key aspects of this curve are the rapid acceleration of uptake up to 2030, followed by a stagnation in EV Uptake rates. This stagnation of uptake rates occurs when the existing vehicle fleet is being replaced at the maximum possible rate.

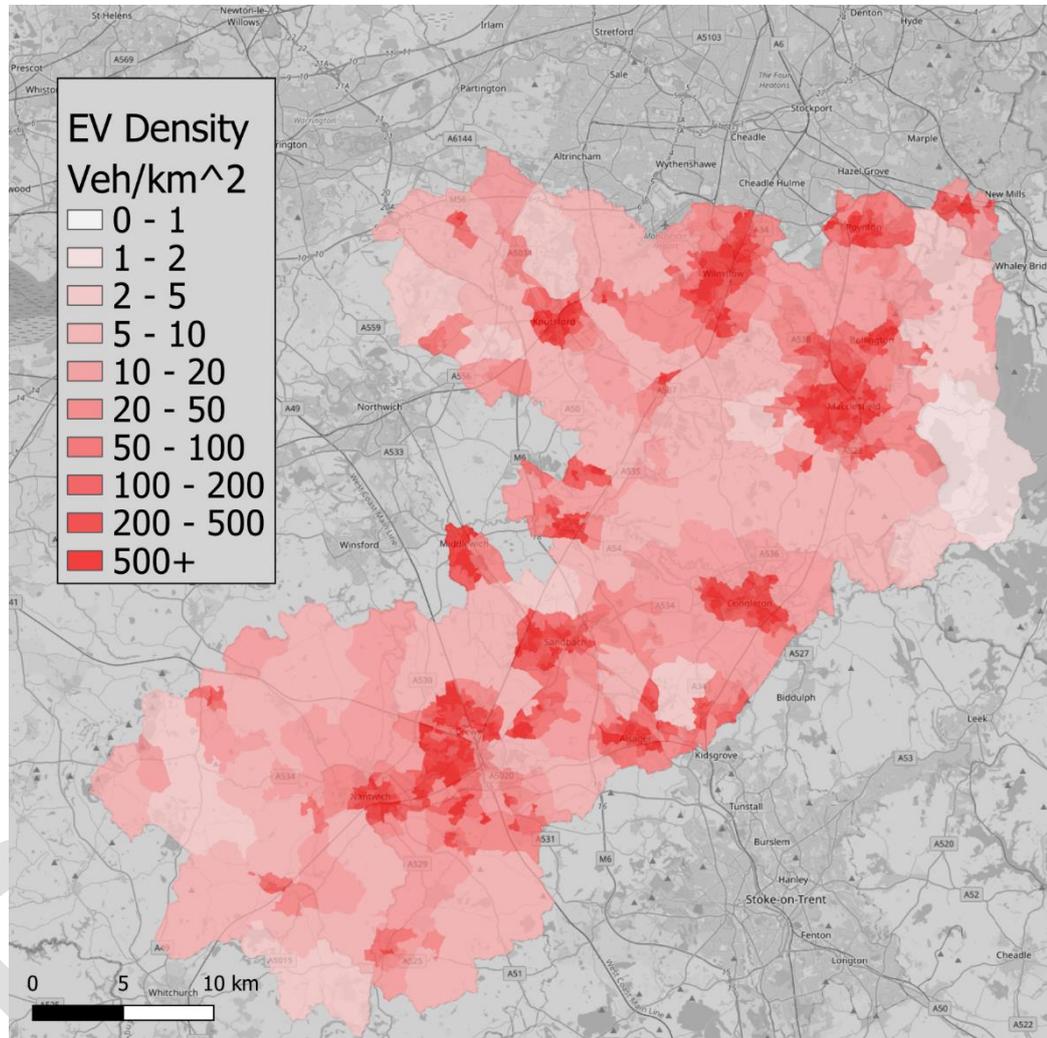
Figure 10-1 Uptake rates across Keepership, Body Type and Fuel



By comparison, the PHEV fleet distribution hits a likely peak from between 2030 to 2035 (depending on scenario) followed by a decline as the 2035 ban on non-zero-emission vehicles takes effect.

It is instructive to note that whilst the change in fleet numbers is at its maximum from 2028-2035, the relative increase in numbers will be much higher in the earlier years. Therefore, whilst the numbers will be higher post 2030, the relative increase in numbers, and hence change in required infrastructure, may be higher pre-2030. This highlights the need to anticipate the required infrastructure.

Figure 10-2 Electric Vehicle Density across Cheshire East (2030)

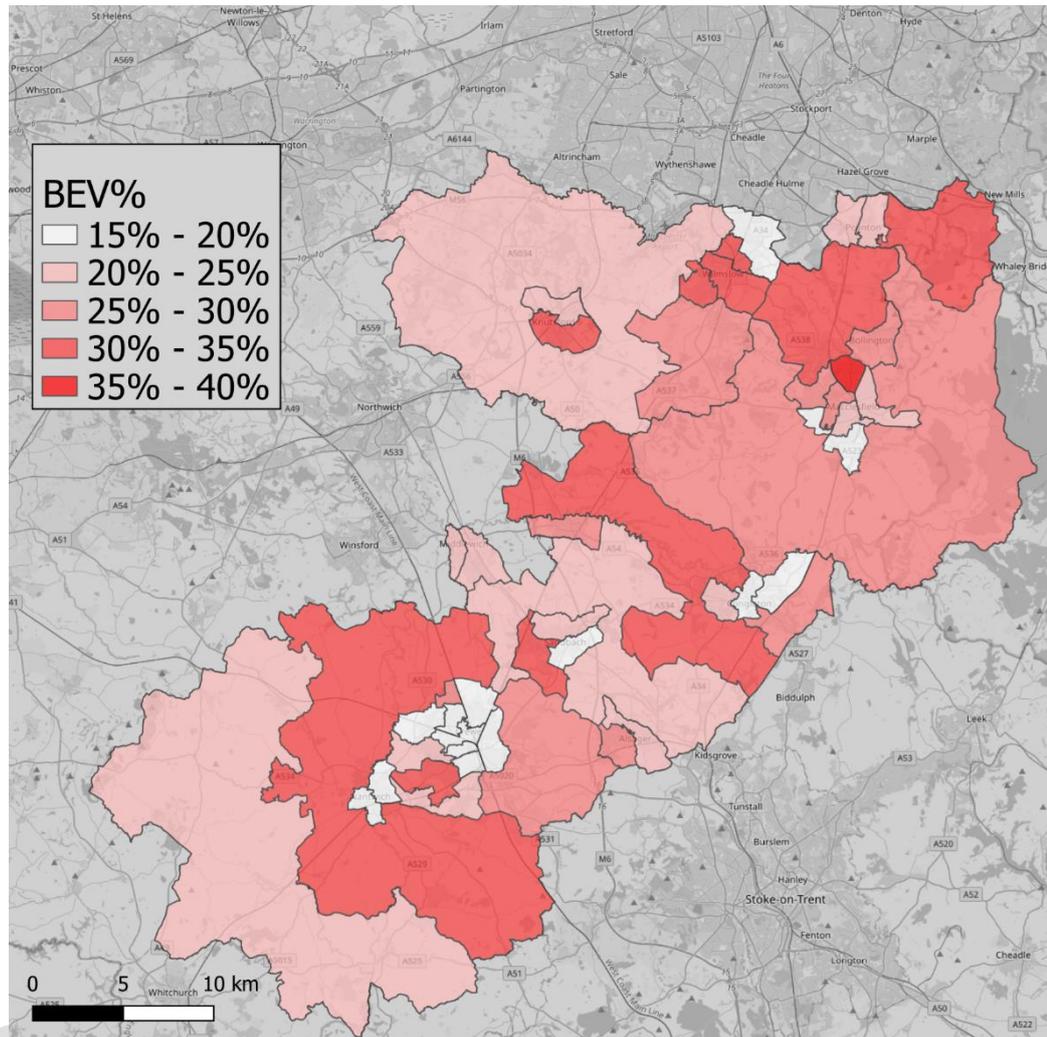


In Error! Reference source not found. we can see how EV density varies across Cheshire East. As might be expected, it is mainly concentrated in urban areas as the density of EV numbers is mainly driven by the density of population.

Whilst this is not a surprising result, it does serve to highlight the potential problems in attempting to provide EV infrastructure in rural areas. Fundamentally, a single chargepoint, particularly a low power chargepoint which is focussed on residential charging, will only be able to meet charging demand within a certain radius. A chargepoint in a rural area will not only have far fewer vehicles within usable distance, but there is also the likelihood that those vehicles will be attached to houses with off-street parking.

Hence, rural charging will be less financially viable.

Figure 10-3: BEV Uptake as a % of Total Vehicles (2030)



Error! Reference source not found. shows the relative proportion of vehicles that will be BEV by 2030. As this metric is not concerned with either the total number of vehicles in each area, or the density of the areas, it serves to highlight those areas within Cheshire East where the uptake of BEVs is lower. From the map, we can see that this is most typically in the more urban areas.

The comparison between this result, and the result in **Error! Reference source not found.** is illuminating as it shows that whilst the areas of highest EV uptake, compared to the vehicle population, are rural, the actual concentration of EVs is more urban due to the spatial configuration.

Forecasted Charger Demand for Cheshire East

Converting the overall level of EV uptake within Cheshire East, to the number of chargepoints which will be necessary to meet this demand, requires the use of certain assumptions.

The initial energy demand is calculated using the average distance driven by a Car or LGV, multiplied by the efficiency of the vehicle in kWh/km. The average distance driven by a car is approximately 11,000 km per year which, when multiplied by the

typical efficiency of 0.19 kWh/km, gives a typical energy usage of 2,090 kWh per year.

This energy will then be distributed across the differing charging location types, as set out in Forecasted charger demand for Cheshire East is outlined in Table 4-8 below and illustrated in Figure 4-8. By 2030 it is estimated that approximately 1,300 chargepoints will be necessary to meet the demand needs associated with the forecasted EV uptake for Cheshire East. This is across all publicly available charging location types including residential, destination and on-route.

Table **Error! Reference source not found..** The Off-Street Residential demand is expected to be met entirely by private chargepoints and so is not included here.

To convert the energy demand by Charging Location into the required number of chargepoints, it is necessary to estimate the amount of energy that each chargepoint can provide, and then use this to estimate the overall chargepoint requirement.

Specifically, for publicly available residential usage, it would be assumed that the chargepoints are 7kW, and are utilised for 30% of the time, essentially, they are used to charge from 10pm to 6am. This would lead to a total energy provision of 18,400 kWh per year. Therefore, each chargepoint could be used to service, approximately nine vehicles which require publicly available residential charging. A similar calculation is used for destination and on-route charging, but with higher power ratings for the chargepoint.

Table 10-3: Forecasted publicly available charger demand for Cheshire East

Residential Parking Type	Charging Location		
	Residential	Destination	On-Route
2025	255	57	26
2030	1015	220	96
2035	2289	488	212
2040	3309	693	299
2045	3713	765	329

EQUALITY IMPACT ASSESSMENT**Cheshire East Council Electric Vehicle Infrastructure Strategy****VERSION CONTROL**

Date	Version	Author	Description of Changes
10.06.2021	1	John Davies	N/A
08.08.2021	1	John Davies	Amendments following comments
17.04.2023	1	Lucia Southworth / John Davies	Amendments following consultation

CHESHIRE EAST COUNCIL - EQUALITY IMPACT ASSESSMENT

Stage 1 Description: Fact finding (about your policy / service /

Department	<i>Strategic Transport</i>		Lead officer responsible for assessment		<i>John Davies</i>	
Service	<i>Strategic Infrastructure</i>		Other members of team undertaking assessment		N/A	
Date	17.04.2023		Version 3			
Type of document (mark as appropriate)	Strategy	Plan	Function	Policy	Procedure	Service
Is this a new/existing/revision of an existing document (please mark as appropriate)	New		Existing		Revision	
Title and subject of the impact assessment (include a brief description of the aims, outcomes, operational issues as appropriate and how it fits in with the wider aims of the organisation) Please attach a copy of the strategy/ plan/ function/ policy/ procedure/ service	<p>Cheshire East Council Electric Vehicle Infrastructure Strategy</p> <p>Background</p> <p>Cheshire East Council is committed to reducing carbon emissions and improving air quality as outlined in the Cheshire East Borough Council Air Quality Action Plan (AQAP) (2018). CEC noted that Parliament had declared a climate emergency in May 2019 and as a result Cheshire East committed to being carbon neutral by 2025 and work to encourage all businesses, residents, and organisations in Cheshire East to reduce their carbon footprint. This EV Charging Infrastructure Strategy has been developed to directly support CEC's aim of reducing carbon emissions by accelerating the transition to electric vehicles, and supports the ambitions outlined within the Cheshire East Local Transport Plan 4 Strategy.</p> <p>Cheshire East Council is seeking to develop a strategic response to the emergence of electric vehicles (EV) and seeks to identify, scope and address infrastructure needs, and issues related to EVs. This includes conducting a technology and policy review, establishing an EV evidence base, identifying EV infrastructure requirements, and producing a summary report of the above and set out an action plan.</p> <p>A stakeholder workshop was carried out where the following objectives were agreed for this strategy:</p> <ul style="list-style-type: none"> • Reducing inequalities in chargepoint provision to enable all of our communities to transition to electric vehicles in a timely way: • To contribute towards reduced carbon emissions and improved air quality from transport: • To support the uptake of electric vehicles by individuals, businesses, and organisations within Cheshire East: 					

	<ul style="list-style-type: none"> • To help ensure infrastructure makes a positive contribution to the streetscape through sensitive placement and appearance, avoiding any negative impacts on other highway users, particularly pedestrians. • To guide the provision of infrastructure that is safe, easy to use and represents good value for money both on installation and throughout its life; • Supporting electric vehicles in the context of a wider transport system that encourages mileage reduction, active travel, and public transport: and. • Cheshire East Council to lead the way in transitioning fleet vehicles to EV and supporting organisations across the wider borough. <p>These objectives have guided the development of the strategy and will continue to guide implementation of the key measures set out within it.</p>
<p>Who are the main stakeholders , and have they been engaged with? (e.g., general public, employees, Councillors, partners, specific audiences, residents)</p>	<p>Government policy to end of sales of new petrol and diesel cars by 2030 (2020) involves Step 1 which will see the phase-out date for the sale of new petrol and diesel cars and vans brought forward to 2030. Step 2 will see all new cars and vans be fully zero emission at the tailpipe from 2035 (ending the sale of Plug-in Hybrid electric vehicles).</p>

As this policy becomes a reality the number of EVs across the borough will increase. The graph below shows the percentage of battery electric vehicles as a percentage across the borough by 2030.

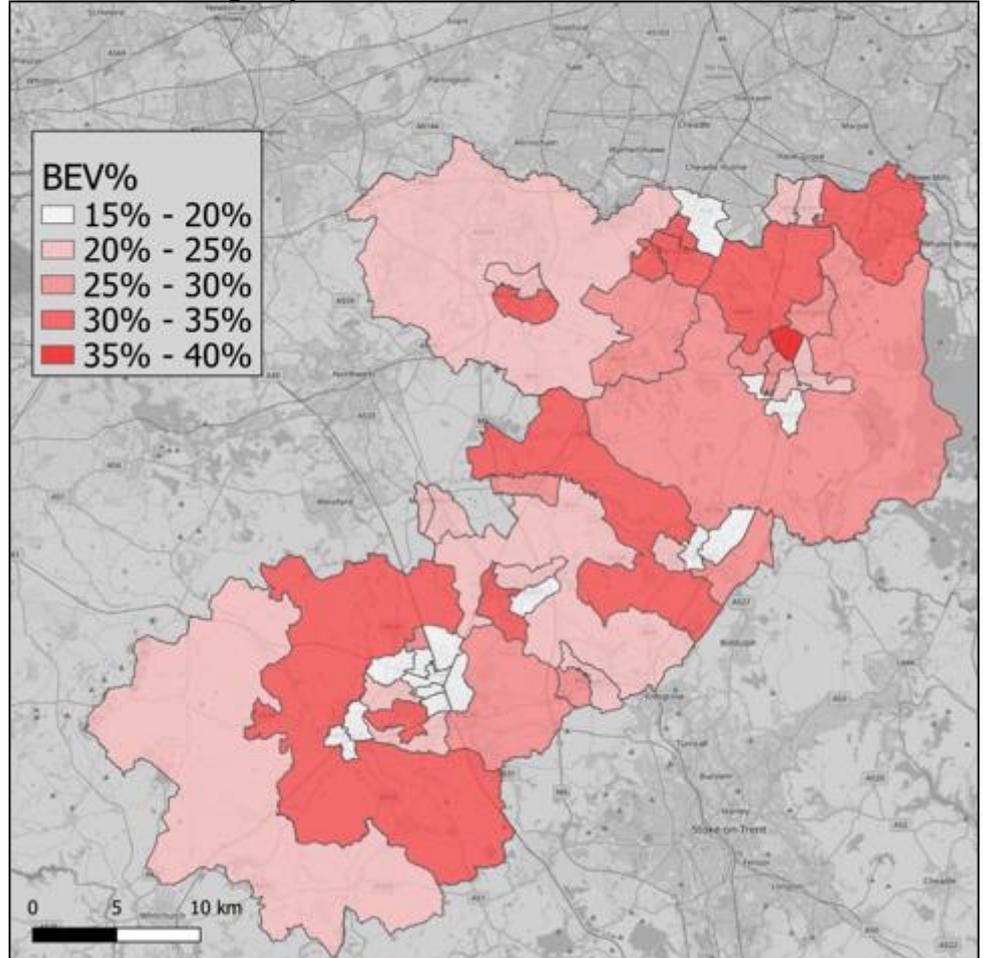


Figure 1 – Forecasted uptake of Battery Electric Vehicles across CEC by 2030

- The public (including residents and visitors to the Borough)
- Cheshire East Council stakeholders
- Public transport operators
- Local businesses/organisations
- Schools and education establishments
- Neighbouring local authorities
- Governmental bodies (e.g., Local Enterprise Partnership)
- Statutory transport bodies (e.g., Department for Transport and Transport for the North)
- Partner organisations
- Town and Parish Councils
- Umbrella organisations for people with specialist transport needs
- Transport interest groups

	<ul style="list-style-type: none"> • Environmental groups • MPs • Emergency services
What consultation method(s) did you use?	<p>During November-December 2022/3 Cheshire East Council undertook a consultation on its Draft Electric Vehicle (EV) Infrastructure Strategy. The consultation was held online with paper versions being available on request, hard copies of the consultation were also provided at libraries in Cheshire East. It was promoted to:</p> <ul style="list-style-type: none"> • The public • Town and Parish Councils • Business' in Cheshire East • Local transport operators • Special interest and community groups <p>In total, 408 responses were received, 404 via the online survey and 4 email responses.</p> <p>A breakdown of demographics can be viewed in Appendix 1. There was a good distribution of responses received from across the borough, a map of respondent postcodes (298 Cheshire East Postcodes that could be mapped) can be viewed in Appendix 2.</p>

Stage 2 Initial Screening

Who is affected and what evidence have you considered to arrive at this analysis? (This may or may not include the stakeholders listed above)	<p>All motorists and highway users are likely to be affected by the Government's plans to phase out the sale of petrol and diesel vehicles by 2030. This infrastructure strategy is intended to address issues with gaps in the charging infrastructure network. In turn this is anticipated to support communities in Cheshire East and neighbouring areas to transition to EVs.</p> <p>There is potential for some negative impacts on specific groups from inappropriate charging infrastructure. For example, cables trailing across the pavement could cause obstacles for pedestrians and people with specific mobility needs. This could affect older people, disabled people, and parents / carers with prams and pushchairs. The strategy notes these risks and consequently includes a chapter on the Council's framework regarding residential charging.</p> <p>The residential charging framework provides an explanation of the background research, accessibility considerations and potential options considered before presenting the councils framework. This should help residents to understand why the framework has been chosen and why it is important for protecting accessibility for all.</p>
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	<p>Should the installation of charging infrastructure be left purely to the commercial sector there is potential for gaps in areas of lower incomes, given there is a link between affluence and purchasing / leasing EVs. The strategy seeks to strike a balance between enabling charging infrastructure to come forward in sufficient levels for areas of higher demand whilst also seeking to address market failures by proportionately supporting the provision of charging infrastructure in areas of lower demand in the short to medium term. This would create a balanced network giving broad coverage across the borough to support the transition to EVs in a timely way.</p> <p>The consultation survey highlighted various concerns amongst a portion of the respondents which stem from misinformation. To help relieve concern and provide residents with correct information, myth busting web content will be published alongside the refreshed strategy.</p>
<p>Who is intended to benefit and how?</p>	<p>This strategy will help to increase the availability of charge points across the borough for communities. Thus, it will help increase the uptake of these vehicles and contribute to improved air quality and decarbonisation.</p> <p>Improved air quality will particularly improve the lives of people who suffer from breathing difficulties associated with high levels of pollutants in the air.</p>
<p>Could there be a different impact or outcome for some groups?</p>	<p>In addition to the risk identified above regarding cables trailing across pavements there is potential for an unbalanced charging network that has key gaps in certain areas. This would result in limiting the ability of some communities to transition to EV and in the long term limit their ability to operate a vehicle in extreme cases. The strategy seeks to overcome these issues.</p> <p>There is currently a large price differential between charging using a domestic power supply and using publicly provided chargepoints. This has the potential to penalise residents with lower socioeconomic status. This may make them reliant on domestic charging or, where they do not have access to domestic charging, reliant on more expensive public chargepoints.</p>
<p>Does it include making decisions based on individual characteristics, needs or circumstances?</p>	<p>A key element of the research underpinning the strategy is information on the propensity of different segments of the population to purchase / lease an electric vehicle in the short term. This points to more affluent people transitioning to EVs in these timescales due to the high price of vehicles. As a result, this data has been considered (alongside a range of other variables) to understand where demand for charging infrastructure may be strongest. However, the strategy also has a firm focus on providing a balanced network that services the whole borough and its population. One of the key measures recommended by the strategy is the provision of community charging hubs, in areas with less access to off-street parking, which are often more deprived areas. Charging hubs in off-street locations for residential use can also perform better than on-street chargers in terms of addressing potential streetscape concerns and footpath obstructions in residential streets. Feedback from stakeholders has been sought on what shape a balanced network would take and how this can be provided.</p>

	<p>Addressing the price differential of petrol/diesel vs EVs is out of the scope of this strategy that is focussed on charging infrastructure. Central government offer grants for the purchase of EVs however this still leaves a price differential at present. There is an industry consensus that price parity between petrol/diesel vs EVs will be reached in the period 2025 – 2030. In the meantime, the financial implications of the Council seeking to address the price differential would likely be very significant.</p>				
<p>Are relations between different groups or communities likely to be affected? (e.g., will it favour one particular group or deny opportunities for others?)</p>	<p>As noted above the uptake of EVs at present correlates with income levels, however this situation is anticipated to change in the coming years. Whilst this strategy highlights the available purchasing assistance as it is an infrastructure strategy it does not make recommendations to CEC for addressing price parity.</p>				
<p>Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?</p>	<p>At present there are key gaps in the charging network within Cheshire East. The strategy aims to address these gaps in provision in a timely way to enable the transition to EVs. One of the objectives of the strategy set out earlier is “to seek to overcome inequalities in infrastructure provision, enabling our communities to transition to electric vehicles in a timely way, ensured that the strategy sought to promote equality”. This was done through the consideration and recommendation of key measures which aim to provide charging infrastructure which provides a balanced network across the borough giving broad coverage.</p> <p>As noted above another key objective of the strategy is to help ensure infrastructure makes a positive contribution to the streetscape through sensitive placement and appearance, avoiding any negative impacts on other road users, particularly pedestrians. Ensuring infrastructure does not impact on the useability of footways will avoid negative impacts on disabled people using mobility aids and people pushing prams etc.</p> <p>There will be close liaison with responsible chargepoint operators to ensure that any potential negative impacts on protected groups can be eliminated or mitigated where possible.</p>				
<p>Is there an actual or potential negative impact on these specific characteristics? (Please tick)</p>					
Age	Y	Marriage & civil partnership	N	Religion & belief	N
Disability	Y	Pregnancy & maternity	Y	Gender	N
Gender reassignment	N	Race	Y	Sexual orientation	N
<p>What evidence do you have to support your findings? (Quantitative and qualitative) Please provide additional information that you wish to include as appendices to this document, i.e., graphs, tables, charts</p>					<p>Consultation/ involvement carried out</p>
					<p>No</p>
Age	<ul style="list-style-type: none"> There is potential for negative impact arising from difficulties, especially for older people, around plugging in cables regarding dexterity and strength. 				

	<ul style="list-style-type: none"> • There is potential for negative impact resulting from on-street electric vehicle charge points as trailing cables can pose a trip hazard (relevant to all age groups). • Advances in technology can be less accessible for some and it is identified that related difficulties in activities such as setting up user accounts, using charging points themselves, have the potential to result in negative impacts.
Disability	<ul style="list-style-type: none"> • There are potential benefits for those with conditions that affect breathing as air quality is improved with switch from ICE (Internal combustion engine) to BEV (Battery electric vehicle). • Increased electric vehicles will mean less noise pollution making things more ambiently pleasant but problematic for those who use sound for safety. • There is potential for negative impact resulting from on-street electric vehicle charge points as trailing cables can pose a trip hazard and/or a barrier to many disabled people (this includes for people with a wide range of disabilities such as people with physical impairments, people who are blind/have low vision, people who may have a carer with them). • Areas where there are restricted widths and uneven road surfaces can contribute to exacerbating issues experienced by people with a wide range of impairment types by increasing barriers to accessibility. • As well as the potential for trip hazards and for reducing space resulting in barriers to many disabled people, it has been identified that there is potential for negative impact regarding safety for wheelchair and mobility scooter users as, even with installation of such features as cable protectors, surfaces will be uneven, potentially resulting in unsafe practices such as manoeuvring around these potential obstacles into traffic flow areas. • Advances in technology can be less accessible for some and it is identified that related difficulties in activities such as setting up user accounts, using charging points themselves have the potential to result in negative impacts, for example, for people with learning disabilities. • There is potential for negative impacts arising from difficulties, especially for people with a range of disabilities (e.g., upper mobility, dexterity etc.) around plugging in cables.
Gender reassignment	At this stage, impacts in respect of this Protected Characteristic are identified as being 'neutral' as none have been identified which have the potential to disproportionately affect people within this 'group'.
Marriage & civil partnership	At this stage, impacts in respect of this Protected Characteristic are identified as being 'neutral' as none have been identified which have the potential to disproportionately affect people within this 'group'.
Pregnancy & maternity	<ul style="list-style-type: none"> • There is potential for negative impact resulting from on-street electric vehicle charge points as trailing cables can pose a trip hazard and/or a barrier to people with a pram/pushchair. Areas where there are restricted widths and uneven road surfaces can contribute to exacerbating issues experienced by people with a pram/pushchair. • In addition, it has been identified that there is potential for negative impact regarding safety for people with pram/pushchair as, even with installation of such features as cable protectors, surfaces will be uneven, potentially resulting in unsafe practices such as manoeuvring around these potential obstacles into traffic flow areas. These issues also

	relate to those who are pregnant and who may experience less mobility because of pregnancy.		
Race	<ul style="list-style-type: none"> There is potential for exclusion of people in different portions of this group. This could result from language barriers at charging infrastructure. 		
Religion & belief	At this stage, impacts in respect of this Protected Characteristic are identified as being 'neutral' as none have been identified which have the potential to disproportionately affect people within this 'group'.		
Gender	At this stage, impacts in respect of this Protected Characteristic are identified as being 'neutral' as none have been identified which have the potential to disproportionately affect people within this 'group'.		
Sexual orientation	At this stage, impacts in respect of this Protected Characteristic are identified as being 'neutral' as none have been identified which have the potential to disproportionately affect people within this 'group'.		
Proceed to full impact assessment? (Please tick)	Yes		Date: 17/4/23
Lead officers sign off	John Davies	Date	17/4/23
Head of service sign off	Richard Hibbert	Date	24/5/23

If yes, please proceed to Stage 3. If no, please publish the initial screening as part of the suite of documents relating to this issue

Stage 3 Identifying impacts and evidence

This section identifies if there are impacts on equality, diversity and cohesion, what evidence there is to support the conclusion and what further action is needed

Protected characteristics	Is the policy (function etc....) likely to have an adverse impact on any of the groups? Please include evidence (qualitative & quantitative) and consultations <i>List what negative impacts were recorded in Stage 1 (Initial Assessment).</i>	Are there any positive impacts of the policy (function etc....) on any of the groups? Please include evidence (qualitative & quantitative) and consultations <i>List what positive impacts were recorded in Stage 1 (Initial Assessment).</i>	Please rate the impact taking into account any measures already in place to reduce the impacts identified <i>High: Significant potential impact; history of complaints; no mitigating measures in place; need for consultation</i> <i>Medium: Some potential impact; some mitigating measures in place, lack of evidence to show effectiveness of measures</i> <i>Low: Little/no identified impacts; heavily legislation-led; limited public facing aspect</i>	Further action (Only an outline needs to be included here. A full action plan can be included at Section 4) <i>Once you have assessed the impact of a policy/service, it is important to identify options and alternatives to reduce or eliminate any negative impact. Options considered could be adapting the policy or service, changing the way in which it is implemented or introducing balancing measures to reduce any negative impact. When considering each option, you should think about how it will reduce any negative impact, how it might impact on other groups and how it might impact on relationships between groups and overall issues around community cohesion. You should clearly demonstrate how you have considered various options and the impact of these. You must have a detailed rationale behind decisions and a justification for those alternatives that have not been accepted.</i>
Age	<ul style="list-style-type: none"> There is a concern that increased pavement clutter could result in barriers for some older people. 	The strategy aims to provide high quality infrastructure that does not pose problems to people with mobility impairments.	Low	Engage with older people umbrella groups as part of consultation to understand their needs and concerns. Ensure the design of infrastructure does not negatively affect these groups.
Disability	<ul style="list-style-type: none"> There is a concern that increased pavement clutter could increase barriers for some 	The strategy aims to provide high quality infrastructure that does not pose problems to	Low	Engage with disability umbrella groups as part of consultation to understand their needs and concerns. Ensure the design of

	<p>wheelchair users.</p> <ul style="list-style-type: none"> There is a concern that increased pavement clutter could pose a disproportionate risk to those suffering a visual impairment. 	people with disabilities.		infrastructure does not negatively affect these groups.
Gender reassignment				
Marriage & civil partnership				
Pregnancy and maternity	<ul style="list-style-type: none"> There is a concern that increased pavement clutter could increase barrier for prams and pushchairs. 	The strategy aims to provide high quality infrastructure that does not pose problems to people pushing prams and pushchairs.	Low	Engage with umbrella groups as part of consultation to understand their needs and concerns. Ensure the design of infrastructure does not negatively affect these groups.
Race				
Religion & belief				
Gender				
Sexual orientation				
<p>Is this change due to be carried out wholly or partly by other providers? If yes, please indicate how you have ensured that the partner organisation complies with equality legislation (e.g., tendering, awards process, contract, monitoring and performance measures)</p>				

Stage 4 Review and Conclusion

Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed

N/A

Specific actions to be taken to reduce, justify or remove any adverse impacts	How will this be monitored?	Officer responsible	Target date
All installations must adhere to the Planning and Transportation design guidance documents and consider The Disability Discrimination Act (2005).	Project Board and risk register	Stephen Morris / John Davies	Ongoing
Engage with key groups as part of a public consultation.	Project Board and risk register	Stephen Morris / John Davies	Ongoing
Please provide details and link to full action plan for actions			
When will this assessment be reviewed?	Pre-consultation		
Are there any additional assessments that need to be undertaken in relation to this assessment?	Not at this point		
Lead officers sign off	John Davies	Date	17/04/21
Head of service sign off	Richard Hibbert	Date	24/05/23

Please publish this completed EIA form on the relevant section of the Cheshire East website

Appendix 1 – Demographic breakdowns

A set of demographic questions were asked at the end of the survey to ensure there was a wide range of views from across different characteristics. All the questions were optional and therefore won't add up to the total number of responses received.

Table 3.1: Number of survey respondents by representation

Category	Count	Percent
As a Cheshire East resident	363	90%
Cheshire East staff member / employee	20	5%
On behalf of a local business	16	< 5%
As an elected Cheshire East Ward Councillor, or Town/Parish Councillor / Clerk	6	< 5%
On behalf of a group, organisation or club	2	< 5%
As a Cheshire East resident on behalf of someone else	<5	< 5%
Other	17	< 5%
Grand Total	402	100%

Table 3.2: Number of survey respondents by gender

Category	Count	Percent
Male	165	67%
Female	63	26%
Prefer not to say	17	7%
Grand Total	245	100%

Table 3.3: Number of survey respondents by age group

Category	Count	Percent
16-24	< 5	< 5%
25-34	32	8%
35-44	76	20%
45-54	99	26%
55-64	88	23%
65-74	47	12%
75-84	13	3%
85 and over	22	6%
Prefer not to say	< 5	< 5%
Grand Total	381	100%

Table 3.4: Number of survey respondents by ethnic origin

Category	Count	Percent
White British / English / Welsh / Scottish / Northern Irish / Irish	137	96%
Any other White background	< 5	< 5%
Asian / Asian British	6	< 5%
Mixed: White and Black Caribbean / African / Asian	< 5	< 5%
Prefer not to say	< 5	< 5%
Grand Total	371	100%

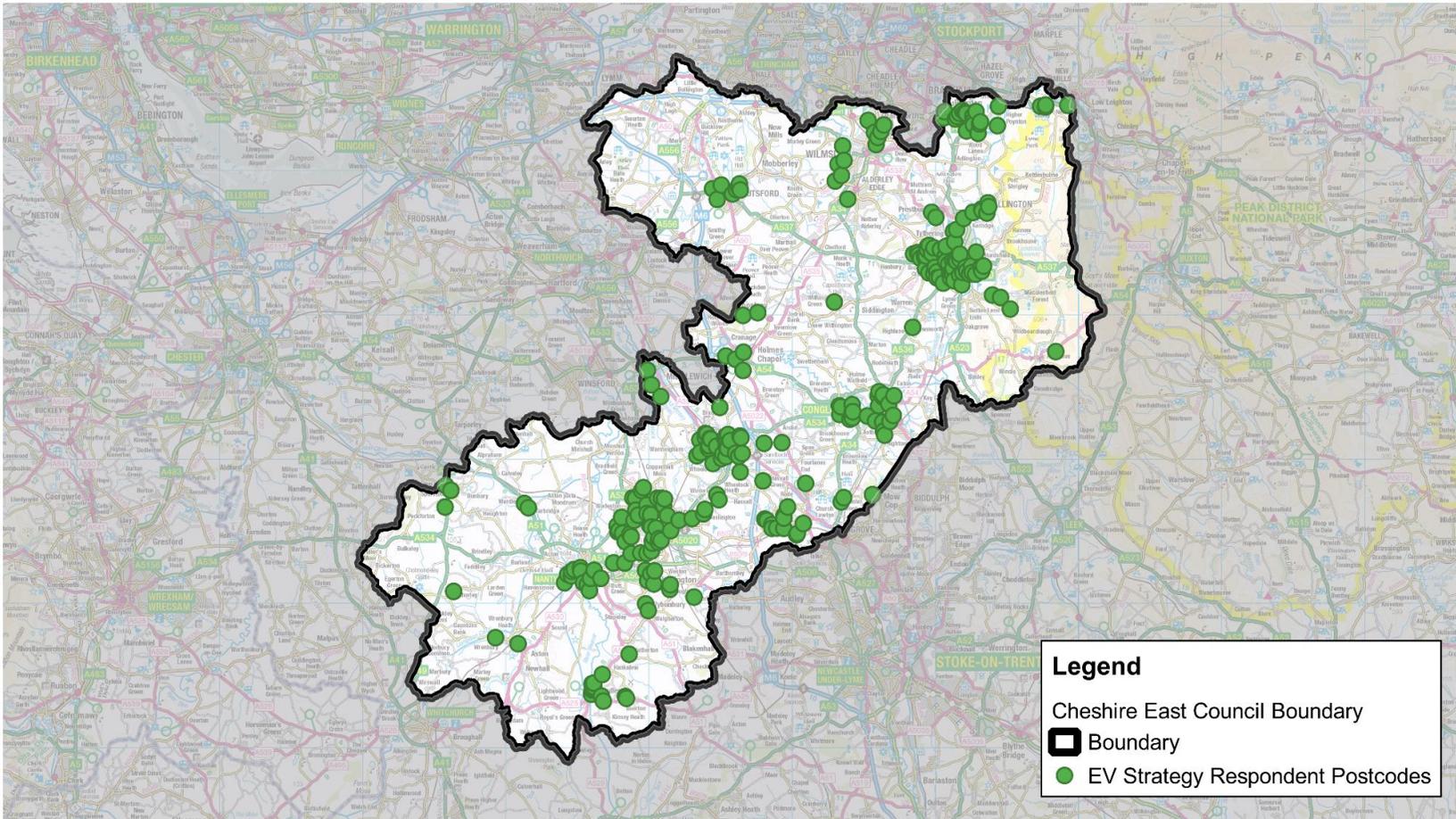
Table 3.5: Number of survey respondents by religious belief

Category	Count	Percent
Christian	134	37%
Muslim	9	< 5%
Other religious belief	6	<5%
None	156	43%
Prefer not to say	57	16%
Grand Total	326	100%

Table 3.6: Number of survey respondents by limited activity due to health problem / disability

Category	Count	Percent
Yes	299	79%
No	49	13%
Prefer not to say	31	8%
Grand Total	379	100%

Appendix 2 – Map of respondent postcodes





**Electric Vehicle Infrastructure Strategy
Respondent Postcodes**

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OPEN

Highways and Transport Committee

20 July 2023

Provisional Financial Outturn 2022/23

Report of: Alex Thompson: Director of Finance and Customer Services

Report Reference No: HTC/22/23-24

Ward(s) Affected: Not applicable

Purpose of Report

- 1 This report provides members with an overview of the Cheshire East Council provisional outturn for the financial year 2022/23. Members are being asked to consider the financial performance of the Council relevant to their terms of reference.
- 2 Reporting the financial outturn at this stage, and in this format supports the Council's vision to be an open Council as set out in the Corporate Plan 2021 to 2025. In particular, the priorities for an open and enabling organisation, ensure that there is transparency in all aspects of council decision making.
- 3 The report also provides an early update on performance in 2023/24, in respect of the approved budget policy changes made in the MTFS 2023/24-27, at Council in February 2023.

Executive Summary

- 4 This report outlines how the Council managed its resources through sound financial planning, monitoring, and reporting to achieve outcomes and value for money. The report includes a narrative from the Council's Draft Group Accounts, to highlight financial performance within the year, as well as associated appendices to show how the Council has achieved against the priorities contained within the Corporate Plan as well as other important financial matters.
- 5 The full report was received by Corporate Policy Committee on 11 July. Service Committees will receive the sections relevant to their committee.

- 6 The Outturn is reported as part of the Statutory Accounts and is therefore subject to audit. The audited Accounts will be presented to the Audit and Governance Committee on 28 September 2023.
- 7 The annexes and appendices attached to this report set out details of the Council's financial performance:
- 8 Corporate Policy Committee Provisional Financial Outturn 2022/23 covering report.
- 9 **Annex 1** – Narrative from the Draft Group Accounts – Provides context of the area and its people, commentary on performance and introduces the financial statements of the Council and the wider Group of Companies for the period 1 April 2022 to 31 March 2023.
- 10 **Annex 2** – Sets out the financial stability context and reasons for the outturn position. The annex contains the relevant appendix for each service committee relating to revenue and capital budgets, debt and reserves.
- 11 **Annex 3** – Update on performance from the MTFS 2023-27 on approved budget policy change items. A full review will be provided in at First Review in the September cycle of Committee meetings.

RECOMMENDATIONS

The Highways and Transport Committee to:

1. Consider the report of the Corporate Policy Committee ([Agenda for Corporate Policy Committee on Tuesday, 11th July, 2023, 10.00 am | Cheshire East Council](#)).
2. Consider the financial performance of the Council in the 2022/23 financial year relevant to their terms of reference.
3. Consider the delegated decisions relating to supplementary revenue estimates for specific grants coded directly to services in accordance with Financial Procedure Rules as detailed in **Section 2 of each Committee Appendix (Annex 2)**.
4. Consider the update on performance with regard to the MTFS 2023-27 approved budget policy change items, in respect of Services within the remit of the Committee **(Annex 3)**.

Reasons for Recommendations

- 12 Committees are responsible for discharging the Council's functions within the Budget and Policy Framework provided by Council. The Budget will be aligned with Committee and Head of Service responsibilities as far as possible.
- 13 Budget holders are expected to manage within the budgets provided by full Council. Committee and Sub-Committees are responsible for monitoring financial control and making decisions as required by these rules.

Access to Information	
Contact Officer:	<p>Alex Thompson Director of Finance and Customer Services (Section 151 Officer)</p> <p>alex.thompson@cheshireeast.gov.uk</p> <p>01270 685876</p>
Appendices:	<p>Corporate Policy Committee Provisional Financial Outturn 2022/23 which includes:</p> <p>Annex 1 – Narrative from the Draft Group Accounts Annex 2 – Provisional Financial Outturn 2022/23 Annex 3 – Update on tracked MTFS 2023-27 Approved Budget Policy Change items</p>
Background Papers:	<p>The following are links to key background documents:</p> <p>Medium-Term Financial Strategy</p> <p>First Financial Review 2022/23</p> <p>Financial Review 2022/23</p> <p>Financial Review Update 2022/23</p> <p>2022/23 Financial Update</p> <p>Statement of Accounts and Annual Governance Statement (cheshireeast.gov.uk)</p>

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OPEN

Corporate Policy Committee

11 July 2023

Provisional Financial Outturn 2022/23

Report of: Alex Thompson: Director of Finance and Customer Services

Report Reference No: [To be provided by Democratic Services]

Ward(s) Affected: Not applicable

Purpose of Report

- 1 This report provides members with an overview of the Cheshire East Council provisional outturn for the financial year 2022/23. Members are being asked to consider the financial performance of the Council. The report also proposes treatment of year end balances that reflects risks identified in the Medium-Term Financial Strategy which was approved by Council in February 2023.
- 2 Highlighting financial performance across all Departments, and within Central Budgets shows how the Council is achieving its financial strategies and managing financial control and accountability.
- 3 Reporting the financial outturn at this stage, and in this format supports the Council's vision to be an open Council as set out in the Corporate Plan 2021 to 2025. In particular, the priorities for an open and enabling organisation, ensure that there is transparency in all aspects of council decision making.
- 4 The report also provides an early update on performance in 2023/24, in respect of the approved budget policy changes made in the MTFS 2023/24-27, at Council in February 2023.

Executive Summary

- 5 This report outlines how the Council managed its resources through sound financial planning, monitoring, and reporting to achieve outcomes and value for money. The report includes a narrative from the Council's Draft Group Accounts, to highlight financial performance within the year, as well as associated appendices to show how the Council has

achieved against the priorities contained within the Corporate Plan as well as other important financial matters.

- 6 The Outturn is reported as part of the Statutory Accounts and is therefore subject to audit. The audited Accounts will be presented to the Audit and Governance Committee on 28 September 2023.
- 7 The annexes and appendices attached to this report set out details of the Council's financial performance:
- 8 **Annex 1** – Narrative from the Draft Group Accounts – Provides context of the area and its people, commentary on performance and introduces the financial statements of the Council and the wider Group of Companies for the period 1 April 2022 to 31 March 2023.
- 9 **Annex 2** – Sets out the financial stability context and reasons for the outturn position. The annex contains an appendix for each service committee relating to revenue and capital budgets, debt and reserves. The Corporate Policy Committee will also receive appendices with updates to the Treasury Management Strategy and Investment Strategy as at 31 March 2023.
- 10 **Annex 3** – Update on performance from the MTFS 2023-27 on approved budget policy change items. A full review will be provided in at First Review in the September cycle of Committee meetings.

RECOMMENDATIONS

The Corporate Policy Committee is recommended to:

1. Consider the overall financial performance of the Council in the 2022/23 financial year, as contained within the report, as follows:
 - a) A Net Revenue Overspend of £6.0m against a revised budget of £318.7m (1.9% variance) funded by the drawdown of £5.2m from the MTFS Earmarked Reserve and a reduction in the planned contribution to General Reserves by £0.8m.
 - b) General Reserves closing balance of £14.1m.
 - c) Capital Spending of £116.4m against an approved programme of £125.2m (7.0% variance).
2. Consider the contents of each of the following annexes:
 - a) **Annex 1 – Narrative from the Draft Group Accounts** – Provides context of the area and its people, commentary on performance and introduces the financial statements of the Council and the wider Group of Companies for the period 1 April 2022 to 31 March 2023.

- b) **Annex 2 – Financial Stability** section provides information on the overall financial stability and resilience of the Council. Further details are contained in the appendices.
- **Appendix 1** Adults and Health Committee.
 - **Appendix 2** Children and Families Committee.
 - **Appendix 3** Corporate Policy Committee.
 - **Appendix 4** Economy and Growth Committee.
 - **Appendix 5** Environment and Communities Committee.
 - **Appendix 6** Finance Sub-Committee.
 - **Appendix 7** Highways and Transport Committee.
 - **Appendix 8** Update to the Treasury Management Strategy.
 - **Appendix 9** Update to the Investment Strategy.
- c) **Annex 3 – Update on tracked MTFs 2023-27 approved budget policy change items.**
3. Approve supplementary capital estimates (SCE) up to and including £1,000,000 and Capital Virements up to and including £5,000,000 in accordance with Financial Procedure Rules as detailed in **Annex 2: Appendix 6, Section 4, Table 5.**
4. Note that Council will be asked to approve:
- a) Fully funded supplementary revenue estimates over £1,000,000 in accordance with Financial Procedure Rules as detailed in **Annex 2: Appendix 6, Section 2, Table 3.**
 - b) Capital Supplementary Estimates over £1,000,000 in **Annex 2: Appendix 6, Section 4, Table 6.**
5. Recommend to Service Committees to:
- a) Consider the financial performance of the Council in the 2022/23 financial year relevant to their terms of reference.
 - b) Consider the delegated decisions relating to supplementary revenue estimates for specific grants coded directly to services in accordance with Financial Procedure Rules as detailed in **Section 2 of each Committee Appendix (Annex 2).**
 - c) Approve supplementary revenue estimates (SRE) over £500,000 up to and including £1,000,000:
 - i) Children and Families Committee **Annex 2: Appendix 2, Section 2, Table 2.**
 - d) Consider the update on performance with regard to the MTFs 2023-27 approved budget policy change items, in respect of Services within the remit of the Committee.

Background

- 11 The recommendations within the 2022/23 Financial Reviews and the Medium-Term Financial Strategy (MTFS) were clear in the treatment of the outturn and future reserve balances.
- 12 The MTFS recognised emerging risks such as inflation and particularly the Dedicated Schools Grant (DSG) deficit, which highlighted there is no alternative funding.
- 13 The financial outturn for Cheshire East Council is an overspend of £6.0m. This is net of appropriate allocations to useable reserves. Further detail is provided in **Table 1** and **Annex 2**.
- 14 **Table 1:** Total Net Revenue Budget is overspent by £6.0m

2022/23 Outturn Review	Revised Budget (NET) £m	Provisional Outturn £m	Provisional Outturn Variance £m	Change since Third Review £m
Service Committee				
Adults and Health	121.7	132.2	10.5	1.6
Children and Families	78.6	83.8	5.2	1.7
Corporate Policy	39.7	39.0	(0.7)	(1.1)
Economy and Growth	23.0	21.3	(1.7)	(0.9)
Environment and Communities	43.6	45.8	2.2	(0.7)
Highways and Transport	13.7	12.1	(1.6)	(1.4)
Sub-Committee				
Finance Sub	(320.3)	(328.2)	(7.9)	(0.9)
TOTAL	-	6.0	6.0	(1.7)
RELEASE OF RESERVES				
MTFS Reserve			(5.2)	-
General Fund Reserve			(0.8)	1.7
TOTAL			-	-

- 15 To balance this position £5.2m was drawn down from the MTFS reserve, as forecast at the Third Financial review, with only £0.8m being required from the General Fund Reserve (£1.7m less than forecast).
- 16 General reserves have increased from £12.6m to £14.1m following the planned contributions to reserves, partly offset by the utilisation of £0.8m as noted above.

- 17 Expenditure on the capital programme is £116.4m against a revised forecast of £125.2m that was reported to the Finance Sub Committee on the 8 March 2023 as part of the Financial Update report. The underspend of £8.8m will be slipped into 2023/24 and budgets will be re-profiled as part of the outturn reporting. This level of slippage, at 7%, is the lowest variance on the Capital Programme in several years.
- 18 The original budget set in February 2022 was £185.2m, during 2022/23 project managers were asked to re-profile their forecasts resulting in the revised forecast of £125.2m. Capital receipts in year amounted to £4.9m against a forecast of £1.0m, in the first instance this improvement reduces potential borrowing costs. Treatment of capital receipts will be considered as part of the review of the Capital Strategy.
- 19 **Table 2:** Total Capital Expenditure and Funding for the financial years 2022/23, and 2023/24 to 2025/26.

	Outturn 2022/23 £m	Three Year Forecast			Total £m
		2023/24 £m	2024/25 £m	2025/26 £m	
Expenditure					
Children and Families	9.3	52.0	34.1	31.7	127.1
Adults and Health	0.0	0.5	0.0	0.0	0.5
Highways and Transport	65.6	69.6	77.4	128.4	341.0
Economy and Growth	21.0	93.4	55.2	78.7	248.3
Environment and Communities	13.2	11.3	16.7	0.6	41.8
Corporate Policy	7.3	13.6	9.7	5.9	36.5
Total Expenditure	116.4	240.4	193.1	245.3	795.2
Funding					
Grants and Other Contributions	53.8	159.9	141.6	139.1	494.4
Capital Receipts and Reserves	2.2	4.9	1.0	33.6	41.7
Borrowing	60.4	75.6	50.5	72.6	259.1
Total Funding	116.4	240.4	193.1	245.3	795.2

- 20 The Council's wholly owned companies' core contract expenditure was £37.94m in 2022/23, relating to services provided at cost for the Council. This position includes a net £1.5m of additional costs in year, relating to pay award pressures, significant inflation against contracts and materials, the legacy effects of Covid and increased demand for services; partly offset by improvements against waste tonnages, bereavement income and staffing vacancies, and other efficiencies. The net increase in cost is reflected in the Council's outturn position, mainly

against Environment & Communities Committee services, but also partly Highways & Transport Committee functions.

- 21 Ansa and Orbitas realised £0.356m in profits (after tax) from commercial activities. Although Transport Service Solutions (TSS) ceased trading on 31 March 2022, there were residual transactions in 2022/23, as part of winding down the company, generating a £0.106m surplus as at 31 March 2023, which will be paid as a final dividend in 2023/24. An interim dividend of £0.291m was paid in-year from TSS to the Council.
- 22 The Department of Levelling Up, Housing and Communities (DLUHC) put in place revised regulations stated that for that came into force on 22nd July 2022. The regulations stated that for the years 2022/23 to 2027/28 the deadline for the accounts to be signed off by has been extended from the 31 July to the 30 September.
- 23 The budget and policy framework sets out rules for managing the Council's financial affairs and contains the financial limits that apply in various parts of the Constitution. As part of sound financial management and to comply with the constitution any changes to the budgets agreed by Council in the MTFs require approval in line with the financial limits within the Finance Procedure Rules.

Consultation and Engagement

- 24 As part of the budget setting process the Pre-Budget Consultation 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.

Reasons for Recommendations

- 25 The recommendations in this report support the 'Reporting' element of the financial cycle.
- 26 The overall process for managing the Council's resources focuses on value for money, good governance, and stewardship. The approach to these responsibilities is captured in the Medium-Term Financial Strategy. Financial changes take place during the year and are authorised in line with the Constitution. This report sets out where further approvals are required.

- 27 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.
- 28 Outturn reporting provides an opportunity to check performance and management of risks against the Medium-Term Financial Strategy. The four-year MTFFS is balanced and approved by Council, but risks were identified as part of this process which could require access to reserves. Members had regard to such risks as the deficit in Dedicated School Grant reserves and potential liabilities associated with the Extra Care Housing PFI (Private Finance Initiative) Scheme when approving the budget. To ensure transparency on management of such risks it is proposed that the improvement in the outturn supports an increase in the General Reserves of the Council which enhances overall financial stability.

Other Options Considered

- 29 Outturn reporting could be delayed until post audit, to avoid the risk of provisional figures changing. This is not a recommended option as the audit completion certificate is not expected until September 2023. Delaying the reporting element of the financial cycle minimises the ability to react to issues during in-year monitoring. Provisional reporting has historically been accurate, so it is appropriate to react to the financial information provided in this report.
- 30 Positive variances, compared to the third quarter forecasts in 2022/23, could be allocated to budgets or reserves other than general reserves. This is not recommended as the MTFFS has been agreed by Council with clear recognition of emerging risks that require mitigation. General Reserves are used to manage risk, in accordance with the Reserves Strategy. In the Planning cycle for the 2024/25 MTFFS members will have to re-consider the robustness of all estimates and the overall adequacy of reserves based on up-to-date information and forecasts, which will include a review of the level of General Reserves

Implications and Comments

Monitoring Officer/Legal

- 31 The legal implications surrounding the process of setting the 2022 to 2026 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 final outturn stage in 2022/23.
- 32 Other implications arising directly from this report relate to the internal processes of approving supplementary revenue estimates,

supplementary capital estimates and virements referred to above which are governed by the Finance Procedure Rules.

Section 151 Officer/Finance

- 33 The Council's financial resources are agreed by Council and aligned to the achievement of stated outcomes for residents and communities. Monitoring and managing performance help to ensure that resources are used effectively, and that business planning and financial decision making are made in the right context.
- 34 The Council's Audit & Governance Committee is responsible for reviewing and analysing the Council's audited position at year-end. The Committee received the Draft Group Accounts on 8 June 2023, with final accounts due for approval by 30 September 2023 following public scrutiny, external auditing, and any associated recommendations to the Committee.
- 35 The forecast outturn for 2022/23, as reported within the MTFs, was used to inform the budget setting process for 2023/24. Analysis of the final outturn helps to inform the Council of potential issues arising for the 2023/24 budget or highlights potential underlying issues that can be managed in future budget setting cycles. It is important to note that the variations reported at outturn have not identified any significant risks to the 2023/24 budget.

Policy

- 36 This report is a backward look at Council activities during the final quarter.
- 37 The final outturn position, ongoing considerations for future years, and the impact on general reserves will be fed into the assumptions underpinning the 2024-28 Medium-Term Financial Strategy.

Equality, Diversity, and Inclusion

- 38 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.

Human Resources

- 39 This report is a backward look at Council activities at outturn and states the 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.

Risk Management

- 40 Financial risks are assessed and reported on a regular basis, and remedial action taken if required. Risks associated with the achievement of the 2022/23 budget and the level of general reserves were factored into the 2023/24 financial scenario, budget, and reserves strategy.

Rural Communities

- 41 The report provides details of service provision across the borough.

Children and Young People including Cared for Children, care leavers and Children with special educational needs and disabilities (SEND)

- 42 The report provides details of service provision across the borough and notes the overspend on Children in Care.

Public Health

- 43 This report is a backward look at Council activities at the fourth quarter and provides the year end position. Any public health 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.

Climate Change

- 44 There are no direct implications for climate change.

Access to Information	
Contact Officer:	Alex Thompson Director of Finance and Customer Services (Section 151 Officer) alex.thompson@cheshireeast.gov.uk 01270 685876
Appendices:	Annex 1 – Narrative from the Draft Group Accounts Annex 2 – Provisional Financial Outturn 2022/23 Annex 3 – Update on tracked MTFS 2023-27 Approved Budget Policy Change items

<p>Background Papers:</p>	<p>The following are links to key background documents:</p> <ul style="list-style-type: none"><u>Medium-Term Financial Strategy</u><u>First Financial Review 2022/23</u><u>Financial Review 2022/23</u><u>Financial Review Update 2022/23</u><u>2022/23 Financial Update</u><u>Statement of Accounts and Annual Governance Statement (cheshireeast.gov.uk)</u>
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Narrative Report 2022/23

An introduction to Cheshire East, the place

Cheshire East Council is an all-purpose 'unitary' local authority providing key public services to 398,800 local residents in Northwest England. The borders include the towns of Macclesfield, Congleton and Crewe. The area lies between the urban areas of Manchester to the North and Stoke-on-Trent to the South. Cheshire East covers a largely rural area of approximately 117,000 hectares, this makes the Council one of the largest local authorities in England.

The Council operates a model which matches the most appropriate service provider in terms of quality and cost to meet the needs of residents. The Group now consists of the Council and its wholly owned companies and associate. The accounts for all these organisations, where significant, are combined with the Council's accounts to produce the Cheshire East Group accounts.

The Group is focused on achieving outcomes, in line with the Corporate Plan, by providing quality local services that maximises value for money for local taxpayers.

Cheshire East Council is a multifunctional and complex organisation; its policies are developed by elected Councillors and implemented by professional officers.

During 2022/23 one company, partially owned by the Council (Cheshire and Warrington Local Enterprise Partnership Limited), also provided services to residents of Cheshire West and Chester and Warrington and is jointly owned with those Councils.

The most significant services provided by the Group are:

- Social Care
- Education
- Planning
- Highways
- Waste Management
- Economic Regeneration

Cheshire East, the people

Population: The Office for National Statistics released its latest (mid-2021) population estimates for local authorities in December 2022. These estimates show¹:

- Growth in the population for Cheshire East, which now stands at 400,500 residents – an increase of 29,800 from the mid-2011 figure.
- Cheshire East remains the third largest of the 39 district and unitary local authorities in the North West – behind Manchester and Liverpool – and fourteenth largest in England.
- The oldest age group (those aged 90 and above) increased by a third (33 per cent) in Cheshire East, which is above the England average (23 per cent).
- The largest percentage increase was in individuals aged 70 to 74, which was up by nearly half (45 per cent) – again above the England average (36 per cent). There was also an increase of 20 per cent more in the population aged 75 to 79 (up 36 per cent), 80 to 84 (20 per cent) and 85 to 89 (21 per cent); these were also above the England averages.

¹ Source: Office for National Statistics (ONS) mid-year population estimates for 2021 (December 2022 release) and 2011. ONS Crown Copyright.

- Some younger age groups also increased their numbers by 20 per cent or more: those aged 30-34 increased by a quarter (24 per cent), or twice the England average (12 per cent); and those aged 55 to 59 increased by 31 per cent (above the England average of 26 per cent).

Economy: Having a strong local economy is key to the Council's ambition to build economic growth, as is developing life skills to help people thrive and reach their potential. Economic data tells us:

- Cheshire East's unemployment rate is significantly below the regional and national averages. For the twelve-month period October 2021 to September 2022, the number of unemployed residents was estimated at 6,100. This equates to 3.2% of the economically active (employed or unemployed) population aged 16 and above (compared to 3.9% for the twelve-month period ending September 2021). The current rate is below the regional and national averages of 4.2% for the Northwest and 3.7% for Great Britain.²
- 5,520 of Cheshire East's residents were claiming out-of-work benefits as of January 2023, down from 5,645 in the previous month and 6,345 in January of 2022; this represents a continuing downward trend from the peak reached in January 2021 (10,165), a time when COVID-19 was still severely constraining economic activity. The current figure of 5,520 claimants equates to 2.3% of the Borough's working-age (16–64-year-old) population (down a little from the January 2022 rate of 2.6%, and well below the 4.2% rate recorded in January 2021); this is significantly less than the rates in the Northwest and the UK as a whole (4.1% and 3.6% respectively). For the Borough's 18–24-year-olds, the claimant rate is 3.9% (up slightly from 3.8% in January 2022, but lower than the 7.6% rate recorded for January 2021). This is higher than for other age groups (0.1% for 16–17-year-olds, 2.6% for 25-49s and 1.5% for those aged 50 to 64) but is below the rates for this age group in the Northwest and the UK as a whole (5.6% and 4.7% respectively).³
- Note that Government changes to the eligibility criteria for Universal Credit (in response to COVID-19) mean that claimants now include some people who are in work, but on low incomes.
- Average household income is high compared to the region and UK but fell slightly in 2020. The Borough's gross disposable household income (GDHI) per head for 2020 (£25,200) was 1.6% lower than the 2019 figure (£25,600); the UK as a whole also saw a decrease, but a proportionately smaller one (0.2%). It is likely that the 2019-20 changes partly reflect the impact of COVID-19 and the Government's policy response (of increased social support and redistributed public resources) benefiting some geographical areas of the UK more than others. Even so, GDHI per head in 2020 was 17.5% higher than in the UK (£21,400) and even further above the Northwest average (£18,900).⁴ Income levels vary widely within the Borough. In the financial year ending 2018, average (mean) gross annual household income in the Borough's MSOAs (the Middle Super Output Areas used by the Office of National Statistics) varied from an average of £32,700 in Cheshire East MSOA 036 (an area in the

² Source: Model-based estimates of unemployment, October 2020 – September 2021 to October 2021 – September 2022, ONS, NOMIS. ONS Crown Copyright. Note: Estimates of unemployment for regions and countries have been produced from Annual Population Survey data. Estimates at unitary authority level are from model-based estimates.

³ Sources: [1] Claimant Count, ONS, NOMIS. ONS Crown Copyright. Figures relate to January 2023, except where otherwise specified. [2] ONS mid-year population estimates for 2021 (December 2022 release). ONS Crown Copyright. Note: This claimant measure includes all Universal Credit claimants who are required to seek and be available for work, as well as all Jobseeker's Allowance (JSA) claimants.

⁴ Source: 'Regional gross disposable household income, UK: 1997 to 2020' data tables, ONS, October 2022. Figures quoted here are in current prices (that is, they include inflation).

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north of Crewe between Bentley and the train station, including part of Coppenhall) to £60,000 in MSOA 014 (the Tytherington part of Macclesfield).⁵

The Political Structure of the Council

As a politically led organisation Cheshire East has 82 elected members selected from 52 wards. The electorate in Cheshire East is one of the largest in the UK with almost 300,000 registered voters. Council Elections take place every four years.

During 2022/23 the political membership of the Council was as follows:

	2022/23
Conservative	30
Labour	24
Independent Group	17
Liberal Democrat	4
Non-grouped	4

The Council had three vacancies at the 31st March, following the deaths of two Councillors and one Councillor stepping down.

Details of Member Expenses for 2022/23 are available on the Cheshire East website.

The Council operates a 'committee system' form of governance, with six service committees, a Finance Sub-Committee, and a Scrutiny committee.

The Cheshire East Council Group Structure

Cheshire East Council is by far the largest service provider of the Group. It is important to recognise that the Council is a Local Authority whereas the other members of the Group are limited companies which are either wholly or partially owned by the Council. The Council must produce a balanced annual budget and aims to spend within that total. The private companies can focus on providing a profit from their commercial activities.

Cheshire East Residents First Limited (CERF) is the largest shareholder for Ansa Environmental Services Limited, Transport Service Solutions Limited and Orbitas Bereavement Services Limited. CERF owns an 80% shareholding in these companies with the remaining 20% being retained by Cheshire East Council. CERF is wholly owned by Cheshire East Council and acts as a holding company for the council owned companies.

Over the last three years the Council has been undertaking an extensive review of each of the wholly owned companies to consider the ever-changing environment in which services are

⁵ Source: Income estimates for small areas, England & Wales, financial year ending 2018, ONS, March 2020. Notes: [1] MSOAs are small geographical areas which the Office for National Statistics created for statistical purposes. They are intended to be of roughly equal size (in terms of population). There are just over 50 MSOAs in Cheshire East. [2] The figures quoted here do not take account of geographical differences in household size and composition, which will vary from MSOA to MSOA.

delivered, as well as the current strategic objectives of the Council and our future ambitions, as outlined in the Corporate Plan.

Decisions have previously been made to bring a number of the companies back in-house, these included Engine of the North and the Skills & Growth Company in 2019/20, Civicance Ltd from 1st April 2020 and Transport Service Solutions Ltd from 1st April 2022 noting that the strategic, planning, commissioning and procurement functions of these services are to be brought back in-house and delivered directly by Cheshire East Council from 1st April 2022 with operational functions being delivered through Ansa Environmental Services Ltd.

The Group Management Structure (2022/23)

Where services are not provided by directly employed staff the Council adopts a commissioning approach to ensure compliance and value for money. Although the Council owns the companies within the Group, either wholly or in part, each company is a single entity with its own governance arrangements which then reports into the Council's governance arrangements.

Supporting the work of elected Members is the organisational structure of the Council headed by the Corporate Leadership Team (CLT). This includes the key Statutory Officers to ensure they are represented at the senior level of the Council.

Company	Role	Name
Cheshire East Council	Chief Executive (Head of Paid Service)	Lorraine O'Donnell
(Gross Revenue Spend £793m; Capital Spend £116.4m)	Executive Directors:	
	• Executive Director Place	Jayne Traverse
	• Executive Director of Corporate Services	Jane Burns
	• Executive Director of Adults, Health and Integration	Helen Charlesworth-May
	• Executive Director of Children's Services	Deborah Woodcock
	Other Statutory Officers:	
	• Director of Governance and Compliance – Monitoring Officer	David Brown
	• Chief Finance Officer – Section 151 Officer	Alex Thompson
	• Director of Public Health	Matt Tyrer

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Wholly Owned Subsidiaries: 2022/23 position	Role	Name
Cheshire East Residents First (CERF)	Chair	Tom Shuttleworth
Ansa Environment Services Limited (Turnover £46m)	Chair	Cllr Steve Hogben
	Managing Director	Kevin Melling
Transport Service Solutions Limited (Turnover £0.6m)	Director	Tom Shuttleworth
Orbitas Bereavement Services Limited (Turnover £2.5m)	Chair	Cllr Joy Bratherton
	Managing Director	Kevin Melling
Tatton Park Enterprise Limited¹ (Turnover £0.86m)	Chair	Cllr Kathryn Flavell
	Directors	Cllr Kathryn Flavell Graham Jones Barry Burkhill (until 19th November 2022) Cllr Mark Goldsmith (appointed 3rd February 2023)
Associate:		
Cheshire & Warrington Local Enterprise Partnership Limited¹	Chair	Clare Hayward MBE, DL
	Chief Executive	Philip Cox

Note 1: Accounts for TPE & C&WLEP are not consolidated in 2022/23 on the grounds of materiality.

The subsidiary companies are led by management boards. These consist of a Managing Director, a Chairman and Directors. The Chairman and two directors are appointed from the elected representatives of the Council.

For a more complete list of appointments and further details on each organisation within the Cheshire East Group please refer to the following websites:

Cheshire East Council www.cheshireeast.gov.uk
 Ansa Environmental Services Limited www.ansa.co.uk
 Cheshire and Warrington Enterprise Partnership Limited www.871candwep.co.uk

Accounts for Tatton Park Enterprise Limited will be published on the Tatton Park website:
www.tattonpark.org.uk

Accounts for each of the private companies within the Cheshire East Group will also be provided to Companies House as required.
 (website: <https://www.gov.uk/government/organisations/companies-house>)

The Group has appropriate governance and control arrangements in place to support the proper management of resources. Each year the Council provides an Annual Governance Statement that

highlights how effective the processes and controls are during the year. The Audit and Governance Committee receive the Statement and consider any actions put in place in response to any issues being highlighted. It is important to read this Statement, which can be found on the Council’s website alongside the Group Statement of Accounts to appreciate the proportionate level of control being exercised over the resources of the Group.

Group Employees

The Group employs a total of 4,082 people (excluding school-based employees).

	No.*	%
Cheshire East Council	3,599	88
Ansa Environmental Services Limited (ANSA)	443	11
Orbitas, Bereavement Services Limited	40	1
Total	4,082	100

*No. represents an average workforce for the year

The Corporate Plan

The Corporate Plan was approved by Council in February 2021. This sets out the three main Council priorities of Open, Fair and Green.

Our Vision An open, fairer, greener Cheshire East

Open

We will provide strong community leadership and work transparently with our residents, businesses and partners to deliver our ambition in Cheshire East

Fair

We aim to reduce inequalities, promote fairness and opportunity for all and support our most vulnerable residents

Green

We will lead our communities to protect and enhance our environment, tackle the climate emergency and drive sustainable development

Our Priorities

An open and enabling organisation

- Ensure that there is transparency in all aspects of council decision making
- Listen, learn and respond to our residents, promoting opportunities for a two-way conversation
- Support a sustainable financial future for the council, through service development, improvement and transformation

- Look at opportunities to bring more income into the borough
- Support and develop our workforce to be confident, motivated, innovative, resilient and empowered
- Promote and develop the services of the council through regular communication and engagement with all residents

A council which empowers and cares about people

- Work together with residents and partners to support people and communities to be strong and resilient
- Reduce health inequalities across the borough
- Protect and support our communities and safeguard children, adults at risk and families from abuse, neglect and exploitation
- Be the best Corporate Parents to our children in care
- Support all children to have the best start in life.

- Increase opportunities for all children and young adults with additional needs
- Ensure all children have a high quality, enjoyable education that enables them to achieve their full potential
- Reduce the reliance on long term care by improving services closer to home and providing more extra care facilities, including dementia services

A thriving and sustainable place

- A great place for people to live, work and visit
- Welcoming, safe and clean neighbourhoods
- Reduce impact on the environment

- A transport network that is safe and promotes active travel
- Thriving urban and rural economies with opportunities for all
- Be a carbon neutral council by 2025

Our Values

We are flexible

We innovate

We take responsibility

We deliver the service that customers need

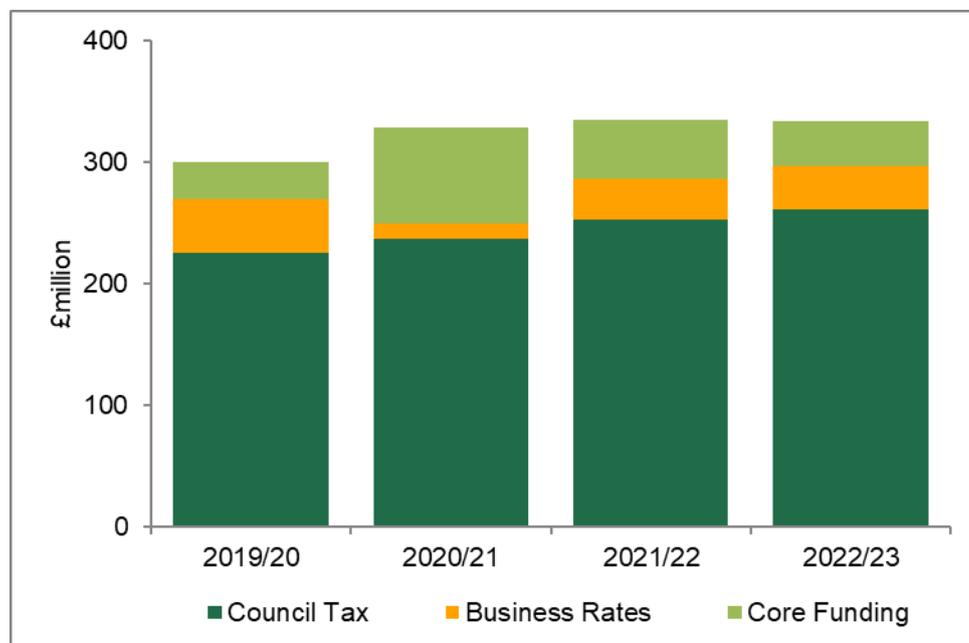
We use effective teamwork

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Financial Overview

Compared to most other English authorities, Cheshire East is less reliant on Government revenue grant as local businesses and residents provide a high proportion of the overall funding through the payment of Council Tax and Business Rates.

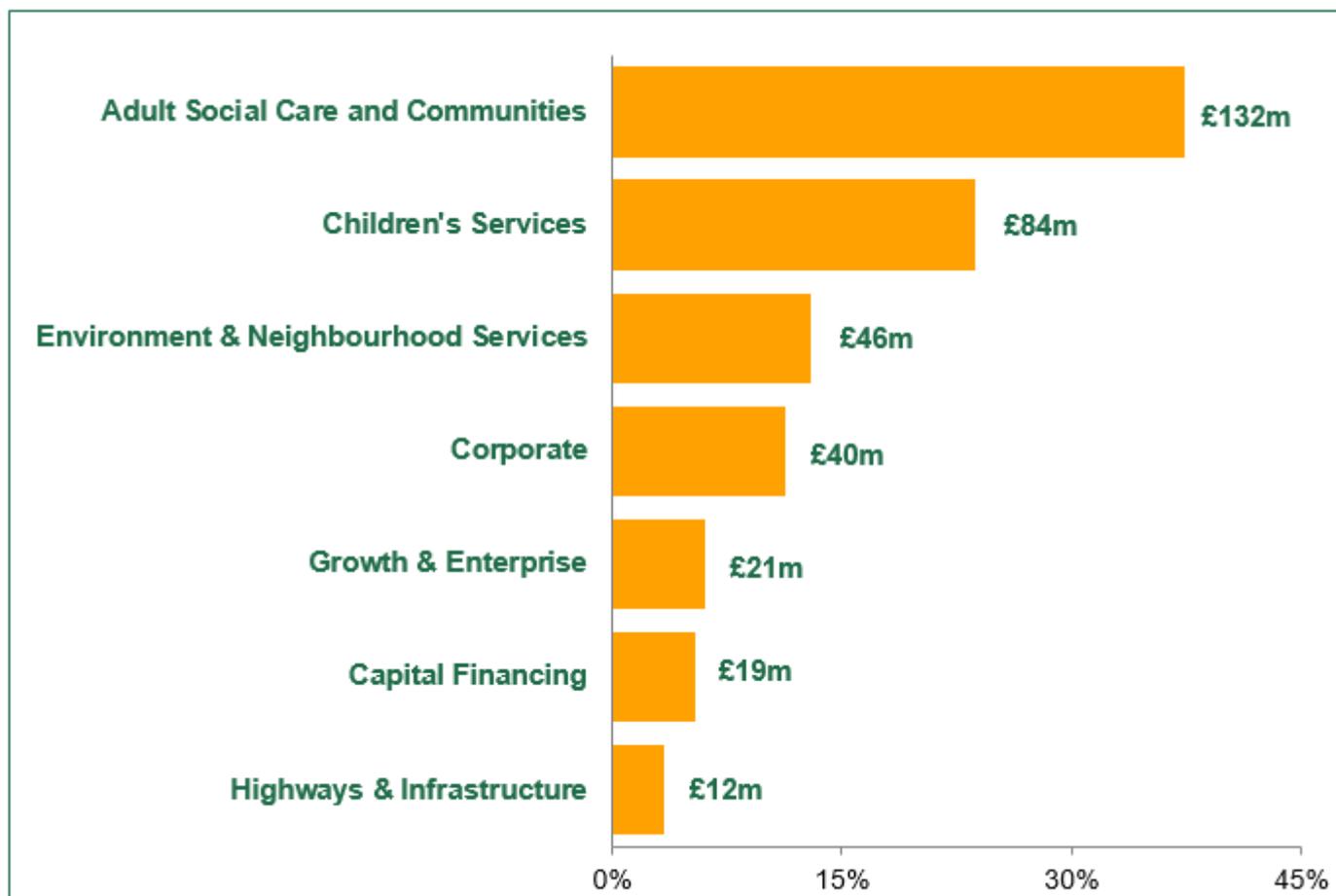
Chart A: Most of the Council's funding comes from local tax payers.



Most of the Council's £335m Services Net Budget is allocated to Social Care

The Council invests in a wide range of service providers. Most of the money is spent on achieving social care and community outcomes. The difficult decisions to prioritise and allocate resources to commissioned services mainly rests with elected Members.

The significant majority of education funding is passed directly to maintained schools and payment of welfare benefits, although administered by the Council, are claimed back from the Government in full. These costs are not therefore included in the 'Net Budget'. At present public health expenditure is also ring-fenced for spending on public health services.

Chart B: Services for Children and Adults make up 61% of the Council's expenditure

Revenue Outturn position

The financial outturn for Cheshire East Council is an overspend of £6.0m. This is net of appropriate allocations to useable reserves.

The Council's wholly owned companies produced a positive outturn for the year, rebating £0.660m to the Council at outturn. This reflects the achievement of net cost savings against Council activities funded from the management fee. The wholly owned companies also realised £0.462m in profits from commercial activities. In addition, the Council received an interim dividend payment in-year from the Transport Service Solutions Ltd of £0.291m with a final dividend due upon closure of £0.106m in early 2023/24.

Overall revenue reserves of the Group have reduced from £100.3m to £81.1m. This is made up primarily from:

- General reserves for Cheshire East Council have increased from £12.6m to £14.1m.
- Earmarked reserves for Cheshire East Council of £61.6m
- Schools' reserves and balances of £5.4m.

The Council will be audited by Mazars LLP and each of the wholly owned subsidiaries of the Group will be separately audited by Grant Thornton UK LLP. Any findings will be reported to the relevant

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Board or Committee and the Audit and Governance Committee and reported on the website of each part of the Group.

Summary details of the relative management accounts for each entity within the Group are as follows:

Cheshire East Council reported an overspend of £6.0m to be funded from MTFs reserve (£5.2m) and General reserves (£0.8m)

2022/23 Outturn Review	Revised Budget (Net) £m	Third Quarter Over / (Underspend) £m	Final Outturn Over / (Underspend) £m
Service Directorates			
Adults, Health and Integration	121.7	8.9	10.5
Children and Families	78.6	3.5	5.2
Place	80.3	1.9	(1.2)
Corporate	39.7	0.4	(0.7)
Total Services Net Budget	320.3	14.6	13.8
Central Budgets			
Capital Financing	17.1	-	-
Transfer to / from Earmarked Reserves	(5.7)	(6.0)	(6.0)
Corporate Contributions / Central Budgets	(13.0)	(1.0)	(1.8)
Total Central Budgets	(1.6)	(7.0)	(7.8)
Total Net Budget	318.7	7.7	6.0
Business Rates Retention Scheme	(26.3)	-	-
Specific Grants	(36.5)	-	-
Council Tax	(253.8)	-	-
Funding	(318.7)	-	-
Net Position	(318.7)	7.7	6.0

The wholly owned subsidiaries reported an overall surplus.

Company	Turnover £000	Costs £000	Operating Profit/(Loss) £000	Interest Payable & Taxation £000	Net Profit /(Loss) £000
ANSA	45,614	45,160	454	171	283
TSS	595	513	82	(24)	106
Orbitas	2,502	2,432	70	(3)	73
Total	48,711	48,105	606	144	462

- Please note that a prior year adjustment of £455,000 that was not previously adjusted for in the Cheshire East Group Statement of Accounts for 2021/22, has been adjusted for in 2022/23, reducing the overall profit to £7,000.

National Economic pressures

2022/23 has been a particularly challenging year financially. Not only has the Council continued to deal with the legacy impact of the COVID-19 pandemic, but there have also been significant national economic pressures and a cost of living crisis, largely as a consequence of global events. Inflation, particularly driven by increases in fuel and energy prices, reached over 10 percent in 2022/23, compared to the Government’s target of 2 percent. Interest rates reached 4.25 percent at end of March 2023, compared to 0.5 percent in February 2022. National economic forecasts suggest interest rates could continue to rise in 2023/24.

All services are impacted by rising inflation. The cost of delivering Council services and capital development activities are significantly increased. National wage inflation in 2022/23 was estimated at 6% and the average cost of council pay increases matched this.

In addition, like other councils across the country, Cheshire East Council is seeing increasing complexity and demand in services to support people who need additional help. More than 60 percent of the Council’s net budget is spent on care services for adults and children.

To support Cheshire East residents, a Cost of Living Crisis Team has been created for those who are concerned about the increased cost of living; the Team advise residents on what support is available and where to get it.

The Council has also acted as an agent for Central Government, by passporting grants to residents and businesses affected by the cost of living crisis.

Performance Overview

The Council’s outcomes, are achieved through a combination of staff, commissioners and providers targeting our performance ambition. Some of the key issues that have affected the level of service expenditure and performance against outcomes during the year are summarised below.

Adult Social Care, Commissioning and Public Health Services

<p>A new, innovative programme, Green Spaces for Wellbeing, has launched in Macclesfield and Crewe. Green Spaces for Wellbeing helps adults to improve their physical and mental health and wellbeing by engaging in nature-based activities. An experienced team of rangers offer friendly and welcoming groups that can help participants to build confidence, meet people locally, discover different interests, practice mindfulness, learn new skills, and give back to the local community.</p>  <p>Green Spaces for Wellbeing</p>	<p>We have been assessed as good by the Home Office, with a very strong leaning to outstanding (our overall score is 94%) for our response to Prevent and Channel. In five key areas we were rated as outstanding.</p>
<p>In June 2022 we held a Learning Disabilities conference, celebrating the lives of people with</p>	<p>The council have been working hard to support residents in response to the cost-of-</p>

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<p>learning disabilities, and hearing about people's experiences of services – what is good and what needs to get better. We are changing our services based on this feedback.</p>	<p>living crisis. We set up dedicated webpages and a phone line to a cost-of-living team with advice and support.</p> <p>We launched Warm PlaCEs this year to ensure residents were warm over winter. Over 40 Warm PlaCEs across the Borough provided information and advice, warm drinks and hot food.</p> <p>We also provided a cost-of-living grant for voluntary sector organisations to apply for (total £200,000) to support organisations to continue to deliver much needed services despite additional cost pressures.</p>
<p>We have supported 639 Ukrainian people to safely connect with 323 UK Sponsors households. We have provided welcome payments, thank you payments, education, housing advice, integration support, employment opportunities have created a huge welcome to a vulnerable cohort. We also recently launched a campaign to recruit local sponsors to continue to house this cohort as the war continues.</p>	<p>We have launched our new Health and Wellbeing Strategy for 2023-2028. The strategy guides the work of the council, partners and stakeholders in improving health and wellbeing across Cheshire East and includes clear objectives to support people to improve their health and wellbeing.</p>
<p>The 'Stay Well Squad' provided dedicated support to the NHS and social care Winter Plan and flu vaccination campaign; undertook visits to Ukrainian refugees and their host families; supported the NHS with health care for asylum seekers, and provided health and wellbeing advice to local businesses and schools. In addition, they advised the public through their drop-in sessions at supermarkets and community venues. The Squad undertook health checks through their mobile service, helping people to better understand their health risks and signposting them to advice, guidance and services that would help them to improve or maintain their health and wellbeing.</p>	<p>We continue to integrate and align services with our health colleagues across Cheshire East Place. Notable successes include the establishment of Transfer of Care Hubs based in local hospitals which involves the co-location of health and social care services which play an important role in hospital discharge. This development has helped to reduce delays for people leaving hospital.</p>

The Adult Social Care (Operations and Commissioning) and Public Health budgets remain under continued pressure across the country. The rising cost of Social Care in Cheshire East is driven by increasing demand for services, increasing complexity of the demand and increasing costs in providing them. Demand for Social Care is therefore not driven exclusively by an ageing population, the prevalence of disability among working-age adults has also increased over recent years. In

addition to increasing demand, the unit cost of providing care services is also going up, driven mainly by workforce costs and this has been recognised in the 2023/24 budget where growth has been allocated.

Children's Services

<p>Crewe Youth Zone has been awarded a £7.0million Youth Investment Fund grant to build the new state-of-the-art youth centre. Subject to plans being approved, the Youth Zone is expected to open in Spring 2025. It will provide thousands of young people with opportunities to engage in activities and access support from skilled youth workers, helping them to develop their skills and reach their full potential. It will also create full and part-time jobs as well as volunteering opportunities.</p> <p>Crewe Youth Zone is being delivered by national charity OnSide, in partnership with Cheshire East Council and Crewe Town Board.</p>	<p>Cheshire East Council has been successful in its bid to secure government backing for two new free schools for children and young people with special educational needs and disabilities. The successful bid means the Department for Education will build two new special schools, located in Middlewich and Congleton. The schools will create 120 places for children and young people from five to 19 years old.</p> <p>These additional special school places will enable children and young people to remain within Cheshire East and avoid the need to travel a longer distance to go to school.</p>
<p>Cheshire East Council and partners have been selected to receive lottery funding of more than £250,000 for a pilot scheme to support survivors of domestic abuse, helping them to remain safely in their communities. The money will bring in support from charities including Standing Together against Domestic Abuse and Surviving Economic Abuse - strengthening the Borough's existing domestic abuse partnership and creating innovative and new ways of working. The focus of the work will be on a 'Whole Housing Approach' and means that services are strengthened to spot the signs of abuse and can support families earlier.</p>	<p>Cheshire East are developing Family Hubs supported by a successful bid for additional funding from the Department for Education. This model brings council, health, education and community services together so that families can access the right support at the right time. The council plans to develop existing children's centres to create the hubs for parents/carers of children of all ages, to ensure that they can access support across a range of services. A digital service will also be developed to provide advice and guidance.</p>
<p>Cheshire East Council, with the help of a wide range of local partners, distributed vouchers worth £4m on behalf of the Department of Work and Pensions to support the most vulnerable households across the county with food, utilities, housing costs, and other essentials over 2022/23. The programme released over 135,000 payments to over 12,500 individuals in need across Cheshire East, receiving over 95% approval from feedback collected from the community.</p>	<p>The Cheshire East Area Partnership attained the Youth Justice SEND Quality Lead status with a 'child first' commendation. The Cheshire East area is part of a youth justice service that spans Cheshire East, Cheshire West, Halton and Warrington. In 2018, the partnership was awarded quality mark status through developing more robust relationships with education services, social care and health, with strengths in the quality of their award-winning diversion activity. Since then,</p>

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	<p>Cheshire East has embarked on a focused journey of continuous improvement, which has resulted in the attainment of the coveted Quality Lead Award with a commendation for effective child first partnership practice.</p>
<p>Cheshire East Council offers a successful and diverse programme of training and support to its schools via its 'Continual Professional Development Pathway' programme. A wide range of expert providers are commissioned to deliver the training. To date, over 500 Cheshire East schools have accessed training.</p> <p>This ongoing training and development offer helps schools to develop their curriculum and continue to improve the support they offer to pupils.</p> 	<p>Cheshire East Council works with a range of holiday club providers to offer a range of free fun and exciting activities, alongside a nutritious meal, in the main school holidays as part of the holiday activities and food programme (HAF). The holiday activities are for school age children and young people, who are eligible for benefits related free school meals.</p> <p>During 2022, the programme has been able to offer over 39,000 holiday club places in over 60 locations across Cheshire East. During this time, the programme supported over 4,000 children and young people, including over 400 children and young people with special educational needs and/or disabilities, and provided over 25,000 nutritious meals.</p>

The Children and Families final outturn for 2022/23 reflects a £5.2m overspend. The breakdown of that position is shown in the main summary table.

The key pressure areas for the directorate include:

- Children's social care agency placements – where the number of children in care has continued to increase from 521 at April 2022 to 585 at April 2023 and placement costs are increasing by more than inflation.
- The increased use and cost of agency staff in children's social care to cover vacant posts.
- Higher legal costs within children's social care with longer processes and more challenge.
- Home to school transport costs – where a mix of increasing numbers of pupils with an education, health and care plan (EHCP), driver shortages and increasing fuel costs have seen overall costs rise.
- Educational Psychologists – where there is the need for agency staff to cover posts and challenges in recruiting and retaining staff.

The £5.2m reflects the position after £4m of one-off mitigating measures have been applied including resettlement funding, funding transformation costs from capital receipts and use of earmarked reserves. As a result, the underlying pressure is much greater.

A number of these items are reflected in growth allocations in the MTFs. However, the position will require careful management during 2023/24 and the Directorate is developing work plans.

Dedicated School Grant (DSG)

The key pressure on DSG relates to the high needs block where the SEND service continues to see a significant increase in the number of pupils with an EHCP.

This has placed pressure on the grant used to provide funding for children with SEND in various settings and led to a £21.2m overspend in 2022/23. This adds on to the brought forward deficit of £25.7m to take the DSG Reserve to a £46.9m deficit position.

This is in line with the budget gap as determined by the council’s DSG Management Plan that was reported to Children and Families Committee in September 2022 and set out the planned expenditure and income on high needs over the medium term.

The deficit is currently being managed by an accounting override until 2026 which allows it to be treated as an un-usable reserve. At this stage the position is not recoverable unless there are significant changes to funding or demand or both.

Place

<p>Carbon Net Zero</p> <p>The Councils first large-scale solar farm is underway which will generate renewable energy and reduce carbon emissions as part of the Council commitment to be Carbon neutral by 2025. The 4.1-megawatt solar farm – enough to power about 1,200 houses – is being built by the council on land adjacent to the composting plant in Leighton Grange Farm in Crewe. The solar farm will provide renewable energy to power our composting plant – operated by Biowise – but will also put green energy back into the national grid, helping to offset a significant amount of the council’s carbon emissions.</p> <p>The Council has launched our new electric car club for business trips as a new way for us to manage our fleet of vehicles and will help us to reduce the impact on the environment while promoting cleaner, greener ways to travel. Over 50 council staff have joined and have driven 3615 miles, saving 619kgCO2 which would have been released in the old petrol cars.</p> 	<p>Nantwich Leisure Centre</p> <p>The redevelopment of Nantwich Leisure concluded early in 2022 and included:</p> <ul style="list-style-type: none"> • Extended Gym – helping to cater for current and future membership; • Group Cycling Studio – the key suggestion by Nantwich members in Everybody annual surveys; • Café and a larger, modern reception area; and, • Extended changing provision – primarily to support the Outdoor Pool. <p>The project was procured and managed by CEC Assets, delivered by ENGIE Regeneration and achieved BREEAM Good along with the installation of smart technology, photovoltaics and LED lighting was added to the scope following the award of the contract to reflect the Council’s carbon neutral aspirations.</p> 
<p>Cultural Economy</p>	<p>Tatton Park</p>

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This year saw Completion of a second large mural in Macclesfield as part of the Town Art Trail. Peachezz completed a mural, inspired by the illustrations of Macclesfield born Charles Tunnicliffe, of 'Swifts' at Macclesfield Station with funding from Avanti. This has become a much-loved addition to the town and joins the mural of Ian Curtis on Mill Street completed earlier in 2022.



The team has supported the creation of an LCEP (Local Cultural Education Partnership) for Crewe and surrounding area is bringing together professionals from the creative and education sectors to improve cultural opportunities for young people.

A major milestone for the Archives project was reached with an announcement of funding from National Lottery Heritage Fund. Almost £5million has been secured to deliver 2 new History Centres in Crewe and Chester.

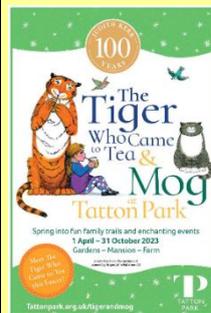
Public Access Improvements

The Public Rights of Way team continue to increase the accessibility of the path network, such as by replacing stiles with gates and enhancing path surfaces, on both leisure and active travel routes. The 2022 random survey of paths across the network undertaken by volunteers from the East Cheshire Ramblers and the Peak and Northern Footpaths Society classed 94% of the inspected paths as being in a good or acceptable condition.

Tatton Park has responded well despite a challenging year affecting visitor attractions nationally, with lower visitor numbers due to the cost of living. Among the many successes, a busy Christmas period saw the reintroduction of the popular 'Christmas in the Mansion' for the first time since the pandemic.

Other successes included being winner of Cheshire's 'Best Tourism Marketing Project of the Year 2021/22 for 'Percy the Parkkeeper' at Tatton Park, while Tatton's Green flag' and 'Green heritage site' awards were retained again. A successful bid was made for a £49,000 'Reimagine' grant from the Art Fund for proof of concept of two large scale, site specific, immersive artworks as part of a major Canaletto exhibition planned for 2025.

It is important to refresh Tatton's core visitor offer to attract new audiences and encourage existing visitors to return. Since 2022, Tatton has been developing a partnership with publishers Harper Collins to create a programme of special events and activities designed to celebrate the world of Judith Kerr's much loved children's stories, 'The Tiger who came to Tea' and the 'Mog' series of classic books. They will be launched from Easter 2023 with family activities in the Gardens, Mansion and Farm over the summer along with education workshops.



The team also launched a new website for the Tatton Park Charitable Trust, which provides for online donations for the first time and relaunches an animal adoption scheme. The Tatton Park Charitable Trust was created to support education, conservation and restoration projects for the benefit of all visitors to Tatton Park. It is a voluntary body

The team often receive appreciation from members of the public, including one which read *“I just wanted to say congratulations to you and the [National] Trust on the refurbishment of the restricted byway between Quarry Bank Mill and Bank House Farm. I walked along there the other day expecting to be up to my ankles in mud and water to find that it had been transformed. This is such an important link for walkers and horse riders in the Wilmslow network, and a historic one too as I'm sure you know. With many thanks to all involved”*

One example of improvement works would be those completed on Audlem Footpath No. 26: Audlem Ramblers, in partnership and using an innovative product called Flex MSE as well as standard materials, created a 65m long raised walkway over a section of footpath that was boggy the majority of the year and yet forms a popular circular route for residents, linking in with the Shropshire Union Canal towpath.



Before



After

run by local trustees, which aims to raise donations and secure grants to help to ensure this special place is here for future generations to enjoy.

The management and conservation of the 2000-acre historic estate, including Mansion, Park, Gardens and Farm continues across the year with deer management, woodland management, the best example of a Japanese Garden in Europe, a rare breed farm telling the story of food ‘from field to fork’ and artefacts from paintings to porcelain, ensuring that this is no ‘run-of-the-mill’ task. Welcoming hundreds of thousands of visitors, providing recreational and wellbeing opportunities, volunteering, staging major outdoor events, and contributing to the Borough’s visitor economy are all part of the annual picture.

North West Crewe Highway Package

This is a 2.6km new single carriageway and 7 new roundabouts with junction improvements near Leighton Hospital and Bentley. The council’s contractor, Balfour Beatty started work on site in May 2022 and Phase 1 of the scheme, which has involved the closure of the A530 Middlewich Road to the south of the new scheme, is nearly complete. Overall scheme completion is programmed for spring 2024.

Poynton Relief Road

Excellent progress was maintained throughout the year on the 3.5km Poynton Relief Road, working with our contractor, Graham Ltd. The road was opened on 3rd March 2023.

Major junction improvements at Adlington Junction and Bonis Hall Lane have also been completed this year to accommodate the increased traffic expected when the new road opens.

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Economic Development

The team has led and supported on a wide range of projects over the past 12 months in Crewe town centre. Projects include:

- The redevelopment of Lyceum Square into Ly² – a new cultural and events space in the heart of the town centre, utilising £750,000 of Government funding.
- The £23m Towns Fund programme, ensuring projects submit Green Book-compliant business cases, then appraising them and securing approval from Crewe Town Board and the Department for Levelling Up Homes & Communities. Following this, in response to the construction cost inflation, it led in reviewing and reprioritising funding to ensure the viability of the majority of projects. These include several led by other Council services and external partners, as well as others developed and led by the Regeneration team, such as the Mill Street Corridor – which will improve connectivity between the station and town centre - and a new grant scheme to supporting businesses taking on vacant town centre premises.
- It has also managed the £14m Future High Streets Fund programme, again supporting some projects led by other Council services, but leading specifically on Civic & Cultural Space (with a secured planning consent), and a new co-working space project (TADIC) which was approved to proceed.

Further key achievements have been:

- Leading a coordinated cross Directorate Council response to the UK Shared

Air Quality

A new Air Quality Analyser has been installed in Disley. The new equipment will have the ability to give more 'real time' information on levels of nitrogen dioxide and particulate matter. The project has been completed in conjunction with the Local Transport Planning Team.

Objectives within the Air Quality Action Plan continue to be delivered, including a series of highway network improvements and ongoing education campaigns.



A project amongst our local schools to design a poster around air pollution was won by a pupil from Brereton Primary School. The prize, which benefitted the whole school, was a scooter activity day, provided by Scoot Fit, which aimed to improve ability and confidence amongst children whilst encouraging active travel.

Funded by a grant from Defra the service has undertaken a Borough wide awareness raising campaign around the impacts to air quality and the environment as a result of domestic fuel burning and vehicle idling. All Cheshire East households have received a general information leaflet supported by a variety of media releases, an updated web page and a 'don't idle' visual on pay and display tickets.

Prosperity Fund (UKSPF) developing an Investment Plan and securing an £11.8M allocation for Cheshire East, which will be used to support communities, business and people across the Borough to March 2025.

- Leading a multi-service team responding to a Business Improvement District Proposal for Wilmslow Town Centre, enabling that proposal to be considered at a ballot and ultimately seeing it become the Borough's first Business Improvement District.

Separate Defra funding specific to a cycling-based project in Congleton has resulted in the installation of a number of cycle stands being installed in the town and local park. The service is looking to use the remaining money to support cycle stands within local schools.

Housing

The Housing team applied for £6.21million of Round 2 Home Upgrade Grant funding to improve the energy efficiency of off gas homes for Cheshire East and Cheshire West and Chester Councils, which was successful.

They are also delivering energy efficiency improvements into 164 homes in partnership with our Registered Housing Providers having successfully secured £1.5million Social Housing Decarbonisation Funding.

We completed the Green Homes Grant schemes this year, delivering 572 energy efficiency measures to 362 households.

In June 2022, the Housing Options Team achieved Domestic Abuse Housing Alliance (DAHA) accreditation, which is a scheme open to Housing Associations, Local Authority Housing Teams and Homelessness Providers across the UK to help improve their response to domestic abuse.

We secured £838,857 of Rough Sleeping Initiative funding over 3 years to establish a Multi-Agency Disciplinary Team and 8 units of supported accommodation, to help those who are rough sleeping to access the services to deal with complex behaviour and enable them to secure and sustain accommodation.

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Environment & Neighbourhood Services

Environment & Neighbourhood Services are reporting a pressure of £2.2m against a net budget of £43.6m. £1.9m of this relates to income pressures in Planning, Libraries and Licensing as a legacy of the COVID-19 pandemic. £0.4m relates to COVID-19 related costs as more people are working from home leading to increased tonnage growth. A net £0.9m non-COVID-19 pressure arises in Environmental Services due to wholly owned company pay increases, increased costs of the waste disposal contract, and waste transfer station maintenance, mitigated by a higher than expected bereavement income surplus. There is a large staffing underspend across the majority of services due to vacancies and delaying recruitment to improve the overall Council financial position, offset slightly by the pay rise pressure.

Growth & Enterprise

Growth & Enterprise have an underspend of £1.6m against a net budget of £22.3m. There were a number of measures taken to help with the Council's financial position including releasing funding in Economic Development of £0.8m, reduction in planned maintenance in Facilities Management and Farms, stopping non-essential spend and holding vacancies across the majority of the services. Growth & Enterprise had inflationary pressures from the pay rise, responsive maintenance and energy costs which reduced the underspend available.

Highways & Infrastructure

Highways & Infrastructure are reporting an underspend of £1.6m against a net budget of £13.7m. There is a pressure of £0.8m included within these figures for lower income received from pay and display car parks, annual and quarterly parking permits and from penalty charge notices within Parking. This has been offset by £1.3m of additional income from Highways and Infrastructure, releases of earmarked reserves to improve the Council position of £0.4m, vacancies and delayed recruitment across the majority of services and a LEP contribution towards HS2.

Corporate Services**Customer Services**

- We have implemented new technology within the Contact Centre improving the experience customers have when contacting the Council
- We have supported the delivery of Government initiatives including Homes for Ukraine, Energy Support Grants and Household Support Fund
- We have implemented new digital technologies including a Chatbot, Customer Account and improved on-line services
- We have improved Customer satisfaction when contacting the Council and customers say it is now easier to get their issues resolved.

Achievements

We have provided procurement advice and activity, project and programme management and finance support for the following projects:

- Roll out of Contract Management System and integrating Docusign
- Leighton Solar Farm Contract awarded £4m
- Car Club implemented £300,000 – looking to extend further
- Corporate Cleaning Contract awarded £500,000
- Handforth Garden Village project completed feasibility and due to commence Design Optimisation activities
- Various Local Bus Service contracts re-procured after TSS has come in-house
- Water Coolers removed – savings achieved
- £76,000 supplier rebates achieved

- £10,000 agency contract savings
- Carers hub £3.75m
- Translation and Interpretation £950,000
- Statutory Advocacy Service £4.19m
- DPS for Day Opportunities £7m and Family Support Service £22m
- Holiday Activity and Food Programme 26 providers £2.5m

Workforce and Organisational Development

- Provided professional guidance and support to services to meet their ongoing workforce needs including restructures, recruitment and retention and employee relations matters
- Delivered a further round of the Mutually Agreed Resignation Scheme across the organisation
- Introduced a new e-learning platform with increased functionality, including the tracking of training and a simplified process for the recording of PDRs
- Strengthened apprenticeship programme with new cohorts and new apprenticeship standards, providing 90 new apprenticeship starts during 2022-2023
- Established and delivered a programme of recruitment and retention priorities, including:
 - Improvements to recruitment process
 - Developed programme of recruitment fairs
 - Introduced monthly strategic workforce assessments
 - Identified additional staff rewards
 - Additional wellbeing staff support for cost of living.

Social value supplier survey over the last 3 years

	2021/22	2020/21	2019/20
Number of suppliers surveyed	100	100	50
Number of suppliers responding	37	48	37
Response rate	37%	48%	54%
Percentage of total commercial spend accounted for	45%	44%	51%
Percentage of respondents from small and medium size enterprises, charities or trusts	54.05%	56%	56%

Social value survey highlights

Social value criterion	2021/22	2020/21	2019/20
Estimated number of jobs provided by respondents for Cheshire East residents	853	3,317	3,317
Volunteer work hours provided by respondents	48,856	20,343	29,959
Employees paid living wage	91.36%	86.9%	85.6%
Estimated number of apprenticeships provided by respondents (not specifically for Cheshire East Council work)	2,342	1,688	1,003

ICT Services

- The ICT Strategy 2023-7 has been approved.
- Following security remediation activity, we have developed a Zero Trust strategy that

ICT Services continued

- We launched the ICT Communications hub – Lighthouse.
- We attend Managers Share and Support to promote ongoing Adoption and Change

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<p>will be progressed in 2023/24 alongside further adoption of single sign-on.</p> <ul style="list-style-type: none"> • We have implemented new security tools to improve protection, detection, and automation. • We have undertaken a complete refit of all end-of-life networking components in the data centre to ensure a secure and compliant infrastructure, to meet the demands of the councils PSN accreditation. • We have worked with Customer Services to deliver a new contact centre system for all contact centre staff and new digital technologies including a Chatbot, Customer Account and improved on-line services. • Cheshire Care Record, we have migrated social care feeds into the C&M shared care record. • The CCIS Youth Service has been migrated from Core IYSS to Liquidlogic. • We have implemented integrated information sharing for social workers and care brokers in the integrated discharge team at Macclesfield hospital. • We have rationalised Adult Social Care commissioning systems for contract performance. • We have ensured Assistive Digital Technology system integration and data quality improvements through monitored usage and outcomes. • We have a SEND parent portal operational use case. • Portal enhancements for Mental Health Reablement and Dementia Reablement referrals and workflow in ASC, the Fostering system portal and workflow optimisation. • Early Years payment process utilisation in ContrOCC. 	<p>Management (ACM) activities and BITesize eLearning.</p> <ul style="list-style-type: none"> • We continue to train and develop our Bright Spark IT Champions. • We undertook a Customer Satisfaction Survey to understand where we could improve further. • The MyCareView patient portal has 69,413 registrations, representing just under a quarter of the adult population over age 18. With 17,352 active users representing a quarter of the total user base. • Live well have become the de facto location for CEC public-facing Adult, Children, and Public Health service information. There have been 161,800 unique new users since February 2022. • We have implemented a Security Operations (SecOps) Team. • Cheshire East and West Councils have approved a new operating model for future ICT Services. • We have delivered over 60,000 hours of ICT developments in 2022/23. • Live Well Cheshire East is being expanded with online care need and carer assessments and financial eligibility checks. • We have a publicly available Information Asset Register which outlines all the Council's information assets. • Public Rights of Way (PROW) maps are now available digitally to the public. • We are harmonising information across the estate to produce a master 360-degree record for Resident, Employee, Address and Business. • We have deployed and transitioned to a centralised Business Intelligence platform. • We have implemented an Email Retention Policy for all Officers to support compliant and secure working with information.
<p>ICT Achievements</p> <ul style="list-style-type: none"> • We have begun the roll out of Windows 11 to all users, to ensure we are able to use the latest security features. • We have migrated over 3000 SharePoint sites to the cloud SharePoint Online 	

platform, which will leverage enhanced information management and compliance functionality.

- We have digitised key elements of the corporate archive to protect and preserve the corporate memory.
- We have reduced our data centre Carbon Emissions (kgCO₂) by more than 22%.

The Corporate Services Directorate has reported an underspend against budget of £651,000.

The main underspends in the service were due to holding vacancies across many services in the Directorate, reduced non-essential spend, and, as a result of the continued impact of COVID-19 bounce-back, additional marriage income in Registrations. These underspends were partially offset by overspends in ICT Shared Services, and the shared Transactional Services Centre. There was also an overspend on Housing Benefits Payments Centre, which is a volatile budget and additional one-off costs relating from the implementation of the Unit 4/Best4Business System, which cannot be charged to the joint capital project with Cheshire West and Chester Council.

Changes in Pension Estimates

Due to the scale of the pension assets (£1.6bn) and liabilities (£1.4bn) detailed in the Accounts, even small percentage changes in assumptions regarding their value can have a noticeable impact on the reported position.

The net pension liability (deficit) reported in the Accounts in 2021/22 has now reduced and has created a net pension asset for 2022/23 (change of £645m).

Detailed actuarial valuations are carried out every three years and the formal valuations for English and Welsh Local Government Pension Scheme (LGPS) Funds were concluded as at 31st March 2022. The balance sheet position for 2022/23 is based on the 2022 formal valuation rolled forward to 31st March 2023.

Council Tax

Cheshire East collects Council Tax for the whole area and the income is split between the Cheshire Police and Crime Commissioner, the Cheshire Fire Authority and Town and Parish Councils in addition to its own requirement. The total budgeted collectable amount for 2022/23 was £313.8m. The carried forward deficit on the Council Tax Collection Fund at the end of 2022/23 is £3.1m.

The Council Tax in-year collection rate for 2022/23 is 98.19%, a slight increase from the previous year's performance. The strong economy in Cheshire East also contributed to an increase in the overall tax base of 1.83% (from 153,796.10 to 156,607.48).

Business Rates

Cheshire East collects Business Rates for the whole area and the income is split 49% to Cheshire East, 50% to the Department for Levelling Up, Housing and Communities (DLUHC) and 1% to the Cheshire Fire Authority. The total budgeted collectable amount for 2022/23 was £137.2m as per the NNDR1 return. The carried forward deficit on the Business Rates Collection Fund at the end of 2022/23 is £15.2m, however £8.7m of this deficit is due to the accounting arrangements required

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for the COVID-19 Additional Relief Fund and will be repaid in full in 2023/24 with S31 grant that has already been received from DLUHC for the CEC share and the remaining 50% share will be repaid by Central Government.

The Business Rates in-year collection rate for 2022/23 is 98.23% which is an increase of 2.63% from the previous year's performance.

Financial Overview - Capital Programme

Capital expenditure represents money spent by the Group on purchasing, upgrading and improving assets that will be of benefit to the community over many years.

Total capital expenditure in 2022/23 was £116.4m compared to the original budget, as at February 2022, of £185.2m.

The forecast for planned spend is updated throughout the year and published in the Financial Review reports. During 2022/23 a number of major projects have either completed or got under way including Poynton Relief Road (£14.0m), Schools Improvement Programme (£9.1m), ICT Programme (£7.3m), Congleton Leisure Centre (£6.4m) and Public Sector De-carbonisation Funding (£3.9m).

Slippage against the revised forecast of £125.2m reported for the 3rd Financial update (March 2023) totalled £8.8m.

Capital receipts in-year amounted to £4.9m from the sale of surplus assets, including Alderley Cemetery Lodge (£0.2m), Land off Coppice Way (£1.9m), and former housing right to buy receipts (£2.1m).

The Council has succeeded in attracting £58.3m of grant funding and external contributions for capital improvements. This minimises the financial impact of the capital programme on the revenue budget, and so protects funding for other services such as social care.

The Council has an ambitious capital programme with the highest spending in Highways and Infrastructure, followed by Growth and Enterprise and the Children and Families programme:

	Outturn 2022/23 £m	Three Year Forecast			Total £m
		2023/24 £m	2024/25 £m	2025/26 £m	
Expenditure					
Children and Families	9.3	52.0	34.1	31.7	127.1
Adults and Health	0.0	0.5	0.0	0.0	0.5
Highways and Transport	65.6	69.6	77.4	128.4	341.0
Economy and Growth	21.0	93.4	55.2	78.7	248.3
Environment and Communities	13.2	11.3	16.7	0.6	41.8
Corporate Policy	7.3	13.6	9.7	5.9	36.5
Total Expenditure	116.4	240.4	193.1	245.3	795.2
Funding					
Grants and Other Contributions	53.8	159.9	141.6	139.1	494.4
Capital Receipts and Reserves	2.2	4.9	1.0	33.6	41.7
Borrowing	60.4	75.6	50.5	72.6	259.1
Total Funding	116.4	240.4	193.1	245.3	795.2

Protecting Against Risks

The Council has a risk management framework with hierarchical risk registers forming part of the process which operate at strategic, operational and project levels. Emerging significant risks are escalated to senior members and/or officers, as appropriate, in line with the potential likelihood and impact of the risk upon objectives. Formal reports with regard to the risk management process are made throughout the year to senior officers and members.

During the year the strategic risk register has been reviewed and maintained to ensure that the strategic risks remain relevant and that risk interdependencies are understood. Operational risk registers are included within team plans.

The Council's key strategic risk register has recognised potential threats from increasing demand for services and managing the Council's financial resilience. It recognised the challenges the Council could face arising from cyber attacks and other disruptions, requiring us to have effective business continuity arrangements in place. The economic position and austerity challenges continue to be recognised for the impact on both the Council, its partners, and the potential negative impact on the achievement of objectives.

The register also includes a number of high impact projects and investments, which when successfully implemented will bring significant benefits for the area, but require careful and constant management to deliver.

Narrative Report – Expenditure and Income Commentary

Explanation of the Financial Statements

The Accounts and Audit (England) Regulations 2015 require the Council to produce a Statement of Accounts for each financial year. These Statements are prepared in accordance with the Code of Practice on Local Authority Accounting in the United Kingdom 2022/23 ('the Code'), issued by the Chartered Institute of Public Finance and Accountancy (CIPFA).

The Group Accounts have been prepared in accordance with International Financial Reporting Standards (IFRS) which require that the Financial Statements of the reporting authority (Cheshire East Council) and its subsidiaries and associates shall be prepared as of the same date.

Subsidiaries have been consolidated into the Group Accounts on a line-by-line basis incorporating their income and expenditure fully in the relevant service revenue accounts. **Note 32** provides further details of the various companies in which the Council has an interest. Tatton Park Enterprises Limited and Cheshire & Warrington Enterprise Partnership Limited have been excluded from Cheshire East Council Group Accounts on the grounds of immateriality.

The Council is also required to produce Financial Statements as a single entity. The Cheshire East Council statements follow on from the Group Financial Statements.

The statements contain a number of elements which are explained below.

The Financial Statements

Movement in Reserves Statement - this shows the movement in the year on the different reserves held by the Group, analysed into 'usable reserves' (those that can be applied to fund expenditure or reduce local taxation) and other reserves. Usable reserves include the Capital Grants Unapplied Account which are grants received but not yet utilised.

The 'Surplus or (Deficit) on the provision of services' shows the true economic cost of providing the Group's services, which is shown in more detail in the Comprehensive Income and Expenditure Statement. These are different from the statutory amounts required to be charged to the General Fund Balance for Council Tax setting purposes.

The 'Net Increase / Decrease before Transfers to Earmarked Reserves' shows the statutory General Fund Balance before any discretionary transfers to or from earmarked reserves undertaken by the Council.

The Group's long-term strategy is to hold appropriate levels of general reserves to provide funds for investment and to protect the Group against financial risks.

General (£14.1m) and Earmarked reserves (£67.0m including Schools) have decreased in 2022/23 to £81.1m.

The minimum target level of reserves is quantified by a detailed risk assessment. This approach allows the Council to take account of local circumstances and the impact of economic forecasts. The impact of rising demand for services, the economic climate, emerging Government policies (particularly in relation to Business Rates), and pressure on public services to reduce overall expenditure are relevant, and these present the potential for significant emerging risk.

Resilience has been impacted over the last few years by the reliance on the use of reserves to balance the budget. Information from the CIPFA Financial Resilience data has shown that the level of general reserves held by the Council are significantly lower than our nearest neighbours. In line with a priority of the Corporate Plan, the Medium Term Financial Strategy will seek to increase the level of general reserve and replenish earmarked reserves.

Comprehensive Income and Expenditure Statement – this statement reflects the sum of all income, expenditure, gains and losses incurred by the Group in the last 12 months and explains how the Balance Sheet position has changed between the two financial years. This statement shows the financial position in accordance with accounting practice which means that the costs include notional charges for items such as depreciation, impairment, capital grants and capital charges.

Balance Sheet – this shows the value of the Group's asset and liabilities at the balance sheet date. These are matched by reserves which are split into two categories: usable and unusable reserves. Usable reserves (e.g., General Fund and earmarked reserves) can be used to support services or to reduce local taxation. Unusable reserves arise out of the interaction of legislation and proper accounting practice, either to store revaluation gains or as adjustment accounts to reconcile accounting requirements driven by reporting standards to statutory requirements. These reserves are not resource-backed and cannot be used for any other purpose.

Cash Flow Statement – this shows the changes in the Council's cash and cash equivalents during the reporting period. It shows how the Council generates and uses cash and cash equivalents by classifying cash flows as operating, investing and financing activities.

The advice from our treasury advisors, Arlingclose has been to borrow short-term from other local authorities, rather than take out long-term loans with PWLB (Public Works Loan Board) as short-term interest rates are currently lower than long-term rates, and it is likely to be more cost effective in the short-term to borrow short-term loans instead.

Collection Fund – this is an agent's statement that reflects the statutory obligation for Cheshire East Council, in its capacity as a billing authority, to maintain a separate Collection Fund. The statement shows the transactions of the billing authority in relation to the collection of Council Tax and Non-Domestic Rates from taxpayers and the distribution to local authorities and the Government.

Statement of Responsibilities - this sets out the respective responsibilities of the Authority and the Chief Finance Officer – Section 151 Officer.

Independent Auditor's Report – gives the auditor's opinion on the financial statements and the auditor's conclusion on the Council's arrangements for securing economy, efficiency and effectiveness in the use of resources.

Narrative Report – Future Opportunities and Challenges

Medium Term Financial Strategy (MTFS) 2023/24 – 2026/27

To provide the best opportunity to achieve the Corporate Plan, and manage the ambitions of the area, the Council created a Medium-Term Financial Strategy for 2023 to 2027 that balances spending on services against resources across each of the next four years. This four-year balanced approach repeated the achievement of the previous MTFS, but high national inflation levels created the need for several important changes to the strategy.

The budget and future years estimates were prepared against material gross overspending forecasts. These were largely caused because of inflation running as high as 10%. National target inflation, which influenced many local budget forecasts, remains at only 2%. Increasing wages and energy costs exceeded forecasts as did legacy costs from the COVID-19 pandemic. The high inflation and demand for services has required a response at both a local and national level.

The Council was due to act as a trailblazer for Adult Social Care reform, but this policy was suspended by the Government, partially in recognition of the immediate financial pressure in the sector. Social Care grants have been increased, either direct to Local Government or in conjunction with the NHS. The Council contributed important insight for the Department of Health and Social Care prior to this change in policy. The Government also increased the thresholds for Council Tax increases, with a clear expectation that Council's would access additional funding from this change.

Despite additional government grants the Council recognised that expenditure would continue to rise. This created a requirement to increase Council Tax levels in line with Government expectations, which was **4.99%** in 2023/24. There are forecast increases of 4.99% in 2024/25 and then 2.99% thereafter. These may well need to be reviewed in-line with increasing inflation levels and future Government policy. 2% (£5.2m) of the Council Tax increase in 2023/24 will be solely utilised to fund increasing care costs within Adult Social Care.

The Fair Funding Review (FFR) and Business Rates Retention (BRR) have still not been implemented, but government settlements are working towards longer term certainty. This takes the form of multi-year settlements to Local Government as a sector, but this can still create challenges in understanding specific local allocations. Council officers will continue to work with the Government on informing the approach to funding for the next financial year and beyond.

Future Challenges

The medium-term outlook is one of continuing uncertainty. Locally the Council has, however, developed a balanced strategy, although this relies on several assumptions about ongoing support from government. The impact of cost-of-living increases and rising inflation remain as risk factors in the medium-term. In an effort to mitigate this risk, monitoring of the financial proposals within the MTFS is being enhanced to create more time to react to any required changes.

The Council will aim to review the Corporate Plan during 2023 which will of course reflect access to funding sources in the medium term. This is particularly important whilst the Council emerges from all-out local elections. The Council wants to be flexible and support new approaches, but the level of reserves will not sustain delays in achieving headline financial targets. The four-year forecasts will help with this longer-term planning and create helpful parameters for service planning.

The Council took part in the Department for Education's Delivering Better Value Scheme during 2022/23. The quality of information provided by the Council was highly regarded as the scheme organisers reviewed the Council's approach to managing expenditure in High Needs education. The

scheme will provide additional funding to manage further transformation in this important area, but the underlying financial risk has not changed.

The levels of expenditure on pupils with special educational needs and disabilities are unaffordable within the current funding levels of the Council, a result of higher demand and complexity. This has resulted in an increase to the deficit on the DSG reserve. This position is being managed through an accounting override, put in place by the Department for Levelling Up, Housing and Communities, which allows the deficit to be treated as an unusable reserve. The override has been extended to 31st March 2026. But the deficit is still forecast to increase over the next three years to as much as £150m. The Council continues to liaise with DfE and DLUHC on managing this issue.

Acknowledgements

The production of the Statement of Accounts would not have been possible without the exceptional hard work and dedication of staff across the Council and its subsidiaries. I would like to express my gratitude to all colleagues, from my team and other services and organisations, who have assisted in the preparation of this document. I would also like to thank them for all their support and expertise during the 2022/23 financial year.

I hope you find this narrative and accompanying statements clear and informative. If you require any further information, please contact Cheshire East Customer Services on 0300 123 55 00 (all calls at local rates).

Alex Thompson FCPFA

Chief Finance Officer - Section 151 Officer



Provisional Financial Outturn 2022/23

July 2023

This report receives scrutiny and approval from Members of Cheshire East Council. As a public report, the Council welcomes feedback to the information contained here.

Anyone wanting to comment is invited to contact the Council at:
RandC@cheshireeast.gov.uk

Introduction

Cheshire East Council is the third largest Council in the Northwest of England, supporting over 398,000 local people with annual spending of over £470m.

Local government is going through a period of financial challenges, with a combination of the impact of increasing demand for services and rising costs due to inflation. There is also increasing uncertainty associated with income from business rates and government grants.

Demand for Council services is increasing, with more individuals and families needing support and services than ever before. This reflects an increase in population but also reflects changes in demographics and the national cost of living increases. This demand has resulted in a provisional outturn of £324.7m against a revised net revenue budget of £318.7m, an overall revenue budget overspend of £6.0m.

The likelihood of this negative outturn emerged through quarterly reporting and reflected the higher than forecast inflation in prices and wages. Within this overall position there was underspending within Place based services and within Corporate Services. The overspending pressure was mostly contained in care services and transport costs.

The Medium-Term Financial Strategy was significantly reviewed in the period November 2022 to January 2023 to respond to the emerging financial issue. The pressures affecting the medium term finances of the Council have been addressed as part of the MTFS process for 2023 to 2027.

To support openness and transparency, and provide evidence of strong governance, the report has a main section, to provide background and context, and then nine supporting appendices with detailed information about allocation and management of public money during 2022/23:

The **Financial Stability** section provides information on the overall financial stability and resilience of the Council. It demonstrates how spending in 2022/23 is being funded, including the positions on overall service budgets, centrally held budgets, council tax and business rates. Further details are contained in the appendices.

- **Appendix 1** Adults and Health Committee.
- **Appendix 2** Children and Families Committee.
- **Appendix 3** Corporate Policy Committee.
- **Appendix 4** Economy and Growth Committee.
- **Appendix 5** Environment and Communities Committee.
- **Appendix 6** Finance Sub-Committee.
- **Appendix 7** Highways and Transport Committee.
- **Appendix 8** Update to the Treasury Management Strategy.
- **Appendix 9** Update to the Investment Strategy.

Alex Thompson

Director of Finance and Customer Services
(Section 151 Officer)

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2022/23 Provisional Outturn - Financial Position

2022/23 Outturn Review	Revised Budget (NET)	Provisional Outturn	Variance Over / For further information please see (Underspend) the following sections
	£m	£m	£m
Service Directorates			
Adults, Health & Integration	121.7	132.2	10.5 Financial Stability and Appendix 1
Children and Families	78.6	83.8	5.2 Financial Stability and Appendix 2
Place	80.3	79.1	-1.2 Financial Stability and Appendix 4,5,7
Corporate	39.7	39.1	-0.7 Financial Stability and Appendix 3
Central Budgets			
Capital Financing	17.1	17.1	0.0 Appendix 6 - Section 4
Transfer to/(from) Earmarked Reserves	-5.7	-11.7	-6.0 Appendix 6 - Section 5
Corporate Contributions / Central Budgets	-13.0	-14.9	-1.9 Financial Stability
TOTAL NET EXPENDITURE	318.7	324.7	6.0
Business Rates Retention Scheme	-28.3	-28.3	0.0 Financial Stability
Specific Unringfenced Grants	-36.5	-36.6	0.0 Appendix 6 - Section 2
Council Tax	-253.8	-253.8	0.0 Financial Stability
FUNDING	-318.7	-318.7	0.0
NET (SURPLUS) / DEFICIT	0.0	6.0	6.0

Financial Stability

Introduction

1. The Council has a track record of sound financial management. Nevertheless, in common with all UK local authorities the Council finds itself in a position where pressures on the revenue budget are intensifying as a result of rapid inflation, the legacy impact of the Coronavirus pandemic and increasing cost of living pressure on households. These issues have the effect of increasing the demand for services and increasing costs of services.
2. Complexity and market sustainability in Adults' and Children's Social Care remains the most significant financial pressure for the Council in the medium term. Rising inflation in fuel, utilities and wage levels are affecting costs across all services.
3. In March a forecast outturn of £7.7m net overspend was reported at the Corporate Policy Committee (The full report can be found [Corporate Policy Committee 23 March 2022](#))
4. The outturn position is now an overspend of £6.0m. **Table 1** provides a service summary of financial performance and the narratives provide further details in the following paragraphs.

Table 1 - Provisional Revenue Outturn

2022/23 Outturn Review	Revised Budget (NET) £m	Provisional Outturn Over / (Underspend) £m	Change from Third Review Over / £m
Service Directorates			
Adult Social Care	116.5	11.0	2.4
Commissioning	5.2	-0.5	-0.8
Public Health	0.0	0.0	0.0
Adults and Health Committee	121.7	10.5	1.6
Directorate	1.2	-0.6	-0.2
Children's Social Care	46.9	4.7	2.2
Education and 14-19 Skills	22.4	3.0	-0.1
Strong Start, Family Help and Integration	8.0	-1.9	-0.2
Children and Families Committee	78.6	5.2	1.7
Directorate	0.7	-0.1	0.0
Growth and Enterprise	22.3	-1.6	-1.0
Economy and Growth Committee	23.0	-1.8	-0.9
Environment & Neighbourhood Services	43.6	2.2	-0.6
Environment and Communities Committee	43.6	2.2	-0.6
Highways and Infrastructure	13.7	-1.6	-1.5
Highways and Transport Committee	13.7	-1.6	-1.5
Directorate	0.5	0.0	0.1
Finance and Customer Services	12.7	0.4	-0.2
Governance and Compliance Services	11.1	-0.8	-0.1
Communications	0.7	0.0	0.0
HR	2.5	-0.5	-0.3
ICT	10.0	0.3	-0.5
Policy and Change	2.3	0.0	0.0
Corporate Policy Committee	39.7	-0.7	-1.0
Total Services Net Budget	320.3	13.9	-0.7
Central Budgets			
Capital Financing	17.1	0.0	0.0
Transfer to/(from) Earmarked Reserves	-5.7	-6.0	0.0
Corporate Contributions / Central Budgets	-13.0	-1.9	-1.0
Total Central Budgets	-1.6	-7.9	-1.0
Total Net Budget	318.7	6.0	-1.7
Business Rates Retention Scheme	-28.3	0.0	0.0
Specific Grants	-36.5	0.0	0.0
Council Tax	-253.8	0.0	0.0
FUNDING	-318.7	0.0	0.0
Net Position	0.0	6.0	-1.7

5. Adults and Health Committee:

- The Adult Social Care (Operations and Commissioning) and Public Health budgets remain under continued pressure across the country. The rising cost of Social Care in Cheshire East is driven by increasing demand for services, increasing complexity of the demand and increasing costs in providing them. Demand for Social Care is therefore not driven exclusively by an ageing population, the prevalence of disability among working-age adults has also increased over recent years. In addition to increasing demand, the unit cost of providing care services is also going up, driven mainly by workforce costs and this has been recognised in the 2023/24 budget where growth has been allocated.

6. Children and Families Committee:

- The Children and Families final outturn for 2022/23 reflects a £5.2m overspend. The breakdown of that position is shown in the main summary table. The key pressure areas for the directorate include the following:
- Children's social care agency placements – where the number of children in care has continued to increase from 521 at April 2022 to 585 at April 2023 and placement costs are increasing by more than inflation.
- The increased use and cost of agency staff in children's social care to cover vacant posts.
- Higher legal costs within children's social care with longer processes and more challenge.
- Home to school transport costs – where a mix of increasing numbers of pupils with an education, health and care plan (EHCP), driver shortages and increasing fuel costs have seen overall costs rise.

- Educational Psychologists – where there is the need for agency staff to cover posts and challenges in recruiting and retaining staff.
- The £5.2m reflects the position after £4m of one-off mitigating measures have been applied including resettlement funding, funding transformation costs from capital receipts and use of earmarked reserves. As a result, the underlying pressure is much greater.
- A number of these items are reflected in growth allocations in the MTFs. However, the position will require careful management during 2023/24 and the Directorate is developing work plans.

Dedicated School Grant (DSG):

- The key pressure on DSG relates to the high needs block where the SEND service continues to see a significant increase in the number of pupils with an EHCP.
- This has placed pressure on the grant used to provide funding for children with SEND in various settings and led to a £21.2m overspend in 2022/23. This adds on to the brought forward deficit of £25.7m to take the DSG Reserve to a £46.9m deficit position.
- This is in line with the budget gap as determined by the council's DSG Management Plan that was reported to Children and Families Committee in September 2022 and set out the planned expenditure and income on high needs over the medium term.
- The deficit is currently being managed by an accounting override until 2026 which allows it to be treated as an un-usable reserve. At this stage the position is not recoverable unless there are significant changes to funding or demand or both.

7. Environment and Communities Committee:

- Environment & Neighbourhood Services are reporting a pressure of £2.2m against a net budget of £43.6m. £1.9m of this relates to income pressures in Planning, Libraries and Licensing as a legacy of the covid pandemic. £0.4m relates to covid related costs as more people are working from home leading to increased waste collection and transfer costs due to tonnage growth. A net £0.9m non covid pressure arises in Environmental Services due to the impact of the pay rise pressure on the cost of services delivered to the Council by it's wholly owned companies, plus increased costs as a consequence of significant inflation impacts against waste disposal contracts, together with waste transfer station maintenance and compliance measures. These costs increased have been mitigated to some extent by a higher than expected bereavement income surplus and a tonnage rebate from Ansa due mainly to lower organic waste in quarter 4. There is a large staffing underspend across the majority of services due to vacancies and delaying recruitment to improve the overall Council financial position, offset slightly by the pay rise pressure.

8. Economy and Growth Committee:

- Growth & Enterprise have an underspend of £1.6m against a net budget of £22.3m. There were a number of measures taken to help with the Council's financial position including releasing funding in Economic Development of £0.8m, reduction in planned maintenance in Facilities Management and Farms, stopping non-essential spend and holding vacancies across the majority of the services. Growth & Enterprise had inflationary pressures from the pay rise, responsive maintenance and energy costs which reduced the underspend available.

9. Highways and Transport Committee:

- Highways & Infrastructure are reporting an underspend of £1.6m against a net budget of £13.7m. There is a pressure of £0.8m included within these figures for lower income received from pay and display car parks, annual and quarterly parking permits and from penalty charge notices within Parking. This has been offset by £1.3m of additional income from Highways and Infrastructure, releases of earmarked reserves to improve the Council position of £0.4m, vacancies and delayed recruitment across the majority of services and a LEP contribution towards HS2.

10. Corporate Policy Committee:

- The Corporate Services Directorate has reported an underspend against budget of £651,000.
- The main underspends in the service were due to holding vacancies across many services in the Directorate, reduced non-essential spend, and, as a result of the continued impact of COVID bounce-back, additional marriage income in Registrations. These underspends were partially offset by overspends in ICT Shared Services, and the shared Transactional Services Centre. There was also an overspend on Housing Benefits Payments Centre, which is a volatile budget and additional one-off costs relating from the implementation of the Unit 4/Best4Business System, which cannot be charged to the joint capital project with Cheshire West and Chester Council.

11. Central Budgets:

- The Central Budgets are reporting an underspend of £7.9m against budget. This relates to the drawdown from reserves, for prior year funding that has been carried forward to 2022/23, to offset Covid scarring costs held within services and the over recovery of past service employer pension contributions compared to the budget set.

12. Other Companies:

- The Council's wholly owned companies' core contract expenditure was £37.94m in 2022/23, relating to services provided at cost for the Council. This position includes a net £1.5m of additional costs in year, relating to pay award pressures, significant inflation against contracts and materials, the legacy effects of Covid and increased demand for services; partly offset by improvements against waste tonnages, bereavement income and staffing vacancies, and other efficiencies. The net increase in cost is reflected in the Council's outturn position, mainly against Environment & Communities Committee services, but also partly Highways & Transport Committee functions.
- Ansa and Orbitas realised £0.356m in profits (after tax) from commercial activities. Although Transport Service Solutions (TSS) ceased trading on 31 March 2022, there were residual transactions in 2022/23, as part of winding down the company, generating a £0.106m surplus as at 31 March 2023, which will be paid as a final dividend in 2023/24. An interim dividend of £0.291m was paid in-year from TSS to the Council.

Outturn Impact

13. At the third financial update stage it was planned that £5.2m would be used from the MTFs reserve to mitigate the forecast overspend. The residual impact on General Reserves were planned to be a reduction of £2.5m, decreasing the forecast closing balance of £14.9m to a potential closing balance of £12.4m, which is aligned to the risk assessed level of reserves for the 2023/24 Budget.
14. The actual overspend has allowed the use of the General Reserve to be reduced to £0.8m taking the closing balance to £14.1m.

Collecting Local Taxes for Local Expenditure

15. Cheshire East Council collects Council Tax and Non Domestic Rates for use locally and nationally.

Council Tax

16. Council tax is set locally and retained for spending locally. Council tax was set for 2022/23 at £1,626.24 for a Band D property. This is applied to the taxbase.
17. The taxbase for Cheshire East reflects the equivalent number of domestic properties in Band D that the Council is able to collect council tax from (after adjustments for relevant discounts, exemptions and an element of non-collection). The taxbase for 2022/23 was agreed at 156,607.48 which, when multiplied by the Band D charge, means that the expected income for the year is £254.7m.
18. In addition to this, Cheshire East Council collects council tax on behalf of the Cheshire Police and Crime Commissioner, the Cheshire Fire Authority and Parish Councils. **Table 3** shows these amounts separately, giving a total budgeted collectable amount of £313.8m.
19. This figure is based on the assumption that the Council will collect at least 99% of the amount billed. The Council will always pursue 100% collection, however to allow for non-collection the amount billed will therefore exceed the budget.
20. This figure may also vary during the year to take account of changes to Council Tax Support payments, the granting of discounts and exemptions, and changes in numbers and value of properties. The amount billed to date is £315.6m.

Table 3 – Cheshire East Council collects Council Tax on behalf of other precepting authorities

	£m
Cheshire East Council	254.7
Cheshire Police and Crime Commissioner	36.9
Cheshire Fire Authority	12.9
Town and Parish Councils	9.3
Total	313.8

21. **Table 4** shows collection rates within three years and, following a slight drop below this rate during the Covid-19 pandemic, demonstrates that 99% collection rate is on target to be achieved within this period for 2022/23.

22. **Table 4 – 99% of Council Tax is collected in three years**

Financial Year	CEC Cumulative			
	2019/20	2020/21	2021/22	2022/23
	%	%	%	%
After 1 year	97.9	97.4	97.8	98.2
After 2 years	98.8	98.6	98.5	**
After 3 years	98.9	98.9	**	**

**data not yet available

23. The council tax in-year collection rate for the period up to the end of March 2023 is 98.2%. This is a small increase of 0.4% on the previous year, despite current cost of living pressures. Facilities are in place for residents to extend payments where needed and staff are engaging with residents who need additional support.

24. Council tax support payments were budgeted at £18.4m for 2022/23 and at the end of March 2023 the total council tax support awarded was £18.7m.

25. During 2021/22 there was a consultation and review of the Council Tax Support scheme resulting in some amendments being made. The revised scheme was confirmed by full Council in December 2021.

26. Council tax discounts awarded are £29.4m which is an increase of £1.9m in comparison to the same period in 2021/22. This increase is attributable to work related to raising awareness of the discounts available to residents.

27. Council tax exemptions awarded is £8.0m, which is a small increase of £0.4m compared with 2021/22.

Non-Domestic Rates (NDR)

28. NDR is collected from businesses in Cheshire East based on commercial rateable property values and a nationally set multiplier. The multiplier changes annually in line with inflation and takes account of the costs of small business rate relief.

29. The small business multiplier applied to businesses which qualify for the small business relief was set at 49.9p in 2022/23. The non-domestic multiplier was set at 51.2p in the pound for 2022/23.

30. **Table 5** demonstrates how collection continues to improve even after year end. The table shows how over 99% of non-domestic rates are collected within three years.

31. **Table 5 – Over 99% of Business Rates are collected within three years**

Financial Year	CEC Cumulative			
	2019/20	2020/21	2021/22	2022/23
	%	%	%	%
After 1 year	98.2	92.4	95.6	98.2
After 2 years	98.4	97.4	98.3	**
After 3 years	99.2	99.0	**	**

**data not yet available

32. The business rates in-year collection rate for the period up to the end of March 2023 is 98.2%. This is a 2.6% increase on last year and continues the growth of collection rates back to pre-pandemic figures. A return to standard collection processes and government support through additional reliefs has assisted the recovery in collection.

Provisional Financial Outturn 2022/23

July 2023

Appendix 7 : Highways and Transport Committee

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Highways and Transport Committee Extracts

1. Changes to Revenue Budget 2022/23 since Third Financial Review Update

2. Corporate Grants Register

Table 1: Highways and Transport Committee Grants

**Table 2: Delegated Decision Additional Grant Funding (Specific Use)
£500,000 or less**

3. Debt Management

4. Capital Strategy

5. Reserves Strategy

Appendix 7

Highways and Transport Committee

1. Changes to Revenue Budget 2022/23 since Third Financial Review Update

	Third review Net Budget £000	Additional Grant Funding £000	Restructuring & Realignments £000	Revised Net Budget £000
Highways and Transport				
Highways & Infrastructure	13,792	-	(129)	13,663
	13,792	-	(129)	13,663

2. Corporate Grants Register

Table 1 – Corporate Grants Register

Grants 2022/23	Revised Forecast FR3 2022/23 £000	Final Outturn 2022/23 £000	Change from Revised Forecast FR3 2022/23 £000	Treatment of Grant <i>Notes 2 - 5</i>
HIGHWAYS & TRANSPORT				
Specific Purpose (Held within Services)	3,167	954	(2,213)	
General Use (Held Corporately)				
Pavement Licensing - New Burdens	13	13	0	
TOTAL HIGHWAYS & TRANSPORT	3,180	966	(2,213)	

Notes

- 1 The Dedicated Schools Grant, Pupil Premium Grant, Sixth Form Grant and Other School Specific Grant from the Education Funding Agency (EFA) figures are based on actual anticipated allocations. Changes are for in-year increases/decreases to allocations by the DfE and conversions to academy status.
- 2 SRE - Supplementary Revenue Estimate requested by relevant service.
- 3 ODR - Officer Decision Record to approve immediate budget change to relevant service.
- 4 Reserves - transfer to reserves at year end.
- 5 Balances - amount will be included as a variance to budget.

2.1 Cheshire East Council receives two main types of Government grants; specific use grants and general purpose grants. Specific use grants are held within the relevant service with a corresponding expenditure budget. Whereas general purpose grants are held in central budgets with a corresponding expenditure budget within the allocated service area.

2.2 Spending in relation to specific use grants must be in line with the purpose for which it is provided.

2.3 The grant outturn position reflects the grant values that were used during the year. This may be different than the actual amount of grant received during the year. The remaining

amounts from grants that are not used in full during 2022/23 are carried forward to meet expenditure in financial year 2023/24. The decrease in grants since the third review is due to the change in which year the grants will be used.

2.4 **Table 2** shows additional grant allocations that have been received which are £500,000 or less and are for noting only.

Table 2 – Note Delegated Decision - Supplementary Revenue Estimate Requests for Allocation of Additional Grant Funding (Specific Use) £500,000 or less

Committee	Type of Grant	£000	Details
Highways and Transport	Apprentice Incentive Scheme (Specific Purpose)	2	This grant is from the Department for Education. Payment for taking on an apprentice and can be spent on any costs associated with supporting an apprentice in the workplace including salary (https://www.gov.uk/guidance/incentive-payments-for-hiring-a-new-apprentice). This is allocated via Children’s Services.
Total Specific Purpose Allocations £500,000 or less		2	

3. Debt Management

	Outstanding Debt £000	Over 6 months old £000
Highways and Transport Committee		
Highways and Infrastructure	994	521
	994	521

4. Capital Strategy

Highways and Transport

CAPITAL

CAPITAL PROGRAMME 2022/23- 2025/26

Scheme Description	Total Approved Budget £000	Forecast Expenditure						Forecast Funding					Total Funding £000
		Prior Years £000	Actuals 2022/23 £000	Forecast Budget 2023/24 £000	Forecast Budget 2024/25 £000	Forecast Budget 2025/26 £000	Total Forecast Budget 2022/26 £000	Grants £000	External Contributions £000	Revenue Contributions £000	Capital Receipts £000	Prudential Borrowing £000	
Committed Schemes													
Strategic Infrastructure													
A500 Dualling Scheme	89,456	9,264	1,150	2,078	26,990	49,973	80,191	53,284	4,300	0	0	22,607	80,191
A50 / A54 Holmes Chapel	603	81	11	361	150	0	521	0	521	0	0	0	521
A51 / A500 Corridor Nantwich	278	231	47	0	0	0	47	28	0	0	0	19	47
A54 / A533 Leadsmithy Street, Middlewich	563	134	18	411	0	0	429	0	429	0	0	0	429
A556 Knutsford to Bowdon	504	361	0	45	98	0	143	0	143	0	0	0	143
A6 MARR CMM Disley	1,722	1,646	11	65	0	0	76	0	22	0	0	54	76
A6 MARR CMM Handforth	1,200	492	13	295	400	0	709	226	48	0	0	434	709
A6 MARR Technical Design	473	271	6	196	0	0	203	70	133	0	0	0	203
Congleton Link Road	88,443	69,970	1,483	4,021	6,040	6,929	18,473	316	15,169	0	0	2,989	18,473
Crewe Green Link Road	26,625	26,170	436	19	0	0	455	0	19	0	0	436	455
Crewe Green Roundabout	7,500	7,053	3	57	190	197	447	0	444	0	0	3	447
Flowerpot Phs 1 & Pinchpoint	10,037	1,271	166	2,825	3,510	2,265	8,767	2,304	726	0	0	5,736	8,767
Future High Streets Fund - Highways	6,268	480	634	2,599	2,251	304	5,788	5,585	203	0	0	0	5,788
Highway S106 Schemes	1,269	0	352	749	168	0	1,269	129	1,047	0	0	93	1,269
Infrastructure Scheme Development	250	0	0	250	0	0	250	250	0	0	0	0	250
Middlewich Eastern Bypass	91,157	16,176	4,072	13,825	13,817	43,268	74,982	46,779	13,341	0	0	14,862	74,982
Middlewich Rail Study	20	0	0	20	0	0	20	20	0	0	0	0	20
M6 Junction 19	24	23	1	0	0	0	1	0	1	0	0	0	1
North-West Crewe Package	42,352	7,446	14,928	12,874	3,445	3,658	34,906	10,000	12,250	0	1,730	10,926	34,906
Old Mill Road / The Hill Junction	1,325	145	28	1,152	0	0	1,179	0	1,179	0	0	0	1,179
Poynton Relief Road	52,657	29,670	14,012	2,236	1,355	5,385	22,988	2,236	12,299	0	1,000	7,453	22,988
S106 Davenport Lane, Arclid	352	60	6	286	0	0	292	245	48	0	0	0	292
Sydney Road Bridge	10,501	10,103	1	59	140	198	398	0	397	0	0	1	398

CAPITAL PROGRAMME 2022/23- 2025/26

Scheme Description	Total Approved Budget £000	Forecast Expenditure						Forecast Funding					Total Funding £000
		Prior Years £000	Actuals 2022/23 £000	Forecast Budget 2023/24 £000	Forecast Budget 2024/25 £000	Forecast Budget 2025/26 £000	Total Forecast Budget 2022/26 £000	Grants £000	External Contributions £000	Revenue Contributions £000	Capital Receipts £000	Prudential Borrowing £000	
Committed Schemes													
Highways													
A532 Safer Road Fund Scheme	1,223	260	86	877	0	0	963	864	0	0	0	99	963
A536 Safer Road Fund Scheme	2,404	1,461	357	587	0	0	943	849	0	0	0	94	943
A537 Safer Road Fund Scheme	2,733	745	1,256	732	0	0	1,988	1,745	0	0	0	243	1,988
Air Quality Action Plan	368	221	119	28	0	0	147	147	0	0	0	0	147
Alderley Edge Bypass Scheme Implementation	60,611	60,317	41	253	0	0	294	0	0	0	0	294	294
Bridge Maintenance Minor Wks	18,019	14,570	3,448	0	0	0	3,448	1,685	0	0	0	1,763	3,448
Client Contract and Asset Mgmt	1,283	510	223	550	0	0	773	603	0	0	0	170	773
Crewe Rail Exchange	6,702	6,693	0	9	0	0	9	9	0	0	0	0	9
Highway Maintenance Minor Works	17,583	0	17,258	326	0	0	17,583	10,685	0	0	0	6,898	17,583
Highway Pothole/Challenge Fund	8,353	7,925	149	279	0	0	428	0	0	0	0	428	428
Jack Mills Way Part 1 Claims	300	278	7	15	0	0	22	0	22	0	0	0	22
Local Access Transport Studies	600	83	66	451	0	0	517	517	0	0	0	0	517
Local Highway Measures	6,566	5,546	985	35	0	0	1,020	1,020	0	0	0	0	1,020
Part 1 Claims	34	34	1	0	0	0	1	1	0	0	0	0	1
Programme Management	1,011	784	184	44	0	0	227	227	0	0	0	0	227
Road Network & Linked Key Inf	83	78	0	5	0	0	5	5	0	0	0	0	5
Road Safety Schemes Minor Works	5,652	5,056	472	124	0	0	596	496	0	0	0	100	596
Traffic Signal Maintenance	518	17	501	0	0	0	501	483	0	0	0	18	501
Traffic Signs and Bollards - LED Replacement	1,250	0	913	337	0	0	1,250	0	0	0	0	1,250	1,250
Winter Service Facility	999	479	97	163	130	130	520	0	0	0	0	520	520
Strategic Transport & Parking Services													
Accessibility: Public Transport	1,020	907	99	14	0	0	113	113	0	0	0	0	113
Active Travel Fund	724	436	139	149	0	0	288	288	0	0	0	0	288
Active Travel (Cycling / Walking Route) Investment	2,815	2,179	391	244	0	0	636	571	0	0	0	65	636
Broadway Meadow Car Park	-1	0	-1	0	0	0	-1	0	0	0	0	-1	-1
Car Parking Improvements (including residents parking)	322	262	4	56	0	0	60	0	0	14	0	46	60
Digital Car Parking Solutions	140	93	0	47	0	0	47	0	0	0	0	47	47
National Cycle Network (NCN) Route 55 Middlewood Way	669	0	116	552	0	0	669	669	0	0	0	0	669
On-street Residential Charging	255	0	41	215	0	0	255	155	0	0	0	100	255
Pay and Display Parking Meters	620	531	76	13	0	0	89	0	0	0	0	89	89
Sustainable Travel Access Prog	3,424	1,552	74	1,798	0	0	1,872	1,325	309	0	0	238	1,872
Sustainable Modes of Travel to Schools Strategy (SMOTSS)	625	472	153	0	0	0	153	153	0	0	0	0	153
Town Studies	550	426	4	120	0	0	124	124	0	0	0	0	124
HS2 Programme													
Crewe HS2 Hub Project Development	12,701	7,661	937	1,563	2,540	0	5,040	0	0	0	0	5,040	5,040
Total Committed Schemes - In Progress	593,733	300,618	65,575	54,009	61,223	112,307	293,114	144,208	63,048	14	2,730	83,115	293,114

CAPITAL PROGRAMME 2022/23- 2025/26

New Schemes													
Highways													
Peacock Roundabout Junction	750	0	0	250	500	0	750	0	750	0	0	0	750
Pothole Funding	0	0	0	0	0	0	0	0	0	0	0	0	0
Integrated Block - LTP	7,925	0	0	2,003	2,003	2,003	6,009	6,009	0	0	0	0	6,009
Maintenance Block - LTP	23,196	0	0	7,345	7,609	7,878	22,833	17,397	0	0	0	5,436	22,833
Incentive Fund - LTP	5,800	0	0	1,450	1,450	1,450	4,350	4,350	0	0	0	0	4,350
Managing and Maintaining Highways	13,860	0	0	4,529	4,619	4,712	13,860	1,000	0	0	0	12,860	13,860
Footpath Maintenance - Slurry Sealing & Reconstruction Works	1,319	0	0	1,319	0	0	1,319	1,319	0	0	0	0	1,319
Total New Schemes	52,850	0	0	16,896	16,181	16,043	49,121	30,075	750	0	0	18,296	49,121
Total Capital Schemes	646,583	300,618	65,575	70,905	77,405	128,350	342,235	174,283	63,798	14	2,730	101,411	342,235

5. Reserves Strategy

Name of Reserve	Opening Balance 1 April 2022 £000	Movement in Reserves 2022/23 £000	Closing Balance 31 March 2023 £000	Notes
<u>Highways and Infrastructure</u>				
HS2	985	(200)	785	To support the Council's ongoing programme in relation to Government's HS2 investment across the borough and Transport for the North's Northern Powerhouse Rail Business Case.
Flood Recovery Works	400	0	400	To support locations identified for repair works as a result of the 2019 flood events.
Well Managed Highway Infrastructure Delay	230	(230)	0	
Parking Pay and Display Machines / Parking Studies	178	0	178	To cover contract inflation for P&D machines and for new regulation from DfT on role of parking in decarbonising transport.
Highways Procurement Proj	104	0	104	To finance the development of the next Highway Service Contract. Depot mobilisation costs, split over 7 years from start of contract in 2018.
LEP-Local Transport Body	39	(20)	19	To fund the business case work for re-opening the Middlewich rail line. The remaining reserve will be fully required in 2023/24.
HIGHWAYS AND TRANSPORT TOTAL	1,936	(450)	1,486	

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Annex 3 – Update on MTFS 2023-27 Approved Budget Policy Change Items

MTFS Ref No	Detailed List of Proposed Budget Changes – Service Budgets	2023/24 £m	2024/25 £m	2025/26 £m	2026/27 £m	RAG rating	Commentary
	Highways and Transport Committee	-0.767**	1.626**	0.097	0.156		** Totals will not match to MTFS as Place Restructuring items all moved under E&G
102	Pay inflation	0.265	0.177	0.152	0.156		The total cost of pay inflation may exceed 5% based on national pay negotiations. This may be mitigated through management of vacancies.
103	Local Bus	0.080	2.500	-	-		Additional government funding to support local bus allocation to be determined with local Operators and H&T representatives.
104	Highways	-0.579	-0.031	-	-		Budget adjustment on track as a result of a number of internal changes including greater capitalization of highways maintenance works.
105	Energy saving measures from streetlights	-0.242	-0.243	-	-		Market engagement underway to understand cost and complexity to acquiring a Central Management System (CMS) which will enable various policy changes to streetlights in the borough to realize energy savings. September consultation.
106	Pension Costs Adjustment	-0.172	-0.052	-0.055	-		On track, subject to ongoing monitoring, dependent on in-year staffing costs.
108	Parking	-0.119	-0.725	-	-		Town by town analysis on parking well underway to inform consultation exercise. Car park usage monitoring now complete.

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Highways and Transport Committee**20th July 2023****Public Rights of Way Annual Report 2022-23****Report of: Peter Skates, Director of Growth and Enterprise****Report Reference No: HTC/27/23-24****Ward(s) Affected: All****Purpose of Report**

1. The report aims to update the Highways and Transport Committee on the work of the Public Rights of Way Sub Committee during 2022-23.
2. The work of the Public Rights of Way team contributes to the Corporate Plan “Green” aim and “A thriving and sustainable place” priority, and the policies and objectives of the Council’s statutory Rights of Way Improvement Plan.

Executive Summary

3. The report aims to update Committee Members on the work of the Public Rights of Way Sub Committee during 2022-23.

RECOMMENDATIONS

The Public Rights of Way Sub Committee is recommended to:

1. Note the Public Rights of Way Annual Report 2022-23.

Background

4. The Constitution provides that the lead service committee in respect of the Public Rights of Way Sub Committee will be the Highways and

Transport Committee. The Public Rights of Way Sub Committee will meet on a quarterly basis and report to the Highways and Transport Committee on at least an annual basis.

The Public Rights of Way Sub Committee received the following reports during 2022-23:

Type of Report	No.
Informative Report Public Rights of Way Annual Report 2021-22 and Work Programme 2022-23	1
Town and Country Planning Act 1990 Section 257 Proposed Diversion of Public Right of Way	5
Wildlife & Countryside Act 1981 - Part III, Section 53 Definitive Map Modification Order Application	5
Informative Report - Wildlife & Countryside Act 1981- Part III, Section 53 Definitive Map Modification Order - Contested Order Secretary of State decisions	2
Informative Report: Secretary of State decisions for Highways Act 1980 S119 Diversion Order	1
Informative Report on Cases of Uncontested Public Path Orders Determined under Delegated Decision	2
Informative Report - Permissive Path Agreement	1
Informative Report: Public Rights of Way Fees and Charges 2023-24	1
Total	18

Those papers were as follows, the first of which provides a detailed overview of the work of the Public Rights of Way team:

- Informative Report - Public Rights of Way Annual Report 2021-22 and Work Programme 2022-23
- Town and Country Planning Act 1990 Section 257 Proposed Diversion of Public Footpaths No. 12 and 14 in the Parish of Wardle
- Town and Country Planning Act 1990 Section 257 Proposed Diversion of Public Footpath No. 3 in the Parish of Henhull
- Town and Country Planning Act 1990 Section 257 Proposed Diversion of Public Footpaths No. 2 in the Parish of Leighton
- Town and Country Planning Act 1990 Section 257 Proposed Diversion of Public Footpath Moston 7Y (Part)

- Town and Country Planning Act 1990 Section 257: Proposed Diversion of Public Footpath No. 36 in the Town of Sandbach (part)
- Wildlife & Countryside Act 1981 - Part III, Section 53. Application No.CO/8/39: Application to add a Public Bridleway between Dragons Lane and Plant Lane, Moston
- Wildlife & Countryside Act 1981 - Part III, Section 53. Application No. CO/8/54: Application for the Deletion of Public Footpath no.66, Congleton
- Wildlife & Countryside Act 1981 - Part III, Section 53. Application No. MA/5/245. Application for the addition of Public Footpaths at Plumley Nature Reserve / Lime bed
- Wildlife & Countryside Act 1981 - Part III, Section 53. Application No. CO/8/41: Application for the Addition of a Public Bridleway, Watch Lane, Moston
- Wildlife & Countryside Act 1981 - Part III, Section 53. Application No.CO/8/49: Application to add a Public Footpath between Dingle Lane and Footpath No.11 Sandbach
- Informative Report: Secretary of State decision for Wildlife And Countryside Act 1981 - Part III, Section 53. Application to upgrade Public Footpaths Nos. 8 Marbury cum Quoisley and No. 3 Wirswall to Bridleways
- Informative Report - Wildlife & Countryside Act 1981- Part III, Section 53 -Contested Order PINs decision for Application No. CO/8/34: Claimed Footpath from Byley Lane to Carver Avenue, Parish of Cranage
- Informative Report: Secretary of State decisions for Highways Act 1980 S119 Diversion of Footpath No. 4 Parish of Poole, Diversion of Footpath No. 5 in the Parish of Adlington and Diversion of Footpath No. 2 in the Parish of Eaton
- Informative Report on Cases of Uncontested Public Path Orders Determined under Delegated Decision:
 - Town and Country Planning Act 1990 Section 257 Proposed Diversion of Public Footpath Hulme Walfield No. 3 (Part)

- Highways Act 1990 Section 119 Proposed Diversion of Public Footpath No. 14 in the Town of Alsager (part)
- Informative Report - Bradwall Permissive Path Agreement
- Informative Report: Public Rights of Way Fees and Charges 2023-24

Consultation and Engagement

5. Consultation is not required.

Reasons for Recommendations

6. The report is for information only.
7. The work of the Public Rights of Way team contributes to the Corporate Plan “Green” aim and “A thriving and sustainable place” priority, and the policies and objectives of the Council’s statutory Rights of Way Improvement Plan.

Other Options Considered

8. Not applicable.

Implications and Comments

Monitoring Officer/Legal

9. There are no direct financial implications.

Section 151 Officer/Finance

10. There are no direct financial implications.

Policy

11. The work of the Public Rights of Way team contributes to the Corporate Plan “Green” aim and “A thriving and sustainable place” priority, and the policies and objectives of the Council’s statutory Rights of Way Improvement Plan.

A thriving and sustainable place

- A great place for people to live, work and visit
- Welcoming, safe and clean neighbourhoods
- Reduce impact on the environment
- A transport network that is safe and promotes active travel

- | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none">• Thriving urban and rural economies with opportunities for all• Be a carbon neutral council by 2025 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|

Equality, Diversity and Inclusion

12. There are no direct implications for *Equality, Diversity and Inclusion*.

Human Resources

13. There are no direct implications for Human Resources.

Risk Management

14. There are no direct implications for Risk Management.

Rural Communities

15. There are direct positive effects from the Public Rights of Way network for rural communities, through connectivity, access to services, leisure and active travel.

Children and Young People including Cared for Children, care leavers and Children with special educational needs and disabilities (SEND)

16. There are no direct implications for Children and Young People

Public Health

17. There are direct positive effects on the health and wellbeing of Cheshire East residents and visitors from the Public Rights of Way network.

Climate Change

18. 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.

19. The work of the Public Rights of Way team encourages a reduction in carbon emissions and increased environmental sustainability by reducing energy consumption and promoting healthy lifestyles through active travel.

Access to Information	
Contact Officer:	Genni Butler, Acting Public Rights of Way Manager genni.butler@cheshireeast.gov.uk
Appendices:	N/A
Background Papers:	Cheshire East Council Constitution Chapter 2 – Part 4 Public Rights of Way Sub-Committee cheshire-east-council-constitution-chapter-2-december-2022.pdf (cheshireeast.gov.uk)

Highways and Transport Committee Work Programme 2023-24

Report Reference	Highways & Transport Committee	Report Title	Purpose of Report	Lead Officer	Consultation and Engagement Process and Timeline	Equality Impact Assessment	Corporate Plan Priority	Part of Budget and Policy Framework	Exempt Item and Paragraph Number
HTC/02/23-24	20/07/2023	Highways and Infrastructure: 2022/23 Annual Review	Update Committee on performance and activity across the Highways and Infrastructure directorate for 2022/23	Director of Highways and Infrastructure	No	No	Open	Yes	No
HTC/03/23-24	20/07/2023	Lead Local Flood Authority: 2022/23 Review	Update Committee on performance and activity relating to the Council's responsibility as Lead Local Flood Authority for 2022/23	Director of Highways and Infrastructure	No	No	Open	Yes	No
HTC/04/23-24	20/07/2023	Street Lighting Energy Savings: Consultation Proposals and Options Update	Update Committee and seek approval to consult on a range of options proposed to deliver energy saving measures set-out in MTFS. This is a take-off paper and a further paper seeking to implement changes will follow in a future report.	Director of Highways and Infrastructure	Yes	Yes	Open	Yes	No
HTC/10/23-24	20/07/2023	Parking Review - MTFS Initiatives 2023-24	Report to update Committee on the approach to developing a number of initiatives affecting Parking Services in accordance with the adopted Medium Term Financial Strategy.	Director of Highways and Infrastructure	No	No	Green	Yes	No
HTC/11/23-24	20/07/2023	Electric Vehicle Charging Strategy - Update	Seeking approval for an updated EV Infrastructure Charging Strategy for the borough following consultation. Also updating on programme to deliver On Street Residential Charging Points deploying grant funding.	Director of Highways and Infrastructure	No	No	Green	Yes	No

Highways and Transport Committee Work Programme 2023-24

HTC/12/23-24	20/07/2023	FlexiLink Demand-responsive Transport service - public consultation	To seek approval for public and service-user consultation on options to improve/modernise the services operated as Flexilink demand responsive transport as part of the Council's passenger transport offer to residents.	Director of Highways and Infrastructure	Yes	Yes	Green	Yes	No
HTC/22/23-24	20/07/2023	Final Outturn 2022/23 (Highways & Transport Committee)	This report outlines how the Council managed its resources to achieve both positive outcomes and value for money in the delivery of services during the 2022/23 Financial Year. The purpose of the report is to note and comment on the final financial and performance outturn positions and (if necessary) to approve Supplementary Estimates and Virements.	Director of Finance and Customer Services	No	No	Open	Yes	No
HTC/27/23-24	20/07/2023	Public Rights of Way Annual Report 2022/23	The report aims to inform members about the work of the Public Rights of Way Sub-Committee during 2022/23.	Executive Director – Place	No	No	Green	No	No
HT/26/21-22	21/09/2023	Flowerpot Junction Improvement Scheme	Authorise to make Compulsory Purchase Orders and Side Roads Orders for the delivery of the Flowerpot Junction Improvement Scheme. Approve the forward funding of the additional developer contributions in accordance with the capital programme	Director of Highways and Infrastructure	No	No	Green	Yes	Yes
HT/44/22-23	21/09/2023	Middlewich Eastern Bypass - Approval to submit Full Business Case	To approve the full business for the scheme for submission to DfT	Director of Highways and Infrastructure	No	No	Green	No	No
HTC/05/23-24	21/09/2023	Winter Maintenance 2022/23: End of Season Review	Update Committee on the 2022/23 winter maintenance season and outcome of annual review. To include approval for	Director of Highways and Infrastructure	No	No	Open	Yes	No

Highways and Transport Committee Work Programme 2023-24

			any changes to winter maintenance routes as a result of the annual review.						
HTC/19/23-24	21/09/2023	Parking Review Consultation Plan	This report seeks approval to commence public consultation on proposals for changes to the Councils parking service, including Pay & Display tariffs, in response to the adopted Medium Term Financial Strategy 2023-24	Director of Highways and Infrastructure	Yes	Yes	Green	Yes	No
HTC/13/23-24	21/09/2023	Bus Service Improvement Plan - 2023 Update	This report seeks approval to the biannual update to the Councils Bus Service Improvement Plan in accordance with the guidelines defined by the National Bus Strategy.	Director of Highways and Infrastructure	Yes	Yes	Green	Yes	No
HTC/14/23-24	21/09/2023	EV Charging Infrastructure - Programme Update	report will provide an update on the 2 grant-funded programmes for local EV charging infrastructure - namely the On Street Residential Charging programme and the new Local EV Charging Infrastructure (LEVI) programme. The report will seek endorsement of our Expression of Interest for the LEVI funding	Director of Highways and Infrastructure	No	Yes	Green	Yes	No
HTC/23/23-24	21/09/2023	First Financial Review of 2023/24 (Highways & Transport Committee)	To note and comment on the First Financial Review and Performance position of 2023/24, including progress on policy proposals and material variances from the MTFs and (if necessary) approve Supplementary Estimates and Virements.	Director of Finance and Customer Services	No	No	Open	Yes	No

Highways and Transport Committee Work Programme 2023-24

HTC/28/23-24	21/09/2023	Externally Funded Transport Schemes - Phase 1	1.1. This report is the first of a number of reports which will update the committee on progress with delivery of transport schemes identified in the Council's Infrastructure Delivery Plan (IDP) where third party funding was envisaged and will make recommendations on the implementation of those schemes not yet delivered. 1.2. This report focusses on proposals in Sandbach, Middlewich and Crewe and recommends that the schemes are now progressed to implementation.	Director of Highways and Infrastructure	No	No	Green	No	No
HT/45/22-23	23/11/2023	A500 Dualling – Approval to submit Full Business Case	To approve the full business for the scheme for submission to DfT	Director of Highways and Infrastructure	No	No	Green	No	No
HTC/06/23-25	23/11/2023	Pedestrian Crossings (Uncontrolled and Controlled) Policy	To seek approval for highways to adopt an updated pedestrian crossings (uncontrolled and controlled) policy to allow its implementation from 2023/24 onwards	Director of Highways and Infrastructure	Yes	No	Open	Yes	No
HTC/15/23-24	23/11/2023	Engine idling enforcement - business case	To advise committee of the outcomes of work to assess the business case for the Council to adopt powers to enforce against engine-idling under provisions in the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002.	Director of Highways and Infrastructure	No	Yes	Green	No	No
HTC/16/23-24	23/11/2023	Local Bus Support Criteria - Consultation Outcomes	To recommend to committee changes in the Council adopted criteria for supporting (subsidising) local bus services, following public consultation.	Director of Highways and Infrastructure	Yes	Yes	Green	Yes	No

Highways and Transport Committee Work Programme 2023-24

HTC/21/23-24	23/11/2023	Second Financial Review of 2023/24 (Highways and Transport Committee)	This report outlines how the Council is managing resources to provide value for money services during the 2023/24 financial year. The purpose of the report is to note and comment on the Second Financial Review and Performance position of 2023/24 and approve Supplementary Estimates and Virements.	Director of Finance and Customer Services	No	No	Open	Yes	No
HTC/24/23-24	23/11/2023	Medium Term Financial Strategy Consultation 2024/25 - 2027/28 (Highways & Transport Committee)	All Committees were being asked to provide feedback in relation to their financial responsibilities as identified within the Constitution and linked to the budget alignment approved by the Finance Sub-Committee in March 2023. Responses to the consultation would be reported to the Corporate Policy Committee to support that Committee in making recommendations to Council on changes to the current financial strategy.	Director of Finance and Customer Services	Yes	No	Open	Yes	No
HTC/07/23-24	25/01/2024	Highways and Infrastructure: 2023/24 Mid Year Review	Update Committee on performance and activity across the Highways and Infrastructure directorate for 2023/24 (Quarter 1 and 2)	Director of Highways and Infrastructure	No	No	Open	Yes	No
HTC/08/23-24	25/01/2024	Lead Local Flood Authority: 2023/24 Annual Review	Update Committee on performance and activity relating to the Council's responsibility as Lead Local Flood Authority for 2023/24 (Quarter 1 and 2)	Director of Highways and Infrastructure	No	No	Open	Yes	No
HTC/09/23-24	25/01/2024	Tree Planting and Verge Maintenance (Nature Based Approach) Policy	To seek approval for highways to adopt a tree planting and verge maintenance policy to allow its implementation from 2023/24 onwards.	Director of Highways and Infrastructure	Yes	No	Open; Green	Yes	No

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HTC/17/23-24	25/01/2024	Moving Traffic Offences - Local Authority Enforcement	To inform committee of the opportunity for the local highway authority to adopt powers for enforcement of a limited number of moving traffic offences under provisions in the Traffic Management Act 2004 (Section 8). The report will seek a decision on how to proceed based upon a review of the business case and policy implications for Cheshire East Council.	Director of Highways and Infrastructure	Yes	Yes	Green	No	No
HTC/18/23-24	25/01/2024	Parking Review Implementation Plan	This report seeks a decision to implement outcomes of the boroughwide review of Cheshire East Council car parks, in accordance with measures defined in the adopted Medium Term Financial Strategy and taking account of the outcomes of public consultation on proposals relating to both on-street and off-street parking provision.	Director of Highways and Infrastructure	Yes	Yes	Green	Yes	No
HTC/20/23-24	25/01/2024	Third Financial Review of 2023/24 (Highways & Transport Committee)	This report outlines how the Council is managing resources to provide value for money services during the 2023/24 financial year. The purpose of the report is to note and comment on the Third Financial Review and Performance position of 2023/24 and approve Supplementary Estimates and Virements.	Director of Finance and Customer Services	No	No	Open	Yes	No
HTC/25/23-24	25/01/2024	Medium Term Financial Strategy Consultation 2024/25 - 2027/28 Provisional Settlement Update (Highways & Transport Committee)	All Committees were being asked to provide feedback in relation to their financial responsibilities as identified within the Constitution and linked to the budget alignment approved by the Finance Sub-	Director of Finance and Customer Services	Yes	No	Open	Yes	No

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			Committee in March 2023. Responses to the consultation would be reported to the Corporate Policy Committee to support that Committee in making recommendations to Council on changes to the current financial strategy.						
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