

Highways and Transport Committee

Agenda

Date:	Thursday, 25th January, 2024
Time:	10.30 am
Venue:	The Capesthorpe Room - Town Hall, Macclesfield SK10 1EA

Please note that as the number of seats in the Capesthorpe Room are limited, those who have registered to speak will have a seat, and the remaining seats will be allocated on a first come first served basis. There will be an overflow room where the meeting will be streamed live for all other members of the public.

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

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

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

1. **Apologies for Absence**

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 interests, other registerable interests, and non-registerable interests in any item on the agenda.

3. **Minutes of Previous Meeting** (Pages 5 - 16)

To approve as a correct record the minutes of the previous meeting held on 23 November 2023.

For requests for further information

Contact: Katie Small

Tel: 01270 686465

E-Mail: katie.small@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. **Medium Term Financial Strategy - Parking Review** (Pages 17 - 278)

To consider a report outlining the proposals on the implementation of changes to the public parking provision in Cheshire East, following statutory consultation.

6. **Notice of Motion: £2 Bus Fare Cap** (Pages 279 - 286)

To consider the Notice of Motion.

7. **Highways and Infrastructure: 2023/24 Mid-Year Review** (Pages 287 - 304)

To receive an update on performance to mid-year across Infrastructure and Highways services for 2023-2024.

8. **Lead Local Flood Authority: 2023/24 Annual Review** (Pages 305 - 318)

To receive an update on activity in relation to the Council's role as Lead Local Flood Authority undertaken in Quarter 1 and 2 (mid-year) 2023/24

9. **Third Financial Review 2023/24** (Pages 319 - 356)

To consider a report on the third review of the Cheshire East Council forecast outturn for the financial year 2023/24.

10. **PROW: Graveyard Lane, Mobberley Definitive Map Modification Order Application** (Pages 357 - 380)

To consider an application to modify the Definitive Map and Statement by adding a Bridleway between Newton Hall Lane and Moss Lane.

11. **PROW: Toft Definitive Map Modification Order Application** (Pages 381 - 408)

To consider an application for the addition of a Public Footpath from the east end of existing Public Footpath No. 6 near Toft Church to join Public Footpath No. 4 in Windmill Wood in the Parish of Toft.

12. **Appointments to the Public Rights of Way Consultative Group** (Pages 409 - 414)

To appoint members to the Public Rights of Way Consultative Group and to agree the Terms of Reference for the Public Rights of Way Consultative Group.

13. **Work Programme** (Pages 415 - 420)

To consider the Work Programme and determine any required amendments.

14. **Highways Service Contract Peer Review** (Pages 421 - 430)

To consider a report which proposes that a review of the Highways Service Contract (HSC) is undertaken.

15. **Exclusion of the Press and Public**

The reports relating to the remaining items on the agenda have been withheld from public circulation and deposit pursuant to Section 100(B)(2) of the Local Government Act 1972 on the grounds that the matters may be determined with the press and public excluded. The Committee may decide that the press and public be excluded from the meeting during consideration of the following items pursuant to Section 100(A)4 of the Local Government Act 1972 on the grounds that they involve the likely disclosure of exempt information as defined in Paragraphs 3 and 5 of Part 1 of Schedule 12A to the Local Government Act 1972 and public interest would not be served in publishing the information.

PART 2 - MATTERS TO BE CONSIDERED WITHOUT THE PUBLIC AND PRESS bPRESENT

16. **Highway Service Contract Peer Review** (Pages 431 - 434)

To consider the confidential appendix.

Membership: Councillors C Browne (Chair), L Braithwaite, R Chadwick, P Coan, A Coiley, L Crane (Vice-Chair), H Faddes, A Gage, C Hilliard, A Moran, 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, 23rd November, 2023 in the The Capesthorpe 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,
C Hilliard, R Moreton, H Moss, J Priest and M Sewart

OFFICERS IN ATTENDANCE

Tom Moody, Director of Highways and Infrastructure
Domenic De Bechi, Head of Highways
Richard Hibbert, Head of Strategic Transport and Parking
Chris Hindle, Head of Infrastructure
Simon Wallace, Contract Asset Manager
Genni Butler, Acting Public Rights Of Way Manager
Clare Hibbert, Definitive Map Officer
Richard Chamberlain, Public Path Orders Officer
John Lindsay, Definitive Map Officer
Marianne Nixon, Public Rights Of Way Officer
Steve Reading, Principal Accountant
Mandy Withington, Solicitor
Nikki Bishop, Democratic Services Officer

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 21 September 2023 be agreed
as a correct record and signed by the Chair.

4 PUBLIC SPEAKING/OPEN SESSION

Carol Jones (on behalf of Crewe and District Bus Users Group) addressed the
Committee in relation to agenda item 9 Local Bus Support Criteria – Consultation
Outcomes. Ms Jones asked the Committee how it would ensure that connectivity,

consistency and continuity would be fulfilled to achieve successful, sustainable progress for a better public transport system and a better future for all.

Cllr Tim Wheatcroft (Sandbach Town Council) spoke in relation to agenda items 5 (response to the Petition to install a Pedestrian Crossing on The Hill, Sandbach) and item 7 (Pedestrian Crossing Strategy). Cllr Wheatcroft was supportive of the installation of a pedestrian crossing at the Hill, Sandbach and stated that whilst the petition was supported by over 5,000 residents, the Council response was negative and abdicated the Council's responsibility for promoting and delivering net zero. Cllr Wheatcroft requested that the Council ensured that all future reports included a lead in statement setting out the climate change benefits and the Net Zero contribution possibilities.

Mrs Val Scaresbrook addressed the Committee on behalf of Congleton Sustainable Travel, in relation to agenda item 7 (Pedestrian Crossing Strategy) and item 8 (Engine Idling). Mrs Scaresbrook made a number of comments in relation to dropped kerbs, light-controlled crossings and entry kerbs. Mrs Scaresbrook also requested that matrix item 20 be removed from the prioritisation matrix as it was felt that this reduced a school's chance of getting a crossing. The Chair thanked Mrs Scaresbrook for her comments and requested that these be formally fed back during the proposed consultation on the Crossing Facilities Strategy. Mrs Scaresbrook also requested that item 8 considered bus station idling and asked if this could be addressed by enforcement and in bus service contracts.

Cllr Robert Douglas (Congleton Town Council) addressed the Committee in relation to agenda item 7 (Pedestrian Crossing Strategy). Cllr Douglas stated that the Strategy made no reference to consultation with, or follow up engagement with, local communities and organisations such as schools. Cllr Douglas requested that there be a formal procedure in the strategy which required feedback on the results on the prioritisation matrix and future plans with those who have raised concerns around the lack of a pedestrian crossing, including Eaton Bank Academy in relation to such a crossing on Jackson Road.

Nikki Bishop, Democratic Services Officer, read out a statement submitted by Ms Sue Helliwell in relation to agenda item 5 (Notice of Motion to install a pedestrian crossing on the Hill, Sandbach) and item 7 (Pedestrian Crossing Strategy). Ms Helliwell's statement was in support of the installation of a pedestrian crossing at the Hill, Sandbach and highlighted how needed this crossing was for school children and all residents who needed to cross a busy main road to get to school or the local Co-op. It was stated that in order to promote itself as a greener, fairer Council, which encouraged walking and cycling, safe crossings were needed. Mrs Helliwell highlighted that S106 funding was available and needed to be spent before Spring 2024. The Chair committed to providing a written response.

Ms Sarah Bradley (Petition Organiser) addressed the Committee in relation to agenda item 5 (Response to the Petition to install a Pedestrian Crossing on The Hill, Sandbach). Ms Bradley stated that last year she resurrected the long-standing campaign to install a pedestrian crossing on the Hill, Sandbach and stated that this was an extremely busy road that both parents and children needed to cross to get to school. It was highlighted that St John's Primary School was the only school in Sandbach that did not have a crossing and the installation

of a crossing was well supported by local residents, Sandbach Town Council, the local Ward Cllr and Fiona Bruce MP. Ms Bradley stated that the former Head of Highways had previously attended the site and agreed that a design feasibility would be carried out. £100k S106 funds had been identified which needed to be spent before June 2024, Ms Bradley urged the Committee to not defer the assessment and progress with the design feasibility study.

VISITING MEMBERS REGISTERED TO SPEAK

Cllr Janet Clowes attended the Committee meeting and addressed the Committee as the proposer of the Notice of Motion: National Parking Platform (agenda item 6). Cllr Clowes stated that she was disappointed with the officer report which recommended no further action be taken. Cllr Clowes highlighted that the model was never intended to operate over all car parks within a local authority area, but for the initiative to evolve over time and that the estimated £43,000 costs would be mitigated by the gradual introduction of the scheme. Cllr Clowes welcomed the proposal in the report to engage with the National Parking Platform pilot local authorities to understand the lessons learnt. It was noted that the current contract expired in October 2024 however this would be when Phase 5 would be rolled out. Cllr Clowes also highlighted that the report focussed on implementation charges, but not savings that would be made. The Committee were asked to review the initiative in 12-months' time, adding the item to the Work Programme.

Cllr Sam Corcoran, Ward Councillor for Sandbach Heath and East, addressed the Committee in relation to agenda item 5 (Petition for a Crossing on The Hill Sandbach). Cllr Corcoran confirmed that he first became involved in the campaign for a crossing in 2018 and also supported the current campaign. Cllr Corcoran stated that he was disappointed that some local campaigners had opposed a school crossing patrol officer on the Hill, Sandbach and felt that School Crossing Patrol Officer would have encouraged more people to cross the road on their way to school, further demonstrating the case for a crossing. Cllr Corcoran welcomed the proposed Crossing Facilities Strategy which would favour a pedestrian crossing on the Hill, Sandbach in the future where the volume and speed of vehicular traffic deterred people from crossing the road. Cllr Corcoran also requested that he receive a decision as soon as possible on whether the proposed works at the bottom of the Hill, Sandbach, would go ahead.

5 RESPONSE TO THE PETITION TO INSTALL A PEDESTRIAN CROSSING ON THE HILL, SANDBACH

The Committee considered a report prepared in response to a petition to install a pedestrian crossing on the Hill, Sandbach. The petition, received by the Council, had been signed by over 5,000 petitioners. The Committee noted that the location had been considered previously in 2018 and did not meet the policy criteria for a controlled crossing. It was highlighted that the Council was developing a new pedestrian crossing strategy, the aim of which would be to identify and suppress demand for crossings and consider a broader range of local factors.

The Committee agreed, in light of the Council's current financial position and the proposed review of the Pedestrian Crossings Strategy, the request for assessing the need for a crossing at the Hill, Sandbach, should be deferred and that the site

be considered as soon as possible following the strategy review, with any assessment against the new approved policy criteria.

RESOLVED (unanimously):

That the Highways and Transport Committee

1. Receive the Petition.
2. Agree that the petition be noted and recorded by the Council.

6 NOTICE OF MOTION: ACCESS TO THE NATIONAL PARKING PLATFORM

The Committee considered a report in response to the Notice of Motion proposed at Full Council on 19 July 2023 by Cllr Janet Clowes, and seconded by Cllr M Sewart, that stated: *'a) This Council joins the National Parking Platform (NPP) Pilot expansion project for Q2/Q3 2023, with immediate effect and b) That this Council, in joining the NPP pilot, incorporates current NPP evidential learning and practices into any future Car Park Charging Strategy for Cheshire East'.*

The Committee noted the overview provided of the NPP pilot project, the financial implications that joining the project would have for the Council and that a meeting took place between Cheshire East Officers and representatives of the NPP on 1 August 2023 to discuss potential access to the pilot scheme. Cheshire East had been informed that the pilot scheme could end in March 2024 and that the DfT would expect the NPP to be self-funding by the start of the next financial year. It was confirmed that the Council did not have the budget to support the subscription to the NPP pilot in its 2023-24 forecast.

It was also noted that the Council's current mobile payment app contract did not end until October 2024 and it was therefore not possible to join the NPP before this date. It was therefore proposed, seconded and subsequently carried that the Committee added a review of the project to the Work Programme for consideration in September 2024, to evaluate the outcomes and monitoring of the project during that period in the context of future opportunities.

RESOLVED (unanimously):

That the Highways and Transport Committee

1. Note the National Parking Platform pilot Project.
2. Endorse that joining the NPP in its pilot phase is believed to be premature at this stage due to the financial implications and the existing contract arrangement which expires in October 2024.
3. Note that the NPP pilot project will be monitored to explore potential future opportunities for the Council.
4. Agree to add a review of the NPP Pilot Project to the Committee Work Programme for September 2024.

7 PEDESTRIAN CROSSING STRATEGY

The Committee considered a report which set out the draft Crossing Facilities Strategy which aimed to enhance active travel and promote high-quality asset management principles within the highways network.

The Committee noted that the draft Strategy set out a consistent approach which the Council would take to managing new and existing pedestrian crossings on the highway network, providing a process for handling requests and the assessment procedure for determining the priority for funding. The Committee welcomed the draft Crossing Facilities Strategy and the proposal to consult for a 6-week period.

RESOLVED (unanimously):

That the Highways and Transport Committee

1. Approve the publication of the draft Crossing Facilities Strategy for a six-week consultation process.
2. Note that a report on the outcome of the consultation process which will seek approval for the adoption of an updated Crossing Facilities Strategy will be presented to the Highways and Transport Committee at a future date.

8 ENGINE IDLING ENFORCEMENT - BUSINESS CASE

The Committee considered a report which set out options that could be implemented to help reduce instances of engine idling, including the option of adopting legislation which would allow the Council to issue Fixed Penalty Notices (FPNs) against drivers who left their engine idling and refused to turn off their engines when asked to do so by an officer.

It was reported that adopting legislative powers could adversely impact the level of engagement from the public and businesses with council-led promotion/educational campaigns whilst also incurring significant setup and ongoing annual costs that would need to be funded from within the Highways and Transport budget. It was generally agreed that the impact this would have on already limited resources within the Parking Services team would be counter-productive and that the continued promotional/educational campaigns to change driver behaviours was the most preferable option to tackle engine idling. Cllr Chadwick requested that officers continue to engage with local schools to encourage the development of a positive engine idling policy for parents. Officers committed to providing more detailed information of both the Engine Idling Air Quality Campaign and the 'Show the Air you Care' website hits.

The Committee were pleased to learn that the results of a survey completed by Civil Enforcement Officers in September 2022 showed less idling occurred outside schools when compared with 2020 and that the number of Air Quality Management Areas had reduced across the borough, suggesting that educational campaigns had been effective and progressively changing driver behaviours.

RESOLVED (by majority):

That the Highways and Transport Committee

1. Agree to continue internal and external promotional / educational public information campaigns in accordance with the findings of the Feasibility Study (Appendix A).
2. Agree to set aside the opportunity to adopt additional legislative powers under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002, at this time due to costs for adopting legislative powers (Appendix B) and potential adverse impact on education/ promotional campaigns.
3. Note that air quality across the whole borough is reported annually, in accordance with the Council's statutory responsibilities and that, should evidence indicate a need, the opportunity for engine idling fixed penalties can be reviewed as part of that process.

9 LOCAL BUS SUPPORT CRITERIA - CONSULTATION OUTCOMES

The Committee noted a report which provided an update on the results of the public consultation which sought the views of residents and stakeholders on proposals to update the local bus support criteria. It was noted that the consultation was launched on 26 June 2023 for a six-week period and that 995 responses had been received.

It was reported that, in summary, there had been broad agreement to the introduction of three new criteria's (contribution to carbon reduction, bus provision in areas of deprivation and post COVID patronage recovery), which reflected issues of increased importance and relevance since the criteria-based approach was adopted in 2011. The Committee were pleased to hear that the proposed revised criteria was supported by local residents.

The Committee also received an update on the BSIP / BSIP+ funding allocated to Cheshire East from the Department for Transport. It was noted that for 2023-24 Cheshire East received an allocation of £1,187,596. The Committee considered the proposed apportionment of funding for the six proposed initiatives as set out within paragraph 24 of the report, which had been developed in consultation with members of the Enhanced Partnership Board.

RESOLVED (unanimously):

That the Highways and Transport Committee

1. Approve the proposed new bus support criteria included at Appendix 1 as a basis for prioritising the Council's revenue expenditure on local bus services.
2. Approve the proposals for spending the Council's first allocation of BSIP+ funding for the current financial year (2023/24) and delegate the authority to spend the funding to the Director of Infrastructure and Highways, in consultation with the Enhanced Partnership Board. The projects delivered through this initial programme will inform the development of future programmes across the borough.
3. Note that future year programmes for BSIP / BSIP+ funding are still to be finalised and will be reported to Committee in due course. A briefing will be provided for the Committee upon publication of DfT's updated guidance for 2024/25, to ensure members have opportunity to guide the development of future year's programmes.

10 SECOND FINANCIAL REVIEW 2023/24 (HIGHWAYS AND TRANSPORT COMMITTEE)

The Committee received the report which provided the second review of the Cheshire East Council forecast outturn for the financial year 2023/24. Committee Members were asked to consider the serious financial challenges being experienced and recognise the core activities being undertaken to minimise the impact on services.

Members noted the difficult financial pressures facing the Council and that the Highways and Infrastructure Service had a £1.2m pressure against a net budget of £11.1m. It was reported that £1.6m of this pressure was attributed to a reduction in income generation from parking services. It was highlighted to the Committee that should the £1.2m pressure not be fully mitigated by the end of the financial year, this would roll-over into 2024-25.

The Committee thanked Tom Moody and his team for all their efforts in seeking to mitigate the growing financial pressures facing the service. Cllr Crane also encouraged all Committee Members to join the cross-group campaign for additional funding from Central Government to enable the Council to provide key services to residents.

RESOLVED:

That the Highways and Transport Committee

1. Consider the report of the Finance Sub Committee: Finance Sub-Committee, 2nd November, 2023.
2. Consider the factors leading to a forecast adverse Net Revenue financial pressure of £1.2m against a revised budget of £11.2m (10.7%).
3. Consider the forecast and further mitigations needing to be identified, aimed at bringing spending back in line with budget.
4. Consider the in-year forecast Capital Spending of £70.3m against an approved MTFS budget of £63.9m.
5. Scrutinise the contents of Annex 1 and Appendix 6 and note that any financial mitigation decisions requiring approval will be made in line with relevant delegations.

11 MEDIUM TERM FINANCIAL STRATEGY CONSULTATION 2024/25 - 2027/28 (HIGHWAYS AND TRANSPORT COMMITTEE)

The Committee received the report which set out the indicative financial envelope for the Committee to support consultation on the development of the Cheshire East Medium-Term Financial Strategy 2024/25 to 2027/28.

Cllr Chadwick queried the budget for flood risk management and where the funding would come from in the event of any flood incident within the borough. Officers committed to providing a written response however highlighted that an update report on Flood Risk Management would be presented to the Committee in January 2024 and would be an ideal opportunity to discuss this further.

RESOLVED:

That the Highways and Transport Committee

- 1 Note the indicative budget envelope for this committee, as approved at the Finance Sub-Committee on 2 November, as a way of setting financial targets in support of achieving a balanced budget for 2024/25.
- 2 Note that officers will develop further proposals in consultation with Members to enable wider stakeholder consultation prior to approval by Council.
- 3 Note that Committees will be presented with the opportunity to further review financial proposals, designed to achieve a balanced budget, as part of their January cycle of meetings prior to recommendations being made to Council for approval.

Cllr P Coan and Cllr A Gage left the meeting.

**12 TOWN AND COUNTRY PLANNING ACT 1990, SECTION 257:
PROPOSED DIVERSION OF PUBLIC FOOTPATH NO.32 IN THE TOWN
OF CREWE (PART)**

The Committee considered a report detailing the investigation to divert part of Public Footpath No. 32 in the Town of Crewe following receipt of an application from a developer. The Committee considered the application and the evidence submitted as set out within the officer report.

The Committee considered that it was necessary to divert part of Public Footpath No. 32 in the Town of Crewe as illustrated on Plan No. TCPA/022, to allow the construction of a new indoor sports facility, gymnasium and associated access, car parking and landscaping works as detailed within the planning reference 23/2182N.

RESOLVED (unanimously):

That the Highways and Transport Committee

1. Agree that a public path diversion order be made under section 257 of the Town and Country Planning Act 1990 for part of Public Footpath No. 32 in the Town of Crewe as shown on Plan No. TCPA/022 on the grounds that Cheshire East Borough Council is satisfied that it is necessary to do so in order to enable development to be carried out.
2. Agree that public notice of the making of the Order be given and in the event of there being no objections within the period specified the Order be confirmed in the exercise of the powers conferred on the Council by the said Act.
3. Note that in the event of objections being received, Cheshire East Borough Council be responsible for the conduct of any hearing or Public Inquiry.

**13 WILDLIFE & COUNTRYSIDE ACT 1981, PART III, SECTION 53:
APPLICATION NO. MA/5/264, FOR THE ADDITION OF A RESTRICTED
BYWAY, MILL LANE, RAINOW**

The Committee considered a report detailing the investigation of an application made by Sarah Giller, Clerk and Responsible Financial Officer (RFO) for Rainow Parish Council, to amend the Definitive Map and Statement by adding a restricted byway.

The Committee considered the evidence submitted as set out within the officer report and agreed that it be reasonably alleged that restricted byway rights did, on the balance of probabilities, be shown to subsist along Mill Lane, Rainow.

RESOLVED (unanimously):

That the Highways and Transport Committee

1. Agree that a Definitive Map Modification Order be made under Section 53(3)(c)(i) of the Wildlife and Countryside Act 1981 adding a restricted byway along Mill Lane as show on Plan No. WCA/032.
2. Agree that public notice of the making of the Order be given and in the event of there being no objections within the period specified, the Order be confirmed in the exercise of the powers conferred on the Council by the said Act.
3. Note that in the event of objections being received, Cheshire East Borough Council be responsible for the conduct of any hearing or Public Inquiry.

**14 WILDLIFE & COUNTRYSIDE ACT 1981, PART III, SECTION 53:
APPLICATION NO.MA/5/227: APPLICATION TO ADD A PUBLIC
FOOTPATH BETWEEN ALDERLEY ROAD AND GROVE STREET,
WILMSLOW**

The Committee considered a report detailing the investigation into an application made by Mr Davenport to amend the Definitive Map and Statement to add a public footpath between Alderley Road and Grove Street, in the town of Wilmslow.

The Committee considered the evidence submitted as outlined within the report and agreed that the documentary evidence considered in this case did not demonstrate the existence of the route. The user evidence investigated and discussed provided insufficient evidence of use by foot over the relevant 20-year period and, in conjunction with the historical evidence, lead to the assertion that footpath rights did not exist.

RESOLVED (unanimously):

That the Highways and Transport Committee

1. Agree that a Modification Order not be made under Section 53(3)(c)(i) of the Wildlife and Countryside Act 1981 to modify the

Definitive Map and Statement to add a footpath as shown between points A and B on Plan No. WCA/035 at Appendix 1.

2. The application be refused on the grounds that there is not any robust evidence to overturn the legal presumption that the Definitive Map and Statement are correct.

15 WILDLIFE & COUNTRYSIDE ACT 1981, PART III, SECTION 53, APPLICATION NO: MA/5/247: APPLICATION FOR THE PART ADDITION OF A BRIDLEWAY AND PART UPGRADING OF PUBLIC FOOTPATH NO: 13, BOLLINGTON TO A PUBLIC BRIDLEWAY

The Committee considered a report detailing the investigation into the application made by Andrea Longden to amend the Definitive Map and Statement to add part of a Public Bridleway and partly upgrade existing Public Footpath no:13 to a Bridleway in the Parish of Bollington thus creating a through public bridleway from Oak Lane to Greenfield Road.

The Committee considered the evidence submitted as outlined within the report and agreed that the balance of user evidence combined with documentary evidence supported the case that a Public Bridleway subsisted along the route between points A-B-C-D as shown on Plan No. WCA/36.

RESOLVED (unanimously):

That the Highways and Transport Committee

1. Agree that a Definitive Map Modification be Order be made under Section 53(3)(c)(i) of the Wildlife and Countryside Act 1981 adding a Public Bridleway as shown on Plan No: WCA/36
2. Agree that public notice of the making of the Order be given and in the event of there being no objections within the period specified, the Order be confirmed in the exercise of the powers conferred on the Council by the said Act.
3. Note that in the event of objections being received, Cheshire East Borough Council be responsible for the conduct of any hearing or Public Inquiry.

16 HIGHWAYS ACT 1980, SECTION 119: PROPOSED DIVERSION OF PUBLIC FOOTPATH NO. 6 (PART) AND PUBLIC BRIDLEWAY NO.1 (PART) IN THE TOWN OF CONGLETON

The Committee considered a report detailing the investigation to divert part of Public Footpath No. 6 and part of Public Bridleway No. 1 in the Town of Congleton following receipt of an application from the landowner.

The Committee considered the evidence submitted as outlined within the report and in accordance with Section 119(1) of the Highways Act 1980, noted it was within the Council's discretion to make an Order if it appeared to be expedient to do so in the interests of the public or of the owner, lessee or occupier of the land crossed by the path. The Committee agreed that the proposed diversion was in the interests of the landowner.

RESOLVED (unanimously):

That the Highways and Transport Committee

1. Agree that a Public Path Diversion Order be made under Section 119 of the Highways Act 1980, as amended by the Wildlife and Countryside Act 1981, to divert part of Public Footpath No. 6 and part of Public Bridleway No. 1 in the Town of Congleton by creating a new section of public footpath and bridleway and extinguishing the current sections of footpath and bridleway as illustrated on Plan No. HA/149, on the grounds that it is expedient in the interests of the landowner.
2. Agree that public notice of the making of the Order be given and in the event of there being no objections within the period specified, the Order be confirmed in the exercise of the powers conferred on the Council by the said Acts.
3. Note that in the event of objections being received, Cheshire East Borough Council be responsible for the conduct of any hearing or Public Inquiry.

17 WORK PROGRAMME

The Committee considered the Work Programme. It was noted that the following items would be added to the Work Programme:

- Draft Crossing Facilities Strategy – consultation response
- National Parking Platform Pilot Project – September 2024.

Councillor Braithwaite also requested that an update on Ward Member Budgets be added to the Work Programme.

RESOLVED:

That the Work Programme be received and noted.

The meeting commenced at 10.00 am and concluded at 12.45 pm

Councillor C Browne (Chair)

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OPEN

Highways and Transport Committee

25th January 2024

Medium Term Financial Strategy – Parking Review

Report of: Tom Moody, Director of Highways and Infrastructure

Report Reference No: HTC/18/23-24

Ward(s) Affected: All Wards

Purpose of Report

- 1 The purpose of this report is to recommend to Committee, proposals on the implementation of changes to the public parking provision in Cheshire East, following statutory consultation. Specifically, this report is intended to:
 - (a) Present the outcomes of the statutory consultation undertaken between September and November 2023 and how they have helped to inform the final proposals.
 - (b) Provide the committee with recommendations for implementing final proposals to deliver the Parking Review, as included in the adopted Medium Term Financial Strategy (Initiative MTFS-108).
 - (c) Provide options and assurance to the Committee that the proposals meet the savings targets of the adopted Medium Term Financial Strategy, as failure to achieve this would worsen the Council's overall budget position and require savings to be made in other areas of Highways and Transport.
- 2 The final proposals respond to the council's adopted MTFS (Medium Term Financial Strategy) and contribute to the strategic aims and objectives in the Corporate Plan 2021-25 as follows:
 - (a) **Open** – providing stakeholders and the general public with the opportunity to express their views and shape final proposals presented in this report.

- (b) **Fair** – improve the fairness and equity of the charging regime across the Council’s parking estate, providing opportunities for greater investment in the Council’s parking estate, as well as local transport projects to help improve connectivity between our communities.
 - (c) **Green** – improve parking management and encourage greater use of active and sustainable modes of transport, especially for shorter trips.
- 3 If the Highways and Transport Committee are unable to agree the recommendations to increase parking revenue put forward within this report, Cheshire East Council would be left with significant budgetary pressures. The consequences of this would result in a need to reduce spending and therefore a reduction in other areas of service including, but not restricted to local bus subsidy and highways maintenance.
- 4 The final proposals align with the framework set out within the adopted Local Transport Plan (LTP) and associated High-Level Parking Strategy, which includes policies to address recovery of the service costs from users including costs associated with operating and maintaining off-street car parks. At the same time, these proposals contribute to wider policy objectives by encouraging users to consider alternative sustainable and active modes of transport for journeys, especially for shorter journeys.
- 5 The proposals are also aligned with the priorities and policies set out in the Environment Strategy, Health and Well-being Strategy and the Carbon Neutral Action Plan.

Executive Summary

- 6 Cheshire East Council operates 111 public car parks located throughout the Borough, serving towns and village centres plus a number of residential areas. Provision of public car parks is a discretionary service, though it is widely acknowledged that effective management of parking contributes positively to the achievement of Council policy priorities for transport and travel, regeneration, economic growth and improving the public realm.
- 7 Provision of public car parking in Cheshire East reflects a host of legacy arrangements inherited from the former county and district councils. Overall, 7 towns/villages are subject to pay & display parking whilst 12 towns/villages remain free of charges. The absence of a more consistent approach across the borough leads to:
 - (a) Arrangements that rely on the cross-subsidisation of some localities by others, thereby failing to provide an equitable or fair

service across all communities benefitting from the provision of car parks,

- (b) Sub-optimal recovery of value (revenue) from the Council's car park estate, and
 - (c) Inconsistent management of car parks as a mechanism to promote active or sustainable transport options as part of a wider integrated transport strategy for Cheshire East.
- 8 This report recommends to the Committee a series of changes to the Borough wide parking (on and off-street) provisions that are appropriate to ensuring parking is provided more consistently, equitably and sustainably within Cheshire East.
- 9 The report recommends the introduction of a number of changes to parking across the Council's car parks, in order to deliver the financial savings, set out in initiative MTF5-108 in the Council's adopted medium term financial strategy. These changes also reflect the council's published policy priorities for the local transport network, including a transition towards measures that promote active travel, public transport and contribute to the reducing the impact of transport on climate change.
- 10 The report recommends revisions to the levels of car park tariffs to reflect an inflationary uplift in relation to the costs of operation, maintenance and enforcement for off-street parking. Cheshire East Council has increased its parking charges only once since 2009 (by 10p per hour) despite incurring significant cost inflation on service delivery.
- 11 The report presents the outcomes of a 6-week statutory consultation on proposed changes, including a specific set of modifications to the proposals based on the responses to consultation (Appendix 3). Also, there will be some minor variations to proposed on-street controls to reflect the responses to consultation.
- 12 The report further recommends that proposals for changes to the arrangements for staff and member parking permits are integrated with the overall Corporate travel plan for Cheshire East Council, with consultation on these measures to take place with staff representative organisations (Appendix 6).
- 13 The report sets out the approach to assessing the need for any mitigation measures, in order to manage any potential impact of displaced parking pressures. Town-by-town reports were published as part of the consultation summarising how these assessments were conducted. A series of priority mitigations have been identified (Appendix 7), and Committee should note that these measures will be

subject to separate statutory consultation where traffic regulation orders are required.

- 14 The report makes provision for further annual reviews of car parking tariffs, in future years, as part of the Council's annual review of fees and charges.
- 15 The report seeks approval to remove a local dispensation of parking charges for users of Crewe and Nantwich leisure centres, which is a legacy arrangement that incentivises car use whilst incurring avoidable administration costs for Leisure Services, circa £70,000 per year.

RECOMMENDATIONS

The Highways and Transport committee is recommended to:

1. Consider the outcomes of the statutory consultation on proposals to extend and revise the Council's Pay & Display parking provision with a view to ensure car parks are provided and managed more consistently and equitably throughout the Borough.
2. Approve the introduction of changes to the Council's parking regime, in accordance with the measures defined in Appendix 3 of this report and authorise the Director of Governance and Compliance to make all necessary arrangements to bring into effect the recommendations.
3. Note that a series of mitigation measures have been identified to manage any potential displacement of car parking as a result of these changes (Appendix 7). Members are advised that these measures are expected to require further statutory consultation prior to the making of relevant Traffic Regulation Order. As such ward councillors and town/parish councils will be consulted as part of these procedures.
4. Authorise the Director of Highways and Infrastructure to monitor the impact of these changes, commence the necessary statutory consultations and implement these mitigation measures where there is evidence of a need to do so. Monitoring will take place before and after the implementation of new parking charges to assess any impacts arising.
5. Authorise the Executive Director of Place to engage and agree devolution of any car parks to Town and Parish Councils, where they have expressed a willingness to pursue this option, noting that these negotiations will be pursued so that Cheshire East Council is neither better nor worse off than if proposals for car parking charges were implemented. Otherwise, in circumstances where a car park is underutilised and demand can be met in other facilities, arrange for the closure and disposal of car parks. Subject to approval, town and parish councils will be informed of these opportunities to ensure they may fully consider these options.
6. Agree that the legacy arrangement to refund parking costs for users of Crewe and Nantwich leisure centres be terminated, to ensure consistency with other Council leisure centres.

7. Authorise the Executive Director of Place to review parking charges annually in future years as part of the annual review of Fees and Charges. These reviews will take account of annual inflation and other relevant factors, and Committee will be notified of future changes in advance of a statutory consultation period.
8. Agree that proposals relating to the future provision of staff and member parking permits (Appendix 6) be subject to consultation with staff, members and representative bodies as part of updating the Council's Corporate Travel Plan.
9. Note that the initial trial of demand-responsive parking tariffs will commence following the opening of the new Royal Arcade MSCP in Crewe.
10. Note the implementation plan for these proposals (Appendix 8), which is designed to provide the maximum timely contribution to the MTFS outcomes.
11. Subject to decisions on the earlier recommendations in this report, approve a Supplementary Capital Estimate to provide for the costs of extending pay and display parking provision and associated mitigation measures, which are estimated to be £0.9m. This will be funded by prudential borrowing and repaid through service budgets.

Committee should note that approval of these recommendations (as above) does not meet the full MTFS savings target for the parking review. Details are provided in the Financial Implications (from Paragraph 64), which identifies an estimated shortfall of £800,000 (full year effect). The following measures may be considered in addition, to ensure a balanced budget for this MTFS initiative. Members are recommended to identify any of the following measures to be implemented in 2024/25 to resolve the £800,000 budget gap.

12. Removal of cash payments in all Pay & Display car parks. Instead, users will have the options to pay by card, phone or contract parking permit purchase. Removing the need to collect cash payments will reduce operating costs (cash collection) by circa £100,000 annually. Mindful that cash payments are a high proportion of parking transactions in Cheshire East, typically over 40% of total payments; consideration of moving to cashless payment should take account of the progress of the National Parking Platform (NPP). This is intended to provide a consistent parking App for users nationwide. Timing a transition to cashless to coincide with NPP will enable the Council to draw on promotional, awareness-raising media supporting the national initiative.
13. Commencing parking charges at 8am in all locations would yield an extra £50,000 (estimated) compared to the proposals in Appendix 3. This approach would make no special provision at car parks where there are high levels of school drop off / pick up activity. This approach could incentivise healthier and more sustainable travel to schools including walking, cycling and public transport use.
14. Revoking the offer of "4 free days" that is currently available to town and parish councils where charges apply would increase annual revenues by £120,000 (estimated). This offer would be retained in circumstances where the

town or parish council offered to fund the revenue lost by suspending parking charges for 4 days.

15. Introduction of a Sunday parking charge could yield additional revenues, as follows:

Option A is based on a flat charge of £2 per day which is estimated to yield £100,000 per annum (full year effect).

Option B is based on weekday parking charges being extended to Sundays which is estimated to yield £180,000 per annum (full year effect).

There will be additional operational costs for enforcement cover during Sundays, in order to ensure compliance with the extended charging periods. In this regard, a flat daily charge on Sundays is preferable as it minimises the requirement of extra enforcement patrols.

16. Extension of parking charges to cover evening periods (6pm to 10pm) is estimated to yield annual revenues of £300,000. There will be additional operational costs for enforcement cover during evenings, in order to ensure compliance with extended charging periods.

Subject to agreement on any of these supplementary measures (12-16 above), Committee is recommended to authorise the Director of Highways and Infrastructure to make all necessary arrangements to implement and commence the required statutory consultations to progress these measures.

Background

- 16 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.
- 17 Provision of public car parks is a discretionary service, though it is widely acknowledged that effective management of parking contributes positively to the achievement of Council policy priorities for transport and travel, regeneration, economic growth and improving the public realm.

Due to a number of legacy arrangements inherited by the council, there are significant differences in the location of charged (pay & display) and free car parks. There are several key and local service centres where car parking remains free of charge.

- 18 These legacy arrangements mean that service users in towns with parking charges effectively cross-subsidise the provision of free car parks in other centres. Hence, the Councils current approach to service delivery is a spatially inequitable and suboptimal approach to utilising the car parks estate.
- 19 When adopting the MTFs and its budget for 2023/24, the council included a High-Level Business Case (HLBC) for a review of parking charges. The final proposals aim to provide a fair, responsive and equitable parking service and respond to this HLBC.
- 20 The operation and maintenance of free council car parks costs approximately £400,000 per annum. These costs decrease the overall budget available for investing in the parking estate and other local transport schemes. In addition to these direct costs, the operation of a significant number of free car parks is an opportunity cost to the Council, as these car parks do not make a full contribution to the Council's budget pressures.
- 21 The High-Level Business Case included four initiatives:
 - (a) To develop proposals for implementing Pay & Display parking charges 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 revision to tariffs proposed in 2018.
 - (c) To review the Council's use of staff and member parking permits in order 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 a number of locations, including the new Royal Arcade car park in Crewe plus sites in Macclesfield and Wilmslow, to assess whether such an approach has wider applications across the parking service.

- 22 To deliver a policy response to the LTP, improve the fairness and equity of the parking service and the challenge defined in the MTFS, a comprehensive set of proposals were developed town-by-town (Appendices 1a and 1b). Following a resolution at highways and transport committee on 20 July 2023, a statutory public consultation was launched to seek the views of stakeholders and the general public on the following proposals:
- (a) Introduce parking charges in some car parks where parking is currently free;
 - (b) Increase current parking charges by the rate of inflation in some car parks across the borough;
 - (c) Reduce parking charges in some car parks due to their location and usage; and
 - (d) Make changes to the limited waiting bay periods at certain on-street locations.
- 23 The council is also currently undertaking a review of staff and member parking permits to develop an approach that better aligns with the Corporate Travel Plan, encourages travel by more active and sustainable modes of transport and reduces costs to the council. The development of a new approach to the provision of staff and member permits will be integrated into an updated Travel Plan, which will reflect imminent changes to the use of the corporate office estate. At all times, parking permits will be considered with reference to the needs to deliver services to clients whilst minimising costs and improving the sustainability of operations.
- 24 The council intends to introduce trials of demand responsive parking charges across Crewe, Macclesfield and Wilmslow. The first trial will be held at the Royal Arcade multi-storey car park in Crewe following its construction and commencement of operation.

Consultation and Engagement

- 25 A statutory consultation took place with stakeholders and the general public for a six-week period between Wednesday 20 September 2023 and Monday 06 November 2023 inclusive.
- 26 The notices of proposal for the off-street and on-street orders that were consulted on during the statutory consultation period are in Appendix 1a and Appendix 1b, respectively.
- 27 A consultation report is provided in Appendix 2, which provides a town-by-town analysis of the key themes and representations made.

- 28 Of the 8,384 representations received by the council; 2% supported the proposals and 96% objected to the proposals. 2% of responses were neutral (i.e., not against or in favour of the proposals).
- 29 Approximately 84% of the objections received were from towns that currently have free parking. 73% of those in support were from towns that currently have parking charges.
- 30 Key themes raised by those objecting to the proposals during the statutory consultation were:
- (a) Concerns around the vitality of each place in the borough; specifically, that footfall would drop as members of the public would choose to drive to other towns or out of town retail parks with free parking.
 - (b) Displaced traffic would likely use surrounding residential streets and park inconsiderately/ illegally, making these streets more congested and difficult to access for residents.
 - (c) Parents would likely choose to park on neighbouring residential streets during school drop off/ pick up times, exacerbating existing parking issues and potentially compromising the safety of children walking between cars and schools.
 - (d) Proposals adding pressure to household budgets during a cost-of-living crisis, particularly residents and workers who currently use free car parks.
 - (e) In some places across the borough, some representations highlighted there is insufficient public transport or walking and cycling infrastructure to encourage trips by these modes.
 - (f) The proposed 30-minute stay duration for on-street parking is too short and could potentially impact town vitality. It was also noted that the decrease in time would potentially hinder access for those with pushchairs and/ or people with less mobility.
- 31 Those representations that were in support of the proposals cited:
- (a) A lack of fairness with the current parking regime. Representations from charged towns did not think that cross-subsidising other free car parks is fair. Additionally, some representations stated that parking charges should be the same across all towns.

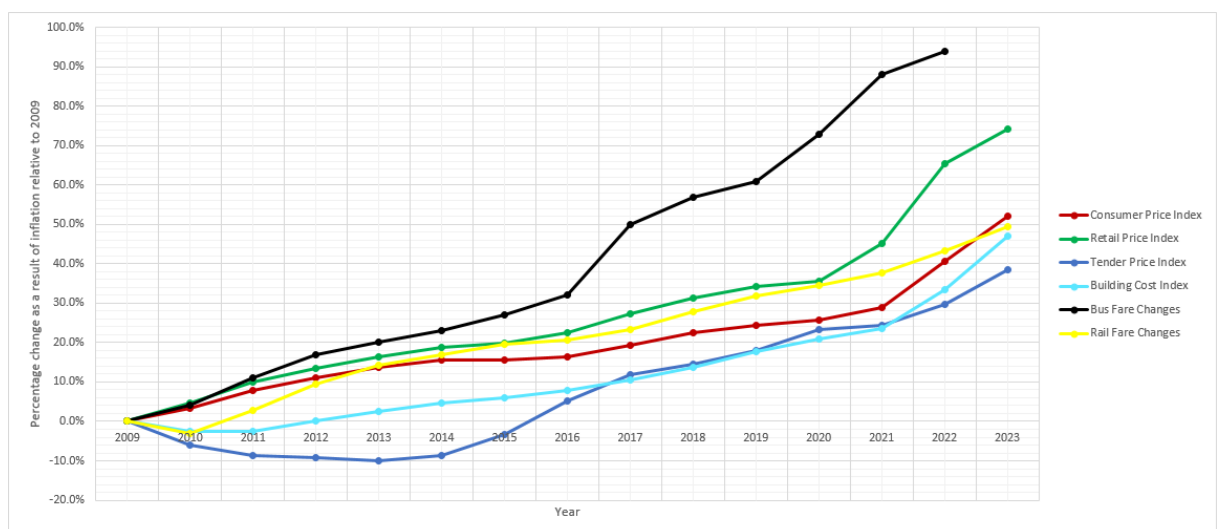
- (b) The council should recover costs for operating and maintaining car parks. Reducing the amount of free parking means the recovery of costs are apportioned more fairly across the borough.
 - (c) Some representations stated that an increase in surplus revenue should help fund active travel schemes and improve local bus service provision.
 - (d) Free parking encourages and incentivises driving rather than travel by other modes of transport. Introducing parking charges will start to make other modes of transport more competitive from a cost perspective and potentially influence driver behaviour.
 - (e) In some key and local service centres, residents who live outside of town struggle to find a parking space in a free car park and drive to other towns (or back home). The lack of turnover encourages use of services in other areas and towns, impacting on the vitality of the town with no spare parking capacity.
 - (f) In some key and local service centres, representations stated that car parks were used by residents for parking second and third vehicles where there was insufficient parking space at home addresses. This was causing spaces to be taken up for long periods (particularly post-COVID where there is more home working), which reduces available spaces for workers and visitors, impacting on town vitality.
 - (g) In some key and local service centres, free car parking close to railway stations encourages trips by commuters from nearby settlements who park all day and travel by rail. This restricts the number of available spaces for other users who would support the local town economy.
- 32 All representations made as part of this statutory consultation have been considered and have informed the development of an amended set of proposals.
- 33 After considering the representations, a set of revisions have been identified to respond to the key concerns raised during consultation. The schedule of modification is presented in Appendix 3, on a town-by-town basis.
- 34 Key changes at a borough-wide level based on stakeholder and public feedback are:
- (a) Stay durations for on-street parking in all towns will remain as they currently are.

- (b) The Free after 3pm initiative will be extended to towns that currently have free parking. Those towns with one car park (Audlem, Bollington and Poynton) would also be Free after 3pm. The following car parks in free towns with more than one car park are proposed for Free after 3pm:
 - (i) Alsager – Fairview car park to support the school pick up during the afternoon and town vitality.
 - (ii) Handforth – School Road car park to support town centre vitality.
 - (iii) Holmes Chapel – London Road car park to support town centre vitality.
 - (iv) Middlewich – Southway car park to support the school pick up during the afternoon and town vitality.
 - (v) Prestbury – Springfields car park to support the school pick up during the afternoon and town vitality.
 - (vi) Sandbach – Westfields car park to support the school pick up during the afternoon and town vitality.
 - (c) The Free after 3pm initiative will be retained in all towns that currently charge for parking. In Macclesfield, it is proposed that Duke Street car park rather than Whalley Hayes will become the new Free after 3pm car park because it is closer to shops and the town centre.
 - (d) In Wilmslow, currently there is no Free after 3pm car park. Broadway Meadow is proposed as the Free after 3pm car park.
 - (e) No other changes to the existing Free after 3pm car parks are proposed.
- 35 The council published its assessment of potential mitigation measures as part of the statutory consultation. Representations provided alternative suggestions and other areas/ streets to consider, which have been considered as part of the amended proposals.
- 36 The council is committed to monthly monitoring of the impacts of the proposals outlined in each of the town strategy reports over a six-month period from when the proposals are implemented. Monitoring will also consider other streets put forward during the statutory consultation period.

- 37 During the monitoring period, which will review the number of vehicles parking on-street, a mitigation strategy will be produced for each town based on evidence from patrols completed by parking services. This strategy will keep under review the need for any timely introduction of mitigation measures, should displacement of parking lead to particular road safety or traffic flow impacts.
- 38 Any mitigations that are proposed for implementation would be subject to their own statutory consultation process, which will provide members, stakeholders and the general public the opportunity to provide feedback before any final decisions are made. Committee is advised that should there be instance of severe impacts, the Council has recourse to Temporary or Experimental Traffic Regulation Orders which can be introduced to much shorter timescales than permanent orders. The Director of Highways may consider whether evidence from monthly monitoring justifies use of these legal instruments to introduce mitigation measures.

Reasons for Recommendations

- 39 Parking charges have been increased only once in 2018/19, since Cheshire East Council was formed in 2009. Since then, costs of maintaining, managing and operating car parks have significantly increased. Adjusting tariffs to align with inflation will help to maintain a viable and financially sustainable parking offer to service users.
- 40 The figure below shows how prices have changed (2009-2023) across a range of inflation indices, covering relevant service, construction and passenger transport sectors. In comparison to these trends, Cheshire East Council's approach to reviewing parking charges throughout this period has failed to reflect wider inflationary trends.



- 41 Introducing parking charges in Alsager, Audlem, Bollington, Handforth, Holmes Chapel, Middlewich, Poynton, Prestbury and Sandbach will help to create a fairer parking regime across the borough where the service user pays for parking. It will also allow the council to recover its costs associated with operating and maintaining the car parks in each town, potentially creating a greater overall budget to invest in the car parks estate and other local transport or highway schemes.
- 42 The Council cannot introduce parking charges on Scotch Common and Little Common car parks in Sandbach because it is registered Village Green. It was registered as a Village Green in 1979. The application to register it was made in 1968. The right for people to use the registered village green for sports and pastimes cannot interfere with the landowner's previous uses of the land. Should the Council choose to regulate the parking use of Scotch Common by imposing charges or to limit the length of parking, it would need to be able to formalise the parking by incorporating it into the consolidated order. In order to do this the Council would need to show that the land had been used for car parking for a 20-year period prior to 1968; being the date the application for village green status was made. The earliest mention of car parking on Scotch Common, which can be identified and verified, is in the early 1960's. 20 years use has not been proven and therefore there is no proposal to change the arrangements from the status quo.
- 43 Introducing charges in Ryleys Lane (Alderley Edge) aims to encourage turnover of spaces and improved accessibility to the park. Introducing charges in Cotterill Street West (Crewe) and Wood Street (Crewe) helps to encourage a turnover of spaces to support the retail offer on Nantwich Road.
- 44 Free parking is recommended to be retained in Waterloo Road (Haslington), Queen Street (Shavington) and Fanny's Croft (Alsager) car parks because they are smaller car parks that are predominantly used by local people for trips outside of the town centres. These facilities do not generally support town centre businesses, a visitor economy or local services such as restaurants, bars or supermarkets.
- 45 Representations made during the statutory consultation period stated that 30 minute on-street parking restrictions were not appropriate or long enough to support town centres. Taking onboard this feedback, it is recommended to retain all existing on-street stay durations in their current form.
- 46 The parking place near to M6 Junction 17 is predominantly used by car-sharers who are travelling to destinations outside of the borough. The parking place has costs associated with operating and maintaining the

car park and supports the policy within the High-Level Parking Strategy of recovering costs from service users.

- 47 Amending waiting restrictions as set out in Appendix 1 will help to improve the safety of all users with negligible impact on parking capacity. No formal representations to these proposals were raised during the statutory consultation period.
- 48 The cost of collecting cash from Pay & Display machines is significant to the council circa £100,000 per annum should the recommendations in this report be approved. During the first pandemic lock-down, the Council went cashless on its pay & display car parks, instead relying on card, phone or permit payment methods. There was a significant adverse reaction from service users, who generally value the option to use cash, particularly those demographic groups with limited access to mobile phones or bank accounts. The option to do wholly cashless has been assessed and the relevant equalities impact assessment is at Appendix 5.
- 49 Parking charges will be reviewed and adjusted annually through a statutory consultation process. This process is used for a number of other services, including car parks at our Country Parks.
- 50 The proposals are fairer than the current system where, for historical reasons, the rationale for car parks that are charged and those remaining free is not clear.
- 51 All car parks require maintenance, management and enforcement and therefore cost money for the council to operate. The current mixed and inconsistent approach to car park charging, with many being free, does not demonstrate how the council is achieving value for money from its car parking service across the whole borough.
- 52 The proposals assist in the delivery of the strategic objectives, and revenue savings, set out in the 2023-27 MTFS.

Other Options Considered

- 53 The alternative options that have been considered are provided below. This also takes into account feedback provided through the statutory consultation period where appropriate.

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.

Option	Impact	Risk
Reduce expenditure across other highways and transport programmes	MTFS savings could still be met. However, this would be met through reducing levels of other services (e.g., roads maintenance, bus services, sustainable travel measures).	<p>Reduced delivery against key council priorities.</p> <p>Risk to government funding streams for transport.</p>
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.	<p>Closure of car parks could impact Town Centre Vitality.</p> <p>Making town centres less accessible for our workers, residents, commuters, shoppers and visitors would also impact Town Centre Vitality.</p>
Raising MTFS savings through increases to council tax	<p>This would result in a general increase to council tax that all users would have to pay, regardless of whether they use council car parks (or own a car).</p> <p>It would also require a local referendum if the increase exceeded the 5% cap.</p>	Unfairness - all households in Cheshire East authority would be paying for the upkeep of car parks. 15% (25,000) of households do not own a car (Census 2021).
Extend Pay & Display parking charges to Blue Badge-holders (disabled drivers)	Extension of parking charges to cover Blue Badge holders using our car parks is estimated to yield £75,000 annually.	<p>Likely to be perceived as discriminatory against some of the more vulnerable residents who are already impacted by mobility impairments.</p> <p>Under the Blue Badge scheme,</p>

Option	Impact	Risk
		drivers have the option to park on highway including in areas with waiting restrictions. There is a risk of increased congestion and hazard if road users were incentivised in this way.
Out-source the Council's Parking Service to a commercial car park operating company.	Extended procurement / commissioning procedure will be required, leading to delays in realising increased revenues/cost savings.	<p>Little evidence of commercial interest in the parking estate, no approaches made by the commercial sector, so the value of benefits is unknown.</p> <p>Likely loss of flexibility and accountability should a commercial operating contract be put in place.</p> <p>Commercial operators unlikely to be interested in full extent of current estate i.e., 111 sites.</p> <p>Impacts of other planned investment programmes e.g., EV (Electric Vehicles) charge points funded by LEVI.</p>
Harmonise tariffs across the Borough by removing tariffs	Further incentivises car travel in Cheshire East, leading to increased car travel	Loss of revenue will put at risk the civil enforcement of parking places and

Option	Impact	Risk
from all Council car parks.	<p>especially in towns and villages,</p> <p>Council would lose all car parking revenues, typically over £5m annually.</p>	<p>waiting restriction in the borough.</p> <p>Incentivising car use will make it more difficult to meet ambition for Net Zero by 2045 and Air Quality targets.</p> <p>Approach is contrary to national transport strategies and may put at risk future government funding for local transport.</p> <p>Incentivises car travel into towns with potential for increased trade but greater traffic congestion in towns and villages,</p>

Implications and Comments

Monitoring Officer/Legal

- 54 Under the Local Government Act 2003, the Council can charge for discretionary charges for the services that it provides. Discretionary services are services where the council has the power but is not obliged to provide. The Local Government Act 2000 gave local authorities a general power to promote the economic, social and environmental well-being in local communities. The 2003 Act allows authorities to set the level of the charge for each discretionary service as they think fit within the restriction that the income from charges for each kind of service must not exceed the costs of its provision nor can the Council charge for services that it mandated to provide or has a legal duty to provide.
- 55 The Localism Act 2011 introduced the General Power of Competence, which allows the Council to do anything an individual can do, provided it is not prohibited by other legislation. These powers have replaced the previous well-being powers; however, the use of these powers must be

in support of a reasonable and accountable decision made in line with public law principles. This includes the ability to charge for services.

- 56 The Council has a fiduciary duty at all times to the taxpayers and must fulfil its duty in a way that is accountable to local people as to how it spends its public funds.
- 57 In proposing variations to the Council's on-street and off-street parking orders the Council must follow the procedures set out within The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("1996 Regulations").
- 58 The Council's consultation has exceeded the minimum consultation requirements set out within the 1996 Regulations.
- 59 Any objections to the consultation must be made within the consultation period and (a) be made in writing; (b) state the grounds on which it is made; and (c) be sent to the address specified in the notice of proposals. Verbal objections or objections which do not accord with these requirements cannot be considered.
- 60 The Council must give due consideration to any objections which have been validly lodged in accordance with the requirements of Reg 8 of the 1996 Regulations and after making an Order must within 14 days provide reasons to objectors where the Council has not fully or in part acceded to their objection.
- 61 The Council may under Reg 14 of the 1996 Regulations, before the Order is made, make modifications, whether in consequence of any objections received or otherwise. Where any modifications are proposed which results in a substantial change in the order then the consultation process will have to be restarted to consult upon those modifications. Cumulative small amendments may result in a substantial change to the Order overall. Members must be mindful that a substantial change to the proposed Order will require re-consultation which will, necessarily, delay the implantation of the proposals.
- 62 The amendments in Appendix 3 in the main relax the restrictions vis a vis the consulted proposals and so would not represent a substantial change to the proposals.
- 63 In accordance with Regulation 19 of the 1996 Regulations the Council may make an Order in part whilst deferring a decision on the remaining part(s). Where an Order has been made in part the Council may subsequently deal with the remaining proposals by abandoning them, further deferring a decision on them, or making an order or orders giving effect to them in whole or in part. Deciding not to proceed with some

parts of the proposals (i.e., the restrictions remain the same at that location) would not represent a modification under Reg 14.

- 64 Following the making of an Order a six-week challenge period begins, where anyone who believes that the proposals in the Order are not within the powers conferred by the Act, or any requirement of the Act or any instrument made under the Act has not been complied with then they may make an application to the High Court.
- 65 The use of any Surplus generated from on-street parking charges and any enforcement activities (whether on-street or off-street) is governed by Section 55 of the Road Traffic Regulation Act, 1984 which specifies that the Surplus may be used for:- (a) the making good to the general fund of any amount charged to that fund (to make good any deficit in the SPA) in the 4 years immediately preceding the financial year in question; (b) meeting all or any part of the cost of the provision and maintenance by the local authority of off-street parking accommodation, whether in the open or under cover; (c) the making to other local authorities or to other persons of contributions towards the cost of the provision and maintenance by them, in the area of the local authority or elsewhere, of off-street parking accommodation, whether in the open or under cover; (d) if it appears to the local authority that the provision in their area of further off-street parking accommodation is unnecessary or undesirable, the following purposes— (i) meeting costs incurred, whether by the local authority or by some other person, in the provision or operation of, or of facilities for, public passenger transport services, (ii) the purposes of a highway or road improvement project in the local authority's area, (iii) in the case of a London authority, meeting costs incurred by the authority in respect of the maintenance of roads maintained at the public expense by them, (iv) the purposes of environmental improvement in the local authority's area, (v) in the case of such local authorities as may be prescribed, any other purposes for which the authority may lawfully incur expenditure;
- 66 Case law has determined that the Road Traffic Regulation Act 1984 is not a fiscal act or taxing act. Any Surplus generated may be used, after the fact, for the purposes set out within Section 55 of the Road Traffic Regulation Act 1984. Whilst the uses to which off-street parking charge income, generated through Section 35 of the Road Traffic Regulation Act 1984, is not limited in the same way the Council is mindful that the Road Traffic Regulation Act 1984 is not a fiscal act and that any excess generated from off-street parking charge income is only allocated after the fact.
- 67 Legal title reviews have been carried out on the car parks on which the Council proposes to introduce charges to, and nothing has come to light

which would in the Council's opinion prevent the introduction of parking charges.

- 68 The requirements for any mitigations will be assessed following the implementation of the proposed measures once the effect of the proposals on the network is known. Mitigation measures cannot precede that assessment.

Section 151 Officer/Finance

- 69 During the 2022/23 financial year, the parking service generated a total revenue of £5.012 million. Levels of parking activity have been gradually recovering since the COVID-19 pandemic, which significantly impacted income over recent financial years.
- 70 The council completed a statutory public consultation on the proposals, which is a legislative part of the process. The parking service funded £15,000 from its existing budget for the cost of the statutory public adverts.
- 71 The full year effect of the savings associated with the parking review (MTFS 108) 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 will not be achieved.
- 72 The proposals for adjusting existing tariffs and introducing charges in free towns are projected to achieve a full year effect, total net revenue, of £1.5 million. This projection excludes potential savings associated with a review of staff and member permits, as well as changes to income from demand responsive parking charges.
- 73 The capital cost for implementing the proposals is approximately £500,000. This capital cost will be funded by prudential borrowing, to be repaid over a 10-year period from the increased parking revenues.
- 74 The cost for priority mitigations is estimated to be £395,000. Subject to the outcome of monitoring the requirement for mitigation measures and necessary consultation, these capital cost will be funded from the Council's prudential borrowing to be repaid over a 15-year period from the increased parking revenues.
- 75 The total annual costs of borrowing associated with these proposals is estimated to be £101,000, this includes the interest repayable as well as the repayment of the principal capital sum. A summary of the costs and revenues associated with these initiatives is provided at Appendix 9.

- 76 Committee is recommended to approve a Supplementary Capital Estimate to provide for the costs of extending pay and display parking provision and associated mitigation measures, which are estimated to be £0.9m. This will be funded by prudential borrowing and repaid through service budgets.
- 77 The savings associated with implementing the proposals and the review of staff and member permits are projected to be lower than the full year effect included in the HLBC. Therefore, 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

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

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. • Support a sustainable financial future for the council, through service development, improvement and transformation. • Look at opportunities to bring more income into the borough. 	<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.

- 79 The proposals are also consistent with, and support, the high-level parking strategy within the adopted Local Transport Plan and associated High Level Parking Strategy, the 2023-27 MTFS, Town Centre Vitality Plans, Council's Environment Strategy and Carbon Neutral Action Plan.
- 80 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.

Equality, Diversity and Inclusion

- 81 An Equality Impact Assessment has been produced to assess the impact of the proposals (see Appendix 4). This concluded that there would be no equality implications for groups with protected characteristics if the proposals are implemented.
- 82 A separate Equality Impact Assessment was produced for the potential transition from cash to cashless payments at Pay & Display machines (see Appendix 5). This concluded that there may be some implications for those in within the 'Age' protected characteristic group who may not have a mobile device and/or a bank account. However, the purchasing and upkeep of a motorised vehicle often involves a bank transaction, particularly for the purchase of petrol, MOT, servicing and insurances. The remaining payment options of debit/credit, chip and pin and contactless payments at the machine along with a mobile payment app solution still gives an adequate number of ways all age groups can pay for parking.
- 83 The Equality Impact Assessment for the transition to cashless payment sets out how the council would mitigate the impacts on those in the age related protected characteristic group.

Human Resources

- 84 There are no implications specific to human resources.
- 85 Advice from a corporate working group on Staff and Member permits will inform the proposals for implementation to be presented at a future meeting.

Risk Management

- 86 If the proposals are not implemented, the existing inconsistencies in the way that parking costs are recovered in different towns will not be addressed. Consequently, the parking regime would remain unfair.
- 87 Savings from other areas of the highways and transport budget would need to be identified if the proposals are not implemented.
- 88 The lead in times for some equipment (particularly pay and display machines and electrical connections) means that implementation may take between six to nine months.
- 89 A procurement exercise would need to be undertaken to purchase new pay and display machines. The council is investigating whether new machines can be purchased through existing frameworks. If this is not

the case, the procurement exercise will last between three and six months.

Rural Communities

- 90 There are no implications that are specific to rural communities. It is acknowledged that rural residents will experience parking charges when visiting any of the affected towns and villages; although these charges will be equivalent to those incurred by other residents using the same facilities.
- 91 Regarding the distribution of impacts between different groups, the council believes any differentials to be modest but, at the margins, impacts are likely to be greater for any rural residents with only limited opportunities to use alternative means of travel.

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

- 92 Representations raised concerns about the school pick up and drop off periods in some towns. The council has responded to this by proposing a modified charging period during school term time to ensure that all children and young people can continue to be dropped off safely.
- 93 The council is continuing its efforts via the sustainable modes of transport to school (SMOTS) strategy to encourage greater levels of walking, cycling and wheeling to/ from school.
- 94 Taking into account the above, there are not considered to be any implications that are specific to children and young people.

Public Health

- 95 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.
- 96 Specific local representations were received about the potential effects on local medical practices and medical centres. The Council has considered these representations. However, the proposals do not prevent anyone from using our public car parks to attend these medical facilities neither do the proposed tariffs impact on any private parking provision at these locations.
- 97 Regarding the distribution of impacts between different groups, the council believes 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

- 98 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 made by active travel by 2025.
- 99 The proposals will help to influence travel choices and driver behaviour, particularly for short trips, which will contribute towards achieving the targets for modal shift by 2025 and the councils' net zero targets.

Access to Information	
Contact Officer:	Richard Hibbert, Head of Strategic Transport and Parking Richard.hibbert@cheshireeast.gov.uk
Appendices:	Appendix 1a – Notice of Proposal for Off-Street Car Parks (Consultation Version). Appendix 1b – Notice of Proposal for On-Street Parking Places (Consultation Version) Appendix 2 – MTFS Parking Consultation 2023 Report Appendix 3 – Proposed Changes to Orders following consultation – For Approval Appendix 4 – Equality Impact Assessment - MTFS Parking Review Appendix 5 – Equality Impact Assessment – Parking Cashless Payments Appendix 6 – Staff & Member Permit Scheme – Proposals for consultation Appendix 7 – Schedule of mitigation measures

	<p>Appendix 8 – Draft Implementation Plan</p> <p>Appendix 9 – Summary cost estimates and revenue projections</p> <p>Appendix 10 – Business rates for car parks</p>
Background Papers:	All background papers are held on file by the Strategic Transport and Parking Service, Cheshire East Council.

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NOTICE OF PROPOSAL

**CHESHIRE EAST BOROUGH COUNCIL (OFF-STREET PARKING PLACES) (CONSOLIDATED) ORDER 2015
(VARIATION NO. 10) ORDER 2024**

1. Notice is hereby given that Cheshire East Borough Council proposes to make an Order under Sections 32, 35 and 35C and Part IV of the Road Traffic Regulation Act 1984, and all other enabling powers and in accordance with its duty under Part III of Schedule 9 of the Road Traffic Regulation Act 1984. The effects of the proposed Order will be to vary the Cheshire East Borough Council (Off-Street Parking Places) (Consolidated) Order 2015 (as amended) as follows:

New tariff rates between 8am and 6pm, Monday to Saturday of:

Town	Car Park	Tariffs / Permits							
		0-1 hrs	1-2 hrs	2-3 hrs	3-4 hrs	4-6 hrs	6-10 hrs	Quarter	Annual
Alderley Edge	Ryleys Lane (short stay)	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Alderley Edge	Ryleys Lane (long stay)	£1.00	£1.60	£2.30	£3.30	£4.40	£5.20	£228.00	£750.00
Alderley Edge	South Street	£0.80	£1.40	£2.00	£2.70	N.A.	N.A.	£195.00	£620.00
Alsager	Fanny's Croft	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Alsager	Fairview (short stay)	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	£195.00	£620.00
Alsager	Fairview (long stay)	£1.00	£1.60	£2.30	£2.70	£3.70	£4.30	£195.00	£620.00
Alsager	Station Road	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Alsager	Well Lane	£0.80	£1.40	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Audlem	Cheshire Street	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Bollington	Pool Bank	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Congleton	Antrobus Street	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	N.A.	N.A.
Congleton	Back Park Street	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Congleton	Chapel Street	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	£228.00	£750.00
Congleton	Fairground	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	N.A.	N.A.
Congleton	Park Street	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Congleton	Princess Street	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	£228.00	£750.00
Congleton	Roe Street	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	N.A.	N.A.
Congleton	West Street	£1.00	£1.60	£2.30	£2.70	£3.70	£4.30	£195.00	£620.00
Crewe	Chester Street	£1.00	£1.60	£2.30	£2.70	£3.70	£4.30	£195.00	£620.00
Crewe	Civic Centre/ Library (Underground Car Park)	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	N.A.	N.A.
Crewe	Cotterill Street East	£0.60	£1.00	N.A.	N.A.	N.A.	N.A.	£163.00	£490.00
Crewe	Cotterill Street West	£0.60	£1.00	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Crewe	Delamere Street	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Crewe	Edleston Road	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Crewe	Gatefield Street	£1.00	£1.60	£2.30	£2.70	£3.70	£4.30	£195.00	£620.00
Crewe	Holly Bank	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	£228.00	£750.00
Crewe	Hope Street	£0.60	£1.00	£1.50	£2.10	N.A.	N.A.	N.A.	N.A.
Crewe	Oak Street	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Crewe	Pedley Street	£0.80	£1.40	£7.50				£310.00	£1,080.00
Crewe	Thomas Street	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Crewe	Victoria Centre	£1.00	£1.60	£2.30	£3.30	£4.40 (up to 5 hrs)	N.A.	N.A.	N.A.
Crewe	Wellington Square	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Crewe	Wood Street East	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Crewe	Wood Street	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Crewe	Wrexham Terrace	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Disley	Community Centre	£0.60	£1.00	£1.50	N.A.	N.A.	N.A.	N.A.	N.A.

PLEASE TURN OVER
OFFICIAL

Town	Car Park	Tariffs / Permits							
		0-1 hrs	1-2 hrs	2-3 hrs	3-4 hrs	4-6 hrs	6-10 hrs	Quarter	Annual
Disley	Station Approach	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Handforth	Library Car Park	£0.60	£1.00	£1.50	N.A.	N.A.	N.A.	N.A.	N.A.
Handforth	School Road	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Handforth	Wilmslow Road	£0.60	£1.00	£2.30	£3.30	£4.40	£5.20	N.A.	N.A.
Haslington	Waterloo Road	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Holmes Chapel	London Road	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Holmes Chapel	Parkway	£0.80	£1.40	£2.00	£2.70	N.A.	N.A.	N.A.	N.A.
Knutsford	King Street	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	£228.00	£750.00
Knutsford	Old Market Place	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	N.A.	N.A.
Knutsford	Princess Street	£1.00	£1.60	£2.30	£2.70	£3.70	£4.30	£195.00	£620.00
Knutsford	Silk Mill Street	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	£228.00	£750.00
Knutsford	Tatton Street	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Macclesfield	Christchurch	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Macclesfield	Churchill Way	£1.00	£1.60	£2.30	£3.30	£4.40	£5.20	£228.00	£750.00
Macclesfield	Commercial Road	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Macclesfield	Duke Street	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Macclesfield	Exchange Street	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Macclesfield	Gas Road	£0.80	£1.40	£2.00	£2.70	£3.70	£7.50	£310.00	£1,080.00
Macclesfield	Hibel Road	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Macclesfield	Macclesfield Railway Station	£0.80	£1.40	£2.00	£2.70	£3.70	£12.00 (1 day) £24.00 (2 days) £36.00 (3 days)	N.A.	N.A.
Macclesfield	Old Library	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	£228.00	£750.00
Macclesfield	Park Green	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	£228.00	£750.00
Macclesfield	Parsonage Street	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	£228.00	£750.00
Macclesfield	Pickford Street	£1.00	£1.60	£2.30	£3.30	£4.40	£5.20	N.A.	N.A.
Macclesfield	Sunderland Street	£1.00	£1.60	£2.30	£3.30	£4.40	£5.20	£228.00	£750.00
Macclesfield	Waters Green	£0.80	£1.40	£2.00	£2.70	£3.70	£7.50	£310.00	£1,080.00
Macclesfield	Whalley Hayes	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Middlewich	Civic Way	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Middlewich	Seabank	£0.60	£1.00	£1.50	N.A.	N.A.	N.A.	£163.00	£490.00
Middlewich	Southway	£0.60	£1.00	£1.50	N.A.	N.A.	N.A.	N.A.	N.A.
Nantwich	Bowling Green	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	N.A.	N.A.
Nantwich	Church Lane	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Nantwich	Civic Hall	£0.80	£1.40	£2.00	£2.70	N.A.	N.A.	N.A.	N.A.
Nantwich	Dysart Buildings	£0.80	£1.40	£2.00	£2.70	N.A.	N.A.	N.A.	N.A.
Nantwich	First Wood Street	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Nantwich	Love Lane	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Nantwich	Market Area	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Nantwich	Snow Hill	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Poynton	Civic Hall	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Prestbury	Shirleys	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	N.A.	N.A.
Prestbury	Springfields	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Sandbach	Brookhouse Road	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Sandbach	Chapel Street	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Sandbach	Crown Bank	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	N.A.	N.A.
Sandbach	Hawk Street	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	N.A.	N.A.
Sandbach	Well Bank	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	N.A.	N.A.

Town	Car Park	Tariffs / Permits							
		0-1 hrs	1-2 hrs	2-3 hrs	3-4 hrs	4-6 hrs	6-10 hrs	Quarter	Annual
Sandbach	Westfields	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Shavington	Queen Street	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Wilmslow	Broadway Meadow	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40 (1 day) £6.80 (2 days) £10.20 (3 days) £13.60 (4 days) £17.00 (5 days)	£163.00	£490.00
Wilmslow	Rex/ Hoopers	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	£228.00	£750.00
Wilmslow	South Drive (short stay)	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	N.A.	N.A.
Wilmslow	South Drive (long stay)	£1.00	£1.60	£2.30	£2.70	£3.70	£4.30	£195.00	£620.00

New tariff rates of:

Town	Car Park	Charging Period	Tariffs / Permits								Quarter	Annual
			30 mins only	0-1 hrs	1-2 hrs	2-3 hrs	3-4 hrs	4-6 hrs	6-10 hrs			
Macclesfield	Duke Street (Coaches)	Monday to Saturday 8am to 6pm	£10							N.A	N.A	
Knutsford	Tatton Street (Coaches)	Monday to Saturday 8am to 6pm	£10							N.A	N.A	

Town	Car Park	Charging Period	Tariffs / Permits							
			0-1 hrs	1-2 hrs	2-3 hrs	3-4 hrs	4-6 hrs	6-9.5 hrs	Quarter	Annual
Macclesfield	Grosvenor Multi-storey	8.30am - 6pm, Mon - Sat	£1.00	£1.60	£2.30	£3.30	£4.40	£5.20	£228.00	£750.00

Town	Car Park	Charging Period	Tariffs / Permits							
			0-1 hrs	1-2 hrs	2-3 hrs	3-4 hrs	4-6 hrs	6-12 hrs	Quarter	Annual
Macclesfield	Jordangate Multi-storey	7am - 7pm, Mon - Sat	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Town	Car Park	Charging Period	Tariffs / Permits				
			30 mins only	0-1 hrs	1-2 hrs	Quarter	Annual
Macclesfield	Town Hall (non-barriered area)	8am - 6pm, Mon – Fri (exc Bank Holidays)	£0.50	N.A	N.A	£228.00	£750.00
Macclesfield	Town Hall (non-barriered area)	8am – 6pm, Saturday & Bank Holidays	N.A	£1.00	£1.60	£228.00	£750.00
Macclesfield	Town Hall – barriered area	8am – 6pm, Saturday & Bank Holidays	N.A	£1.00	£1.60	£228.00	£750.00

Town	Car Park	Charging Period	Tariffs / Permits							
			0-1 hrs	1-2 hrs	2-3 hrs	3-4 hrs	4-6 hrs	6-15 hrs	Quarter	Annual
Wilmslow	Spring Street Multi-storev	7am - 10pm, Mon - Sat	£1.00	£1.60	£2.30	£3.30	£4.40	£5.20	£228.00	£750.00

Town	Car Park	Charging Period	Tariffs / Permits							
			0-1 hrs	1-2 hrs	2-3 hrs	3-4 hrs	4-6 hrs	6-10 hrs	Quarter	Annual
Wilmslow	The Carrs (Parish Rooms on Chancel Lane)	8am – 6pm, Mon-Fri excluding Bank Holidays	£0.60	£1.00	£1.50	N.A	N.A	N.A.	N.A.	N.A.
		8am – 6pm, Sat & Bank Holidays	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	N.A	N.A

Town	Car Park	Charging Period	Tariffs / Permits					
			0-1 hrs	1-3 hrs	3-10 hrs	Annual permit for approved clubs	Annual permit	Annual permit (Brereton Heath, Nelson Pit and Tegg's Nose Country Park)
Congleton	Brereton Heath Country Park	Between 8.45am and 8.30pm during British Summer Time and Between 8.45 am and 5pm at all other times on all days of operation (Blue Badge Holders Exempt)	£1.30	£2.50	£3.70	£34.40	£53.20	£73.40

Town	Car Park	Charging Period	Tariffs / Permits					
			Up to 30 mins	0-1 hrs	1-3 hrs	3-10 hrs	Annual permit	Annual permit (Brereton Heath, Nelson Pit and Tegg's Nose Country Park)
Macclesfield	Tegg's Nose Country Park	Between 10.00am and 10.00pm on all days of operation (Blue Badge Holders Exempt)	Free	£1.30	£2.50	£3.70	£47.00	£73.40

Town	Car Park	Charging Period	Tariffs / Permits			
			0-1 hrs	1-3 hrs	3-10 hrs	Annual permit (Brereton Heath, Nelson Pit and Tegg's Nose Country Park)
Poynton	Nelson Pit Country Park	Monday to Sunday 9.00am to 9.00pm (Blue Badge Holders Exempt)	£1.30	£2.50	£3.70	£73.40

- To remove Prince Albert Street disabled bays (Crewe) from the Cheshire East Borough Council (Off-Street Parking Places) (Consolidated) Order 2015.
- To introduce the blue badge holder only car parks located west of Chatham Street (Chatham Street West) into the Cheshire East Borough Council (Off-Street Parking Places) (Consolidated) Order 2015.

The Council's reasons for proposing the amendments and associated documents are available to view on the following website: https://www.cheshireeast.gov.uk/council_and_democracy/council_information/consultations/consultations.aspx. Copies of the proposals will be available to view at **all libraries** in the borough.

Any objection or other representation relating to the proposed Variation should be made in writing. All objections must specify the grounds on which they are made. Objections and other representations should be sent, marked for the attention of the Parking Services Manager, to Cheshire East Council, Delamere House, Delamere Street, Crewe, CW1 2LL or by email to carparksreview2023@cheshireeast.gov.uk and titled "MTFS Parking Review" to arrive no later than Monday 6th November 2023.

Dated: 20 September 2023
David Brown, Director of Governance and Compliance
Cheshire East Borough Council

NOTICE OF PROPOSAL

CHESHIRE EAST BOROUGH COUNCIL
(PROHIBITION AND RESTRICTION OF WAITING, LOADING, STOPPING
AND STREET PARKING
PLACES) (VARIOUS ROADS) (CONSOLIDATION) Order 2022
(Amendment No.18) Order 2024

Notice is hereby given that the Cheshire East Borough Council proposes to make an Order under Sections 1, 2, 4, 32, 35, 38, 45, 46, 51, 53, 61, 122 and 124 and Part IV of the Road Traffic Regulation Act 1984, and all other enabling powers and in accordance with its duty under Part III of Schedule 9 of the Road Traffic Regulation Act 1984.

1. The effects of the proposed Order will be to introduce and amend the following limited waiting restrictions and times on the following streets:

Town	Street(s)	Stay Duration	No Returns	Operational Period
Alderley Edge	Brown Street; Chapel Street; Clifton Street; George Street; Massey Street; Stevens Street; South Grove; Stamford Road; Talbot Road; Trafford Road; and West Street.	1 hours	2 hours	8am – 6pm, Mon to Sat
Alsager	Sandbach Road South	30 mins	2 hours	8am – 6pm, Mon to Sat
Bollington	Palmerston Street	1 hour	2 hours	8am – 6pm, Mon to Sat
Congleton	High Street; Lawton Street; Swan Bank; and West Street.	30 mins	2 hours	8am – 7pm, Mon to Sat
Knutsford	Canute Place; Church Hill; Egerton Square; Green Street; Hillside Road; King Street (all bays north and south of Drury Lane); Princess Street; Ruskin Court; and Tatton Street.	30 mins	2 hours	8am - 6pm, Mon to Sat
Knutsford	Moorside	1 hour	2 hours	8am – 6pm, Mon to Sat
Macclesfield	Great King Street (between Catherine Street and Bridge Street); and George Street West.	1 hour	1 hour	8am - 6pm, Mon to Sat
Macclesfield	Pickford Street (west of Sunderland Street); and Townley Street.	30 mins	1 hour	8am - 6pm, Mon to Sat
Prestbury	The Village	45 mins	2 hours	8am - 7pm, Mon to Sun
Sandbach	Bold Street; Congleton Road; Green Street; Old Middlewich Road; Welles Street	30 mins	2 hours	8am - 6pm, Mon to Sat
Wilmslow	Alderley Road Service Road North/ Parsonage Green; Alderley Road Service Road South; Water Lane	30 mins	2 hours	8am - 6pm, Mon to Sat

PLEASE TURN OVER (DOUBLE SIDED)

OFFICIAL

Town	Street(s)	Stay Duration	No Returns	Operational Period
Wilmslow	Albert Road; Queens Road; Victoria Road	1 hour	2 hours	8am - 6pm, Mon to Sat

2. To introduce a prohibition of waiting at all times on Alderley Road Service Road, Wilmslow between Parkway and Broadway; on Alderley Road Service Road North, Wilmslow between Green Lane and the Service Road; Cross Street, Sandbach; and High Street, Sandbach.
3. To remove the existing on-street parking place on Church Street (adjacent to Waters Green car park), Macclesfield, and replace with a single yellow line restriction, which would operate Monday to Saturday, 8am to 6pm.
4. To introduce a new £3.40 all day charge on the parking places located on the public highway adjacent to the A534 Old Mill Road/ Congleton Road junction, Sandbach (near M6 Junction 17).
5. To amend clause 15 of the Order to restrict waiting to official vehicles used by a funeral director in the course of carrying out their duties during an active funeral.
6. To amend clause 59 to remove the discount for bulk purchase of Visitor Permits.
7. A copy of the draft Order; plans showing the restricted area; a statement of reasons for making the Order and a copy of this public notice are available at https://www.cheshireeast.gov.uk/council_and_democracy/council_information/consultations/consultations.aspx.
8. Copies of the proposals will be viewable at all libraries in the borough.
9. If you wish to object to the proposed Order, or to any provisions contained in it, or make any other representations, you may do so in writing. If making an objection or any other representation, you must specify the grounds on which it is made to Parking Services Manager, Cheshire East Council, Delamere House, Delamere Street, Crewe, CW1 2LL or by email to carparksreview2023@cheshireeast.gov.uk to be received no later than Monday 6th November 2023.

Dated: 20 September 2023

David Brown, Director of Governance and Compliance
Cheshire East Borough Council

PLEASE TURN OVER (DOUBLE SIDED)

OFFICIAL



Appendix 2 – MTFS (Medium Term Financial Strategy) Parking Consultation 2023 Report

Highways and Transport Committee

25th January 2024

Publication Date:

January 2024

Executive Summary

Background to the Consultation

Cheshire East Council conducted a six-week statutory consultation period between Wednesday 20th September 2023 and Monday 6th November 2023.

A series of proposals were developed and consulted on during this statutory consultation period, which comprised:

- Introducing parking charges in some car parks where parking is currently free.
- Increase current parking charges by the rate of inflation in some car parks across the borough.
- Reducing parking charges in some car parks due to their location and usage.
- Changes to limited waiting bay periods at certain on-street locations.

Representations were sought by email or post from all stakeholders and the general public during the statutory consultation period.

Summary of the Main Report

In total, 8,384 representations were received and considered by the council. 2% supported the proposals and 96% objected to the proposals. 2% of responses were neutral (i.e., not against or in favour of the proposals).

Approximately 84% of the objections received were from towns that currently have free parking. 73% of those in support were from towns that currently have parking charges.

Key themes raised by those objecting to the proposals during the statutory consultation were:

- Concerns around the vitality of each place in the borough; specifically, that footfall would drop as members of the public would choose to drive to other towns or out of town retail parks with free parking.
- Displaced traffic would likely use surrounding residential streets and park inconsiderately/ illegally, making these streets more congested and difficult to access for residents.
- Parents would likely choose to park on neighbouring residential streets during school drop off/ pick up times, exacerbating existing parking issues and potentially compromising the safety of children walking between cars and schools.
- Proposals adding pressure to household budgets during a cost-of-living crisis, particularly residents and workers who currently use free car parks.
- In some places across the borough, some representations highlighted there is insufficient public transport or walking and cycling infrastructure to encourage trips by these modes.

- The proposed 30-minute stay duration for on-street parking is too short and could potentially impact town vitality. It was also noted that the decrease in time would potentially hinder access for those with pushchairs and/ or people with less mobility.

Those representations that were in support of the proposals cited:

- A lack of fairness with the current parking regime. Representations from charged towns did not think that cross-subsidising other free car parks is fair. Additionally, some representations stated that parking charges should be the same across all towns.
- The council should recover costs for operating and maintaining car parks. Reducing the amount of free parking means the recovery of costs are apportioned more fairly across the borough.
- Some representations stated that an increase in surplus revenue should help fund active travel schemes and improved local bus service provision.
- Free parking encourages and incentivises driving rather than travel by other modes of transport. Introducing parking charges will start to make other modes of transport more competitive from a cost perspective and potentially influence driver behaviour.
- In some key and local service centres, residents who live outside of town struggle to find a parking space in a free car park and drive to other towns (or back home). The lack of turnover encourages use of services in other areas and towns, impacting on the vitality of the town with no spare parking capacity.
- In some key and local service centres, representations stated that car parks were used by residents for parking second and third vehicles where there was insufficient parking space at home addresses. This was causing spaces to be taken up for long periods (particularly post-COVID where there is more home working), which reduces available spaces for workers and visitors, impacting on town vitality.
- In some key and local service centres, free car parking close to railway stations encourages trips by commuters from nearby settlements who park all day and travel by rail. This restricts the number of available spaces for other users who would support the local town economy.

Summary of Conclusions

The revised proposals presented within the report for consideration by highways and transport committee have taken onboard feedback provided as part of the statutory consultation period.

All representations made as part of this statutory consultation have been considered and have informed the development of an amended set of proposals, which are set out in Appendix 3.

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Introduction

Background

A series of proposals were developed for statutory consultation, which comprised:

- Introducing parking charges in some car parks where parking is currently free.
- Increasing current parking charges by the rate of inflation in some car parks across the borough.
- Reducing parking charges in some car parks due to their location and usage.
- Make changes to limited waiting bay periods at certain on-street locations.

Cheshire East Council conducted a six-week statutory consultation on these proposals between Wednesday 20th September 2023 and Monday 6th November 2023. Representations were sought by email or letters from all stakeholders and the public during the statutory consultation period.

Purpose

The purpose of the consultation was to obtain views and feedback from stakeholders and the public on the parking review proposals. This report analyses the feedback and themes provided during the statutory consultation period, as well as alternative suggestions/ proposals that were put forward by stakeholders and the public for each town.

This analysis appends the MTFs Parking Review report to Highways & Transport Committee and aims to demonstrate how the proposals have been refined and shaped using feedback from the statutory consultation.

Methodology

In line with statutory requirements, the council posted notices of proposal on street furniture at affected car parks and on-street locations. These notices were also published in newspapers during the first week of the statutory consultation. They included the email address and postal address that representations could be sent to.

The notice of proposal, draft orders, drawings, and individual town parking strategy reports were made available on the council's website for the full consultation period. Copies of these documents were also available in libraries to view by appointment only.

The statutory consultation was supported by press releases and regular social media posts by the council's communications team, which signposted responders to the consultation material.

Number of representations

Borough-wide representations

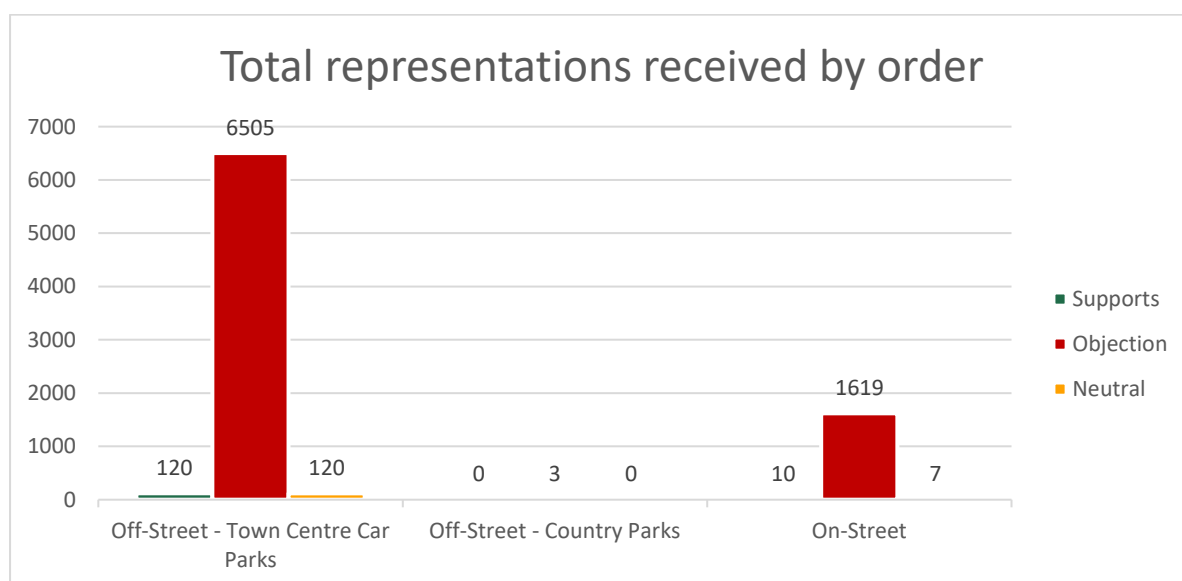
In total, 8,384 representations were received during the six-week consultation period. This comprised 8,127 objections (96%), 127 neutral (2%) (i.e., were not against or in favour of the proposals), and 130 (2%) in support of the proposals. The total number of responses to each legal order is shown in Figure 1.

A total of 6,745 (80%) representations were made against proposed changes to tariffs in car parks, which comprised 6,505 objections, 120 neutral and 120 in support.

A total of 1,636 (20%) representations related to changes to on-street parking restrictions, which comprised 1,619 objections, seven neutral and 10 in support.

Three objections were also received in relation to the proposed changes to tariffs for the Country Parks.

Figure 1: Total number of representations made to proposals for town centre car parks, parking arrangements at country parks and on-street parking restrictions

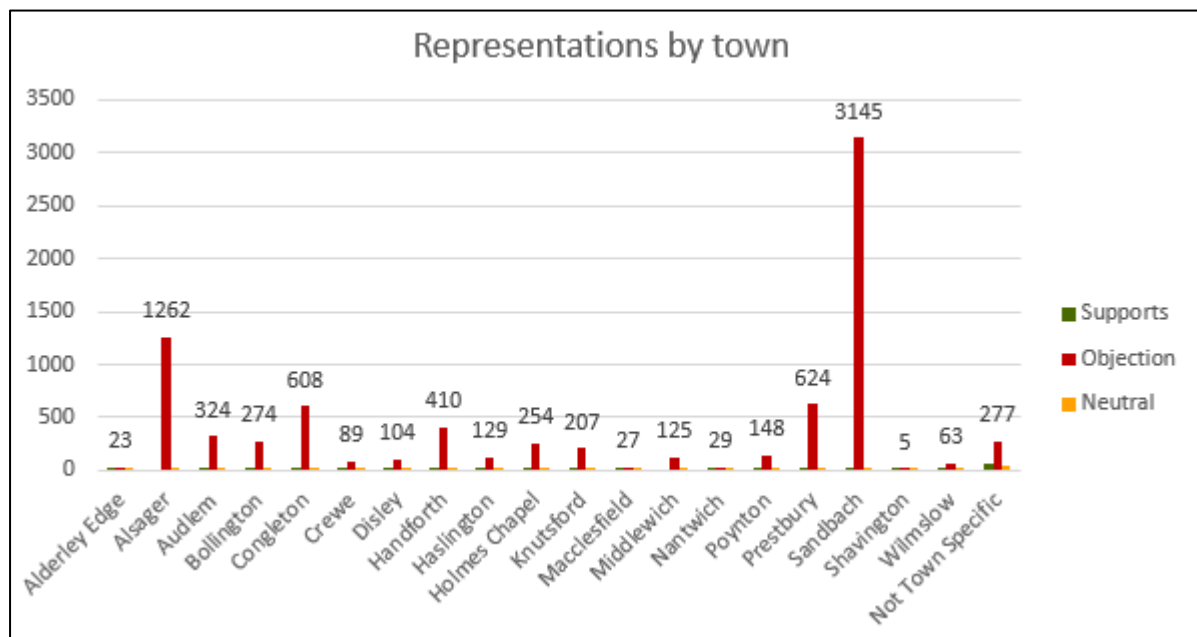


Number of representations by town

Of the 8,127 objections received, 6,804 (approximately 84%) were from towns that currently have free parking. 95 representations supporting the proposals (approximately 73%) were from towns that currently have charges. Figure 2 presents the representations by town, with the labels presenting the number of objections.

This shows that Sandbach returned the most representations with Alsager the other town to provide over 1,000 representations.

Figure 2: Total number of representations made to proposals by town



Main Report

The report sets out the main feedback and themes that were provided during the statutory consultation period on a borough-wide and town-by-town basis.

Borough-wide themes

Most representations received during the statutory consultation period often cited more than one theme, which were analysed and logged. This section presents the main themes that were cited in representations from across different parts of the borough.

Town vitality

5,874 (71%) representations referenced town vitality as a basis for their representation (both those in support and for objections). This theme was particularly prevalent in towns that currently have free parking, where responses cited that parking charges could deter visitors from using the town centre and encourage them to travel to other areas with free parking (e.g., out of town retail parks), resulting in business closures and reduced business rates for the council. There were also concerns that parking charges could further increase the amount of online shopping, which would further reduce custom in town centres.

There were concerns that parking charges could adversely impact community groups and charities. This included adding additional costs to volunteers and potentially making attendance at community groups unaffordable for the most vulnerable members of society, including the elderly. These led to concerns of increased social isolation.

Some representations also highlighted that parking in small villages should be free to support local independent businesses and their much smaller respective local economies. Providing free parking in smaller villages allows these smaller centres to compete with other towns who charge for parking but provide a much broader range of services and facilities that justify a parking charge.

Those representations in support of the proposals stated that free parking reduces the number of available spaces and prevents them from accessing our service centres, meaning that they travel further afield where they can park (either for free or for a charge). This results in lost revenue for the local economy and increases carbon emissions due to longer journeys.

Worsening existing parking problems

2,922 (35%) representations referenced worsening existing parking problems as a basis for their response. There were concerns that parking charges would encourage greater use of side roads and residential streets by drivers seeking to avoid charges. This would make it more difficult for residents to access their driveways and/ or park close to their home.

Additionally, there were concerns that more congested side roads could increase instances of illegal and dangerous parking. This could potentially increase the risk of collisions between non-motorised users¹ (NMUs) and vehicles as well as potentially block routes for emergency service vehicles and/ or refuse/ delivery vehicles.

Feedback from a number of towns also identified that implementing double yellow lines on residential streets would cause issues for residents and visitors parking close to their home.

School pick up/ drop off and road/ non-motorised user safety

Linked directly to the issues around displaced parking, 1,777 representations (21%) also highlighted concerns that on-street parking problems would intensify significantly during the school pick up and drop off periods as parents seek to avoid parking charges at nearby off-street car parks. Representations highlighted that the safety of school children and parents could be compromised as parents may park illegally or dangerously to avoid paying for parking. These representations referred to both the parents and children driving to/ from school and those also walking/ cycling/ scootering to/ from school.

In total, 1,929 (23%) representations were made about Road/ Non-Motorised User safety. The majority were directly linked to the school run and to the potential increase in congested side roads.

Lack of viable alternative modes of transport

1,588 representations (19%) cited a lack of viable alternative modes of transport as a basis for their representation. They highlighted that a lack of travel choices means that many people are reliant on their cars for most journeys.

Representations also identified incomplete/ poor condition of footways and a lack of safe cycling infrastructure (lanes and cycle parking) as other reasons why they currently use their car for most trips.

Stay duration too low

1,569 (19%) of representations stated that the proposed changes to on-street parking stay durations were too low. This theme was particularly prevalent in Knutsford and Sandbach.

Many representations stated that the proposed 30-minute stay duration was insufficient time to run errands and visit more than one shop. They also identified groups such as parents with pushchairs and the elderly would require longer to travel to/ from their car when visiting the town centre and were concerned that the proposal disproportionately impacts them.

Overall, stakeholders and the public stated that the current stay durations for on-street parking generally worked well.

¹ Non-Motorised Users (NMUs) are defined as someone who is walking, cycling or a horse rider.

There were also some representations relating to proposed changes to the maximum stay in some car parks across the borough, predominantly The Rex/ Hoopers car park in Wilmslow, Old Library car park in Macclesfield and Hope Street car park in Crewe. Some representations stated that these car parks should operate with their current stay durations.

Legal right to enforce charges

81 representations (1%) from across the borough queried whether the council can legally introduce and enforce parking charges on some of its estate due to alleged covenants and/ or ownership issues. The council has been conducting its own legal review of titles and deeds of all the free car parks and the outcome of this is provided as part of the committee report.

Cost of infrastructure vs revenue generated

396 representations (5%) questioned the economic viability of implementing proposed parking charges in some car parks, particularly smaller ones. Capital costs are presented as part of the committee report, including the payback period based on projected revenue.

Town-by-town themes

This section identifies and presents the key themes that were raised as part of representations made for each town in alphabetical order.

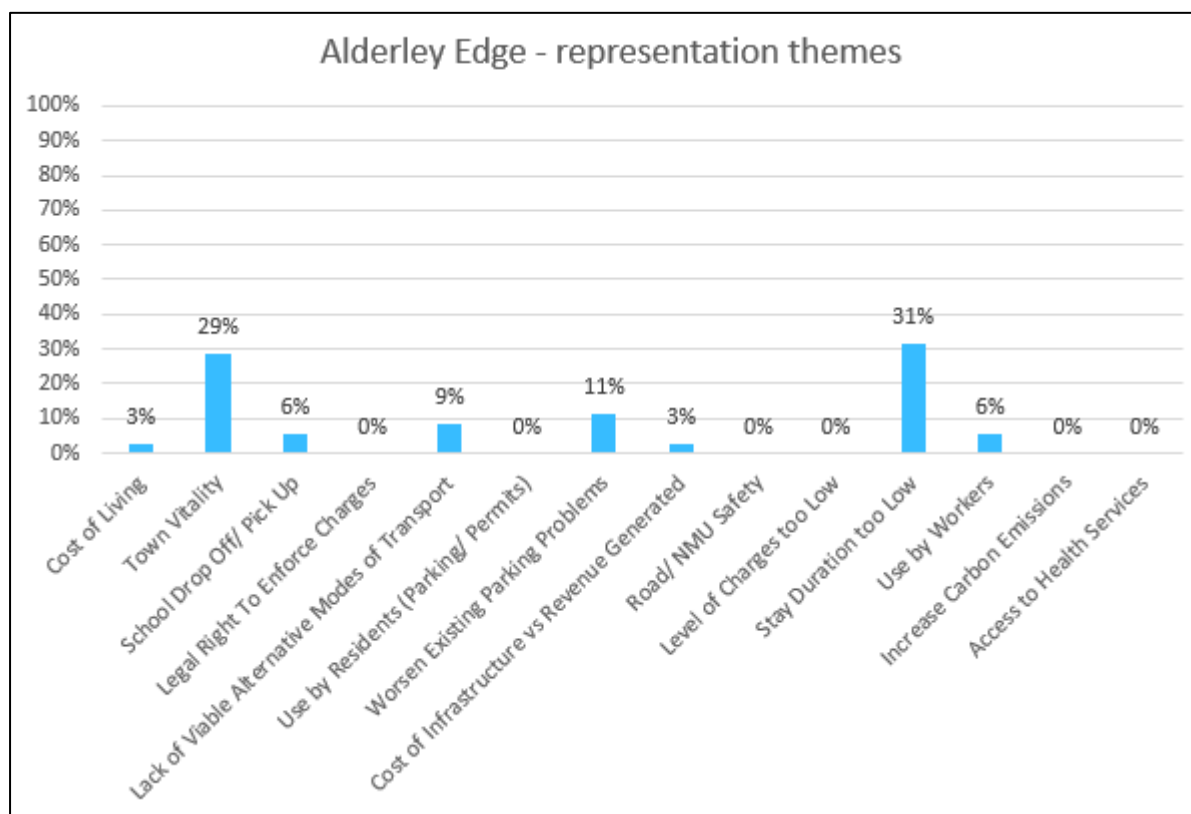
Alderley Edge

Overall, there were 35 representations received from Alderley Edge. This included 23 objections, two that were neutral and 10 in support of the proposals.

Themes

The main themes identified were the stay duration for the proposed on-street parking restrictions was too low (31%) and town vitality (29%). Figure 3 presents the themes as a percentage of the total number of representations received for Alderley Edge.

Figure 3: Themes identified as part of representations made from Alderley Edge



Off-street parking representations

This section analyses the representations received relating to proposed changes to car parks in Alderley Edge. In total, 17 representations were received, which is shown in Figure 4.

Ryleys Lane car park

10 representations were made specifically regarding the proposed introduction of charges to Ryleys Lane car park (including provision for 10 short stay bays). The car park was also referenced in representations that responded to proposals for both car parks, with the themes captured in this section.

Those in support of the proposals stated that it is difficult to find a space on Ryleys Lane car park. This is because workers and commuters occupy the spaces all day, which restricts access to the adjacent park. Therefore, the proposed allocation of 10 short stay bays, as well as charges being introduced to encourage turnover, was welcomed by some stakeholders and members of the public.

The remaining representations highlighted that Ryleys Lane car park was used for the school run during the morning and afternoon and cited concerns about displaced traffic. There were also concerns that commuters would park along Ryleys Lane and other surrounding streets to avoid charges, which would impact on parking availability during the school run.

There was also an objection raised about the proposed £5.20 charge for all day parking. There was concern that this is too high for workers on lower wages and could also reduce footfall and impact on the vitality of some businesses in Alderley Edge.

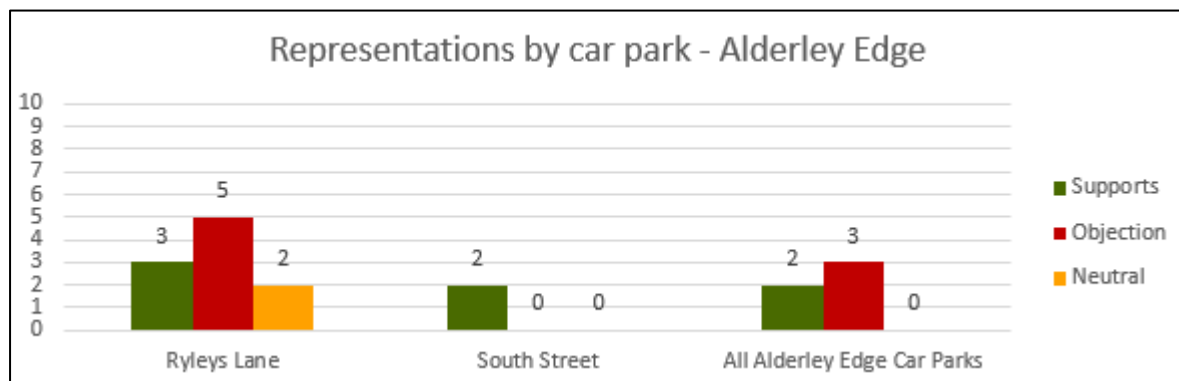
South Street car park

Two representations were made specifically regarding the proposed increase to charges in South Street car park. The car park was also referenced in representations that responded to proposals for both car parks, with the themes captured in this section. Representations highlighted the importance of retaining the current Free after 3pm initiative at South Street car park.

Those in support agreed that charges should be increased to cover rising costs associated with operating and maintaining the car park. However, representations also cited the need to explore options to increase car parking capacity in Alderley Edge. This is because South Street car park already frequently operates at capacity and is the only car park located within the centre.

There was also an objection to increasing parking charges during a cost-of-living crisis when household budgets are already stretched. There was a concern that this could encourage greater use of out-of-town retail parks (e.g., Handforth Dean) and impact town vitality.

Figure 4: Representations received for each car park in Alderley Edge



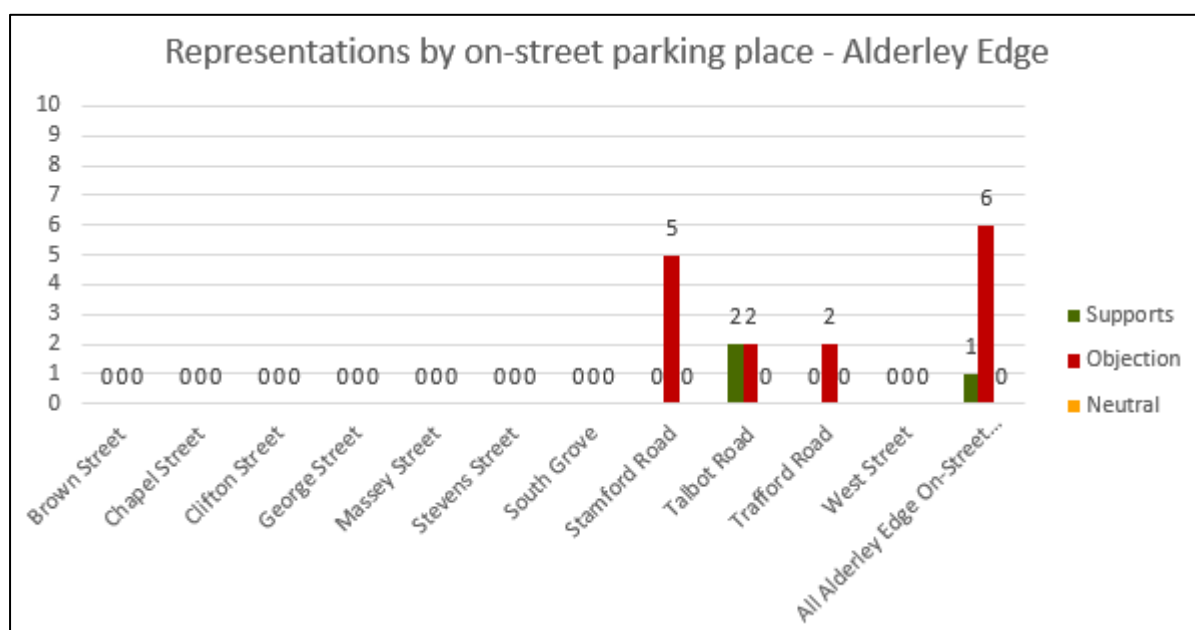
On-street parking representations

This section analyses the representations received for proposed changes to on-street parking places in Alderley Edge. In total, 18 representations were received, which is shown in Figure 5. The representations predominantly focused on proposed changes to the maximum duration of stay on Stamford Road, Talbot Road, and Trafford Road.

Of the 18 representations, 15 were objections and cited that the proposed changes to the maximum duration of stay would be too low. There were concerns that this would impact on the vitality of businesses in the town centre, as well as community assets such as the church (particularly during funerals) and the Festival Hall. Additionally, representations highlighted that turnover in these locations is not currently an issue.

Representations also cited the lack of available off-street parking and the importance of on-street parking in supporting the vitality of Alderley Edge.

Figure 5: Representations received for on-street parking places in Alderley Edge



Alternative suggestions

While responding to the proposed changes to off-street and on-street parking in Alderley Edge, some representations put forward alternative suggestions for consideration, which are shown in Table 1.

Table 1: Alternative suggestions put forward by representations from Alderley Edge

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • Explore options to increase off-street parking capacity. • Linked to the above, create parking for workers elsewhere with a reasonable tariff to free up existing car parks for visitors and residents. • Improved enforcement of illegal/ poor parking required – particularly on-street.
Ryleys Lane car park	<ul style="list-style-type: none"> • Allow the first 30 minutes parking free (or a grace period) to facilitate picking up and dropping off children at the start and end of the school day. • Further measures are necessary to mitigate displacement from Ryleys Lane car park. Introduce on-street parking bays for the Lakes Estate & Eaton Drive Estate with a maximum waiting limit of 3 hours, no return in 2 hours between 8.30am and 5.30pm, Monday to Friday to deter commuter parking. • Make the first two hours of parking free. • Need retractable bollards to reserve three spaces for United Utilities.
South Street car park	<ul style="list-style-type: none"> • Make the first two hours of parking free. • Retain Free after 3pm.
On-street parking	<ul style="list-style-type: none"> • Retain on-street parking restrictions (including charged periods) as they are.

Alsager

Overall, there were 1,267 representations received from Alsager. This included 1,262 objections and five that were neutral. No representations made were in support of the proposals.

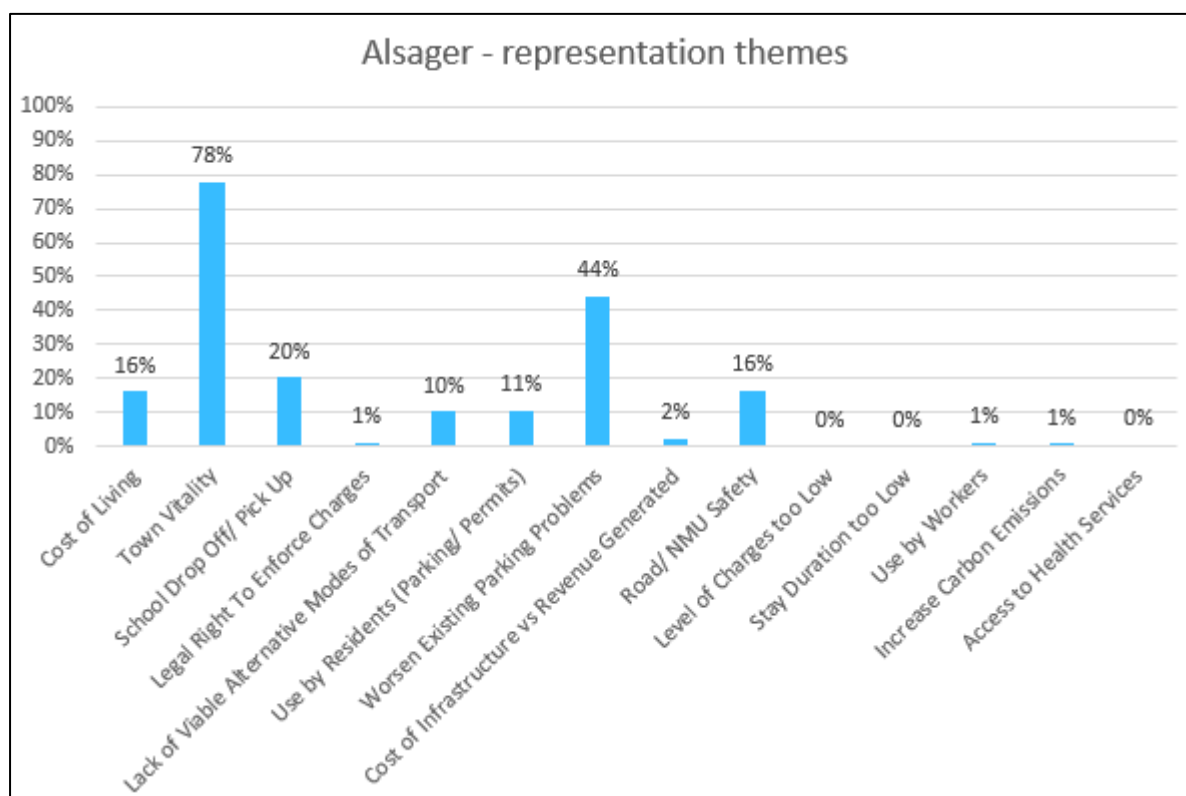
With the exception of one representation related to the proposed 30-minute time limited bay on Sandbach Road South, all representations related to off-street car parks.

The council met with Alsager Town Council during the statutory consultation period. There was also a separate meeting held with representatives from Asda who have a shared interest in Fairview car park. Both the Town Council and Asda made a formal objection to the proposals which have been considered alongside all other representations.

Themes

The main themes identified were the impact on town vitality (78%), the potential to worsen existing parking problems through displaced traffic (44%), school pick up and drop off (20%), impact on road/ NMU safety (16%) and cost of living (16%). 11% of representations also referenced issues that the proposals may cause residents who rely on off-street car parks. Figure 6 presents the themes as a percentage of the total number of representations received for Alsager.

Figure 6: Themes identified as part of representations made from Alsager



General feedback

Displaced parking

Representations were concerned that the volume of traffic parking on-street would increase as people seek to avoid charges and make it more difficult for residents who do not have driveways to park near their homes. They were also particularly concerned about on-street parking issues during the school pick up and drop off times.

There were also concerns that the council's displacement assessment did not incorporate other residential streets such as Fields Road and that they should be considered as part of any mitigation measures going forward.

Cost of living

There were concerns that the additional cost of parking for workers would be too expensive, making recruitment and retention for businesses more difficult. Additionally, concerns about residents and visitors on low incomes not being able to afford parking charges were raised, which could potentially increase social isolation (e.g., unable to attend community groups and charities) and makes services and facilities less accessible.

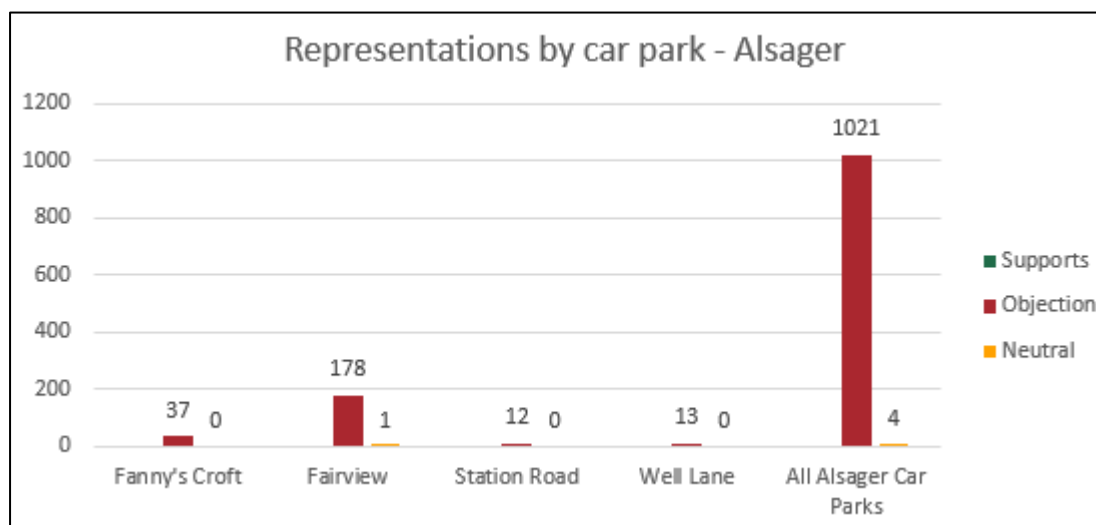
Town vitality

The councils adopted Town Centre Vitality Plan for Alsager outlines with the 'Threats' section that there are "*concerns that parking charges would result in commuter vehicles being parked on neighbouring residential streets (as experienced elsewhere in the borough).*"

However, under weaknesses, the Plan for Alsager also identifies commuters and those undertaking recreational activities using free car parks and occupying spaces all day. The proposals would aim to encourage greater turnover of spaces to increase parking availability, which would support town vitality.

Off-street parking representations

This section analyses the representations received relating to proposed changes to car parks in Alsager. In total, 1,266 representations were received, which is shown in Figure 7.

Figure 7: Representations received for each car park in Alsager

Fairview car park

Town vitality

There are significant concerns that the proposals may adversely impact on the vitality of Asda and local businesses in the town centre, the market and community groups such as the U3A.

Many responses considered free parking to be an asset to the town and a way of attracting people to visit Alsager. There were many concerns that introducing charges on Fairview car park would significantly impact the viability of local businesses in Alsager because it would encourage customers/ users to:

- Travel to nearby towns such as Kidsgrove where there is free parking at supermarkets;
- 'Group' their shopping trips into one visit at larger service centres and out of town retail parks; or
- Complete more shopping online.

Responses also identified that users who are not under pressure to get back to their vehicle are more likely to complete impulse purchases and dwell longer – meaning more money is spent per person. Many responses also highlighted that a loss of businesses in the town would lead to a reduction in business rates for the council.

Fairview car park was proposed in the 'higher' tariff band. Many representations stated that this was unfair, particularly given that other towns across the borough with a greater number of services and better retail offer had car parks on lower bands.

School pick up and drop off

Representations clearly stated concern for displaced parking, particularly around school pick up and drop off times as parents seek to avoid parking charges. Concerns primarily focused on the impact of the school pick up and drop off at

Alsager Highfields Foundation Primary School, where parents currently use Fairview car park.

Responders were concerned that the proposals would significantly increase the number of vehicles parking and circulating on side roads close to the school; potentially compromise the safety of parents and children. Representations did not only identify safety for those driving to school as an issue, but also those parents and children walking to school from their houses who would encounter increased traffic.

All representations made about the potential impact on school drop off and pick up referenced worsening of existing parking problems and/ or road safety and non-motorised user safety, which shows a clear link between these three themes.

Station Road car park

12 representations were received that specifically cited Station Road car park. Representations were concerned that introducing charges in the car park could deter customers from supporting the nearby shops, restaurants, pubs, and takeaways along Crewe Road. There are also concerns of more demand for on-street parking along Station Road and Well Lane, which could increase instances of illegal/ dangerous parking.

Other representations identified that Station Road car park was built for use by residents who do not have off-street parking and that charging for parking would create another 'tax' on local residents. They also highlighted that the purpose for building the car park was to remove residents from parking on-street to improve road safety.

It is worth noting that representations received indicate that Station Road is a multi-use car park, facilitating short stay trips to businesses along Crewe Road, as well as providing some off-street parking for nearby residents who do not have driveways.

Well Lane car park

13 representations were received that specifically cited Well Lane car park. Representations identified that Well Lane car park was built for use by residents who do not have off-street parking and that charging for parking would create another 'tax' on local residents. They also highlighted that the purpose for building the car park was to remove residents from parking on-street to improve road safety.

There were concerns about the proposed waiting restriction on Well Lane, which would restrict the ability for residents to park close to their homes. Representations raised that some properties in Well Lane are supported living accommodation, meaning many residents have reduced mobility and are unable to walk long distances. Therefore, retaining the car park as long stay was essential for them, as well as other residents who rely on the car park for off-street parking.

Fanny's Croft car park

37 representations were received that specifically cited Fanny's Croft car park. Representations highlighted that it was built to alleviate on-street parking issues for

residents, particularly on Audley Road. There was particular concern that the proposed annual permit cost for residents would be unaffordable, and cause displacement to nearby streets.

Additionally, representations highlighted that introducing charges would significantly increase illegal/ dangerous parking on Audley Road, which is already congested, leading to potential safety concerns.

Many representations believed that Fanny's Croft car park should remain free because it is located too far out to support town centre vitality. Representations acknowledged that some people use the car park as an overflow for the railway station, but that the car park is predominantly used by residents.

Sandbach Road South on-street parking place

One objection was received regarding the proposed introduction of a 30-minute limited waiting bay, no return in 2 hours on Sandbach Road South between Brookhouse Road and the traffic signal junction. The objection stated that 30 minutes was not long enough to run errands and support businesses.

Alternative suggestions

Some representations put forward alternative suggestions/ proposals for parking in Alsager, which are shown in Table 2

Table 2: Alternative suggestions put forward by representations from Alsager

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> Improving active travel and public transport infrastructure to encourage greater levels of walking, cycling and public transport use. 20mph zones should be introduced on Audley Road, Lawton Road, Sandbach Road North, and other roads near to schools. Six free parking days should be provided to support annual events. Consider impact of displacement on Ashmore's Lane, Sandbach Road North, Fields Road and Brookhouse Road (in addition to those already identified). A period of free parking should be provided on all car parks. This ranges from the first 20 minutes to the first four hours being free. Free (or reduced rate) permits for residents and workers in the town. Retain free parking at all car parks in Alsager (and across the borough).

Theme/ Location	Alternative Suggestion
	<ul style="list-style-type: none"> • Increase council tax to cover charges and keep free parking. • Devolve the car parks to Alsager Town Council with a view to keeping them free.
Fairview car park	<ul style="list-style-type: none"> • Reassessing Fairview at the 'level 2' (middle) tariff band rather than the currently proposed 'higher' tariff band. This is because there are car parks in other towns with more retail offer that have lower parking charges. • Several disability bays should be located near to the school entrance. • A designated drop off zone should be available for school use. • Only charge for parking between 9am and 3pm (to avoid school drop off and pick up periods). • Partial/ full refund scheme for those that shop at Asda.
Station Road car park	<ul style="list-style-type: none"> • Residents parking schemes should be provided as mitigation on Station Road. • Introduce 20mph speed limit on Station Road if double yellow lines are implemented (parked cars create a natural traffic calming effect). • Implement a one-way system on the top part of Station Road with no entry to Station Road from Crewe Road and a reversal of the one-way system on Cross Street (reference to a proposal in the Town Centre Vitality Plan).
Well Lane car park	<ul style="list-style-type: none"> • This car park should remain free of charge. • Well Lane should be long stay. • Residents parking schemes should be provided as mitigation on Well Lane.
Fanny's Croft car park	<ul style="list-style-type: none"> • This car park should remain free of charge. • Mitigation required on the bend located near to Lavender House on Audley Road if charges are implemented.

In addition, many representations stated that double yellow lines cause many issues for residents trying to park near their home and that displacement assessments need to better consider the needs of residents.

Audlem

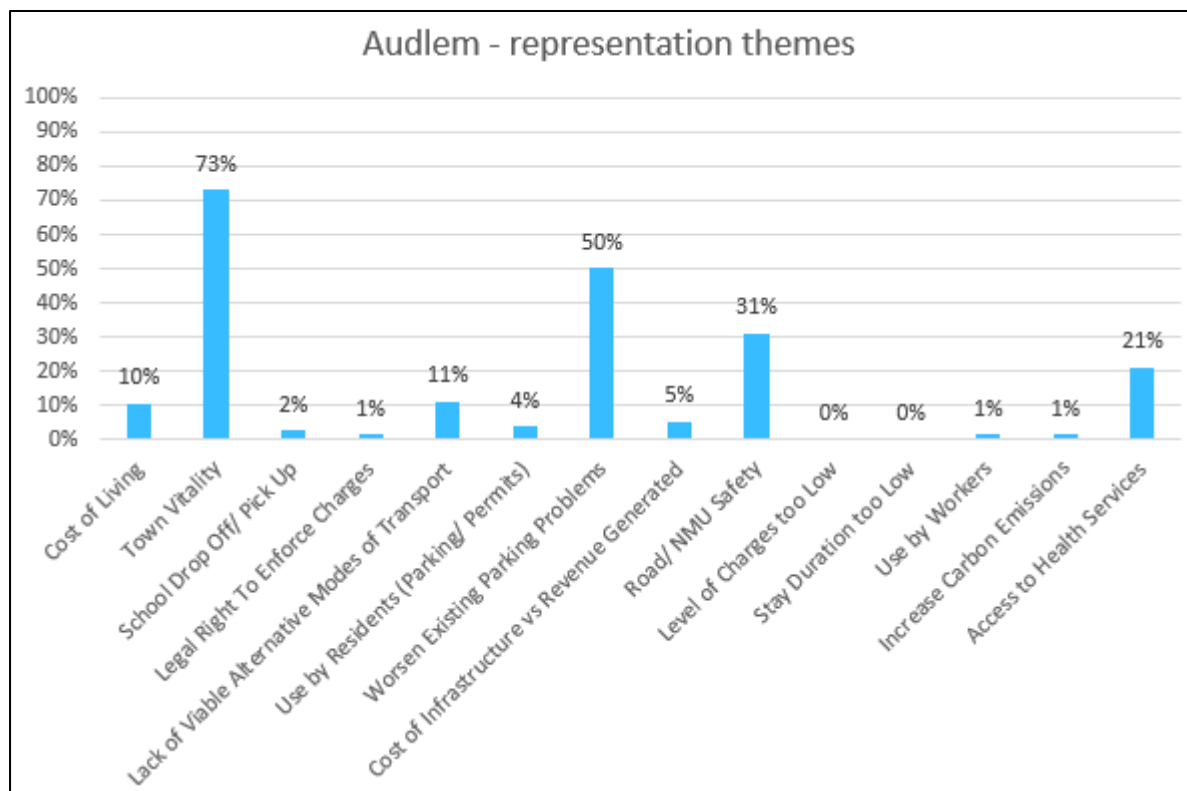
Overall, there were 331 representations received from Audlem. This included 324 objections, four that were neutral and three in support of the proposals.

Themes

The main themes identified were the impact on town vitality (73%), the potential to worsen existing parking problems through displaced traffic (50%), and impact on road/ non-motorised user (NMU) safety (31%). 21% of representations also raised that patients accessing healthcare services should not have to pay for parking.

Figure 8 presents the themes as a percentage of the total number of representations received for Audlem.

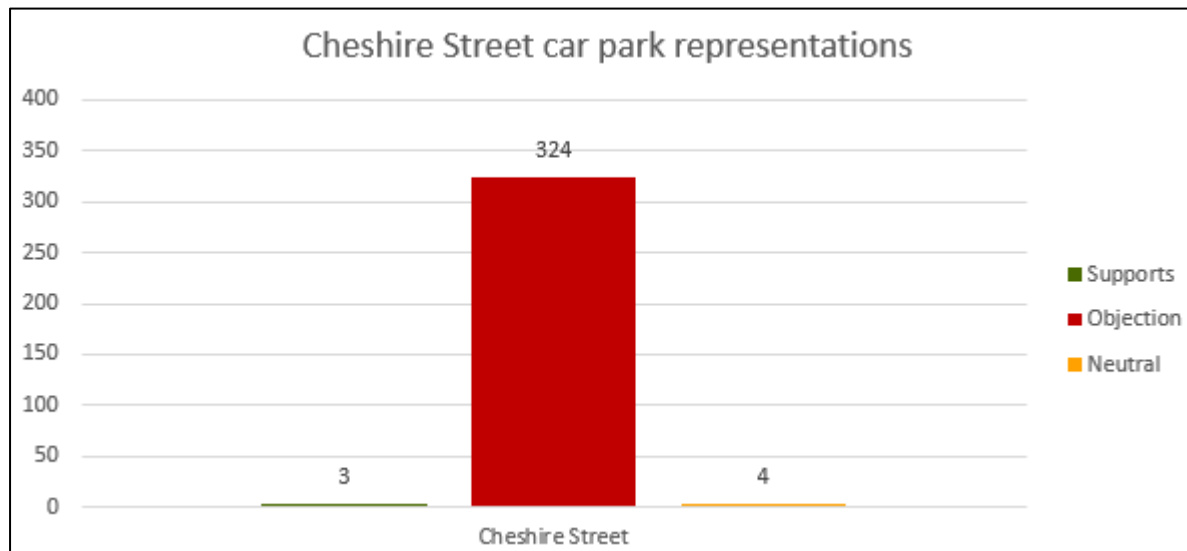
Figure 8: Themes identified as part of representations made from Audlem



Cheshire Street car park

Figure 9 presents the representations received for Cheshire Street car park.

Figure 9: Representations received for Cheshire Street car park in Audlem



Town vitality

Representations raised that Audlem is a service centre for many surrounding rural areas of which its local economy relies on. There are concerns that the introduction of parking charges would:

- Encourage those who live outside of Audlem to travel to larger service centres (e.g., Nantwich) where more services and facilities are on offer. Representations highlighted that the increased services and facilities in other centres would better justify paying for parking; and/ or
- Encourage use of out-of-town retail parks and/ or supermarkets in larger town such as Nantwich, Crewe, and Market Drayton.

If these concerns were realised, the consequences highlighted by representations were an increased number of empty units and a corresponding decrease in business rates for the council. Given Audlem's rural location, it would also mean residents would need to drive to other service centres (or get deliveries), which would increase carbon emissions.

Representations also highlighted concerns about the ongoing viability of community groups (e.g., ADCA access to park, football teams etc), events (e.g., Festival of Transport) and charity groups held at the Public Hall and Church who support vulnerable residents if parking charges are introduced.

Those representations in support of the proposals cited difficulty finding a parking space in Cheshire Street car park. Representations believe that this is partly due to the car park being used by residents. Additionally, they also believe that proposals aiming to support the transition to more sustainable and active modes of transport and reducing car ownership is important given the current climate emergency.

Worsen existing parking problems and road/ non-motorised user safety

Representations received highlight that there are already many issues with illegal/ dangerous parking, particularly along the A525 where the road narrows significantly to the east of its junction with the A529. There is also limited on-street parking bays available, and drivers often park on the double yellow lines either side of these bays, creating issues for drivers trying to turn onto the A525 and A529 from side roads.

There are concerns that the introduction of parking charges at Cheshire Street car park will significantly increase demand for the limited on-street parking bays and cause more instances of illegal/ dangerous parking and increased risk of collisions between vehicles and pedestrians.

Access to health services

Cheshire Street car park serves all services within the community, which includes the Medical Practice. All representations that cited this theme were concerned about patients being charged to access medical services and thought this was immoral.

The Medical Practice is also concerned that parking charges may deter patients from seeing a doctor, meaning health issues are diagnosed at a later stage. Additionally, there are also concerns that the number of missed appointments would increase if parking charges were introduced.

Alternative suggestions

Some representations put forward alternative suggestions/ proposals for parking in Audlem, which are shown in Table 3.

Table 3: Alternative suggestions put forward by representations from Audlem

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • More parking spaces are needed in Audlem. Suggestions included building a new car park (although no locations were put forward) or considering using the pavement to the north of the cemetery as echelon parking or the large green verge next to it. • Introduce walking and cycling facilities between the Hatherton and Walgherton Parish and Audlem to reduce reliance on cars.
Cheshire Street car park	<ul style="list-style-type: none"> • Patients of the medical practice in Audlem should be able to park for free. • Reserve dedicated free parking spaces for users of the Medical Practice and Village Hall and register number plates to be recorded using Automatic

Theme/ Location	Alternative Suggestion
	<p>Number Plate Recognition (ANPR) cameras. Allow 90-minute stays for these bays.</p> <ul style="list-style-type: none"> Consider residents permits on Cheshire Street car park. A period of free parking should be provided. Representations ranged from the first 30 minutes free to the first two hours being free. Charge for parking on-street in Audlem to encourage use of the free car park. Consider EV (Electric Vehicles) charging points as a means for making additional revenue rather than parking charges. Voluntary drivers who drop older people off at the rear of the Annexe for community events can continue doing so free of charge. This was a clear need when ADCA was part of the team who fundraised and designed the Annexe and liaised over the change of car parking bays with Cheshire East Council at the time.
On-street parking/ mitigations	<ul style="list-style-type: none"> Residents parking scheme would be required on Chapel Street and other residential roads. Mitigations need to consider: <ul style="list-style-type: none"> School Lane, which is nearer to the car park than Windmill Drive and Tollgate Drive; and Implementing double yellow lines along Cheshire Street, between the car park entrance and The Lord Combermere Public House.

In addition, many representations stated that double yellow lines cause many issues for residents trying to park near their home and that displacement assessments need to better consider the needs of residents.

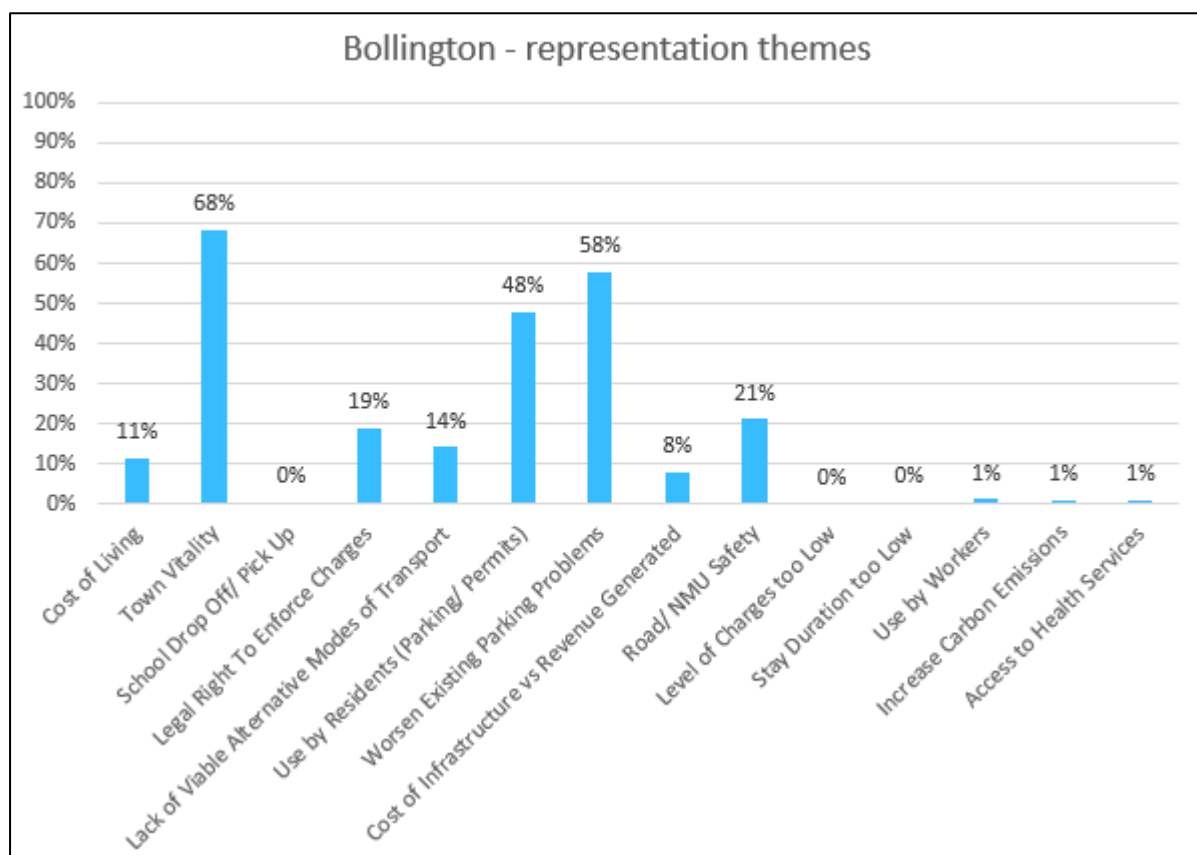
Bollington

Overall, there were 285 representations received from Bollington. This included 274 objections, seven that were neutral and four in support of the proposals.

Themes

The main themes identified were the impact on town vitality (68%), the potential to worsen existing parking problems through displaced traffic (58%), the use of the car park by residents (48%) and impact on road/ non-motorised user (NMU) safety (21%). Figure 10 presents the themes as a percentage of the total number of representations received for Bollington.

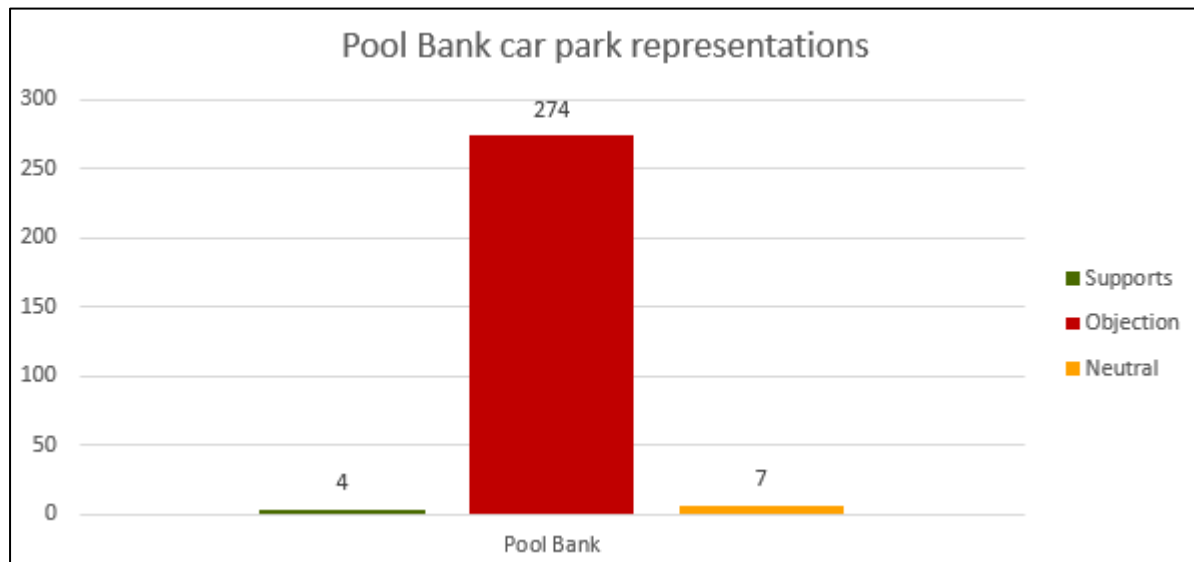
Figure 10: Themes identified as part of representations made from Bollington



Pool Bank car park

Figure 11 presents the representations received for Pool Bank car park.

Figure 11: Representations received for Pool Bank car park in Bollington



Town vitality

Representations raised that the majority of businesses, community groups and charities have little off-street parking and rely on parking within Pool Bank car park and along Palmerston Street. There are concerns that the introduction of parking charges could reduce footfall, making businesses, community groups and charities unviable.

Bollington also attracts many walkers due to its proximity to the Peak District National Park who utilise Pool Bank car park. There are concerns that these visitors would choose other places with free parking to start/ finish their walk, which would reduce footfall into the town.

However, those in support of the proposals to introduce parking charges in Pool Bank car park highlight that they regularly struggle to get a space due to the use of the car park by residents and those using the car park for walks etc. Therefore, they believe that introducing parking charges would increase turnover in the car park and provide more availability of spaces to allow more people to support the vitality of the town.

Worsen existing parking problems and road/ non-motorised user safety

Representations received highlight that there are already many issues with illegal/ dangerous parking on double yellow lines – mostly due to a lack of parking capacity within Bollington. There are concerns that the introduction of parking charges will exacerbate existing parking issues and cause more instances of illegal/ dangerous on-street parking. Many representations were concerned this would increase the risk of collisions between vehicles and pedestrians.

Due to the narrow streets in Bollington, there are also concerns that increasing the number of vehicles seeking spaces on-street to avoid parking charges would increase instances where emergency services cannot travel down streets due to illegal parking.

Use by residents

48% of representations cited the use of the car park for residents parking. Due to the nature of Bollington, a large proportion of houses are terraced and/ or do not come with off-street parking. Additionally, streets are narrow, which restricts the ability for residents to park safely. Therefore, the car park is seen by many as a safe option for parking their vehicle.

There was particular concern that the proposed annual permit cost for residents would be unaffordable, and cause displacement to nearby streets. Additionally, residents highlighted that purchasing a permit would not guarantee them a space, which is unfair. Some also thought that the introduction of parking charges would be impractical as they would need to move their vehicles before charges start at 8am.

Linked to the theme above, there are concerns that this would cause more illegal/ dangerous on-street parking for residents who could not afford a permit, leading to potential safety concerns and potentially making some streets impassable.

Alternative suggestions

Some representations put forward alternative suggestions/ proposals for parking in Bollington, which are shown in Table 4.

Table 4: Alternative suggestions put forward by representations from Bollington

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • Parking should remain free for residents and visitors should pay charges. • Devolve the car park to the Town Council who will take on the operation and maintenance, keeping it free through increases in council tax. • Consider providing more off-street parking by converting the field near Jackson Lane/ Hollin Hall into a car park. • Charge for Adlington Road car park in Bollington. • Ensure pay and display machines can take cash. • Better enforcement of on-street parking restrictions is required. • Bus services need to be improved significantly, particularly with connections to Macclesfield.
Pool Bank car park	<ul style="list-style-type: none"> • Introducing affordable residents parking permits if parking charges are introduced and also provide an

Theme/ Location	Alternative Suggestion
	<p>allowance for purchasing visitor permits (one cost of £35 was put forward).</p> <ul style="list-style-type: none"> • Issue one free residents parking permit to households who do not have off-street parking. If more than one is required, then households would need to purchase a permit. • Part of the car park should have designated residents only bays. • A period of free parking should be provided – representations ranged from the first 20 minutes free to the first two hours being free. • Increase number of disabled spaces and Electric Vehicle charging points. • Convert Pool Bank to a multi-storey car park to increase off-street parking capacity. One example given was Clarence Mill. Another suggestion was to add an underground car park to Pool Bank. • Close back entrance/ exit of Pool Bank car park or making Queen Street one way traffic. • Limit the number of permits on the car park to 20. • Consider changing times of proposed period from 9am (at least) to 6pm.
On-street parking/ mitigations	<ul style="list-style-type: none"> • Introduce a residents parking scheme for the whole of the conservation area in Bollington if parking charges are introduced. • Consider mitigations for Hamson Drive, Shrigley Road, Ashbrook Road and Queens Street where parking blocks access at present.

Additionally, feedback provided also stated that the proposed double yellow lines on Church Street, High Street, Palmerston Street and Hanson Drive will further exacerbate existing parking problems and decrease parking capacity.

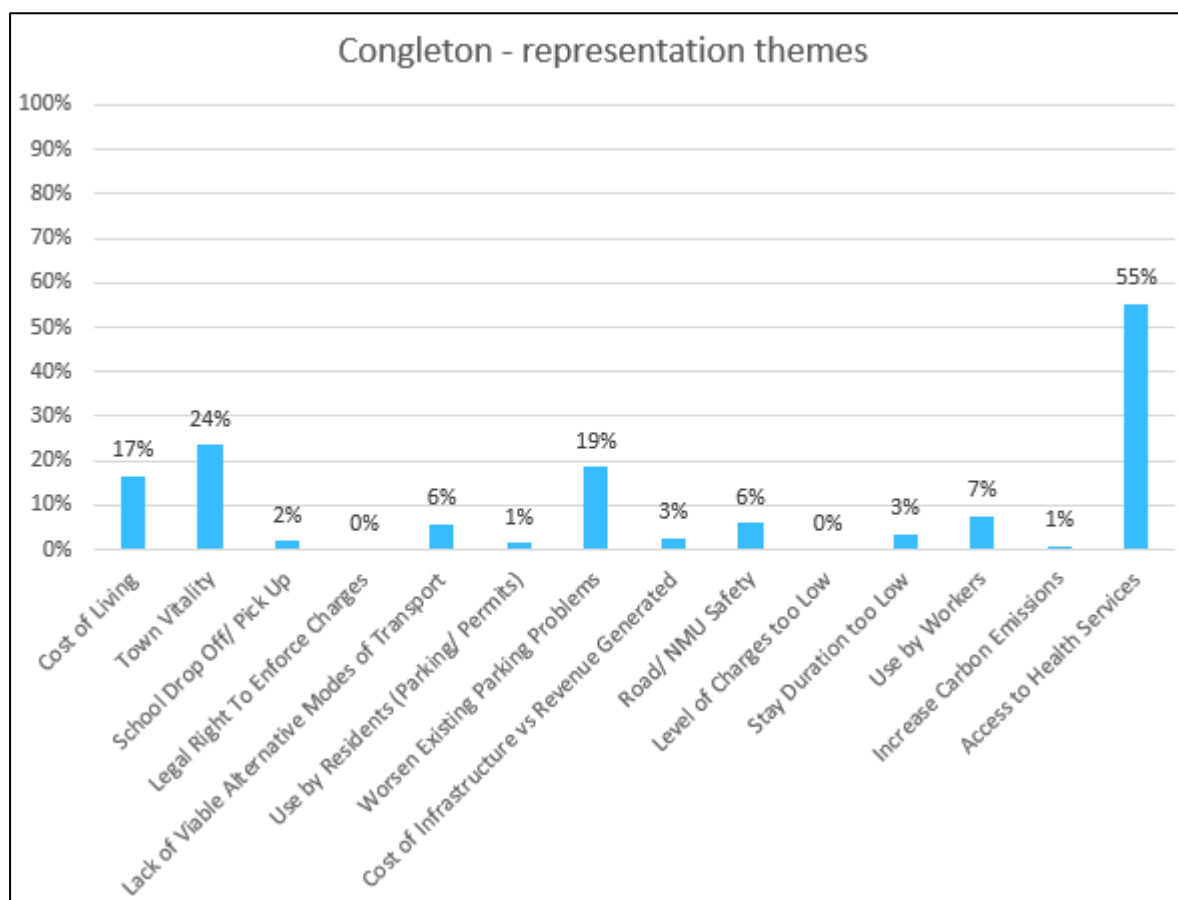
Congleton

Overall, there were 629 representations received from Congleton. 628 responded to the proposals for the town centre car parks and one responded to proposals for Brereton Heath Country Park.

Themes

The main themes identified were the impact accessing health services (55%), town vitality (24%) the potential to worsen existing parking problems through displaced traffic (19%) and the cost of living (17%). Figure 12 presents the themes as a percentage of the total number of representations received for Congleton.

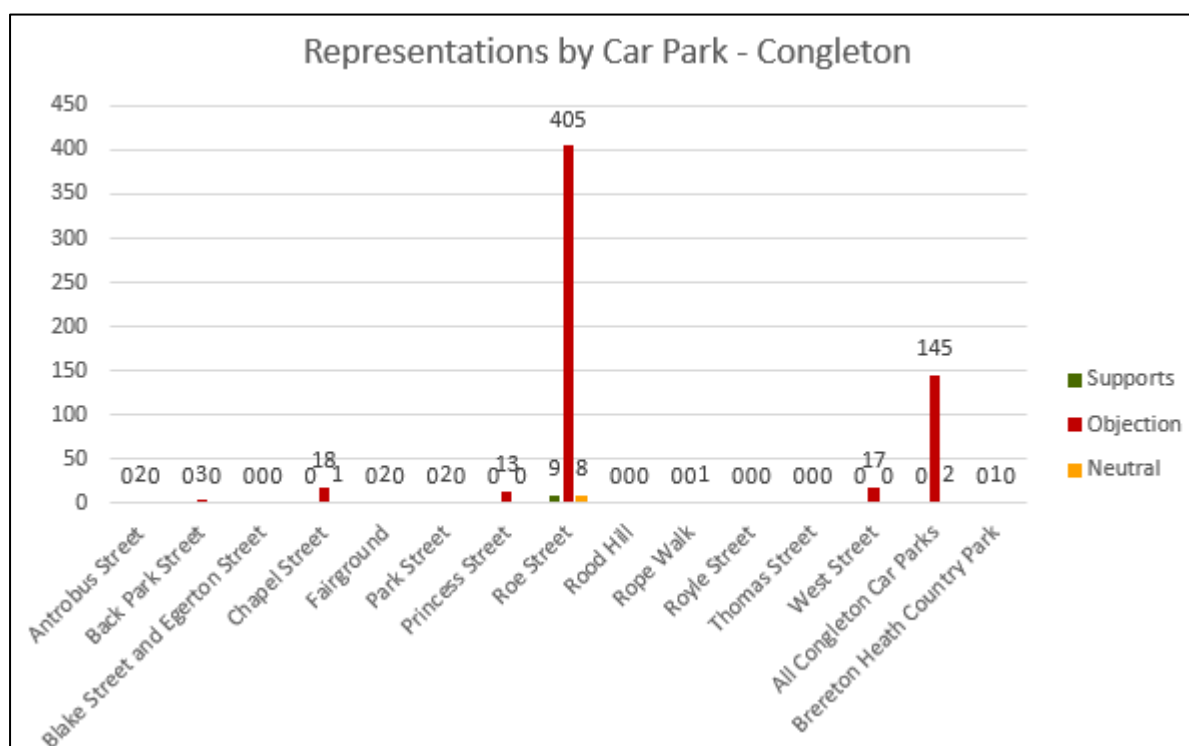
Figure 12: Themes identified as part of representations made from Congleton



Off-street parking representations (Congleton town centre)

The representations received for the town centre car parks comprised 607 objections, 12 that were neutral and nine in support of the proposals as shown in Figure 13. 422 of the representations received related to the proposed introduction of charges at Roe Street car park, comprising 405 objections, eight that were neutral and nine in support.

Figure 13: Representations received for car parks in Congleton



Access to health services

As noted above, the majority of representations received were regarding the proposed introduction of parking charges in Roe Street car park. Representations received also highlighted that Roe Street car park was predominantly used by medical practice users and not users for the town centre because of the walking distance to services and facilities.

The majority of representations were concerned about patients being charged to access health services, particularly low income and elderly groups who are more likely to need access to health services. There were also concerns that parking charges may deter patients from seeing a doctor, meaning health issues are diagnosed at a later stage. Additionally, there are also concerns that the number of missed appointments would increase if parking charges were introduced.

Those in support of the proposed parking charges stated that the car park is often full, and a parking charge could help to deter non-medical practice users from using Roe Street car park. Those in support stated that parking should be free for patients.

Town vitality

Although Congleton already charges for parking, there are concerns that the scale of increase in parking charges will significantly impact town vitality. Representations received for car parks across the town centre highlighted concerns that the proposed increases in charges in Congleton could have a negative impact on:

- The regeneration of Congleton town centre, particularly the Market Quarter; and
- Footfall for current businesses, forcing them to close and increasing the number of empty units in the town.

There are concerns that increased parking charges will encourage shoppers to travel elsewhere to places with more retail offer and free parking.

Linked to the regeneration of the Market Quarter, 13 representations were received about the proposal to make Princess Street car park short stay. The car park is used by workers of the Market Quarter and there were concerns that the proposed three hour stay duration would affect the length of time that visitors would spend in development.

Worsen existing parking problems

Representations highlighted that the proposed increases to parking charges in Congleton would likely increase the number of drivers seeking free parking on-street. There were concerns that this demand for free parking could exceed existing parking supply and encourage more illegal/ dangerous parking on double yellow lines and on residential streets.

Cost of living

16% of representations cited the cost-of-living crisis as a basis for their objection. Many representations stated that they understood the need to increase parking charges but thought that this should be in line with inflation to help maintain town vitality and support low-income families during the cost of living crisis.

The objections were made against the proposed scale of increase to parking charges, rather than the principle of paying to park. There were concerns raised by workers who stated that the proposed increase to all day parking would put a significant pressure on their budget and, in some cases, would be unaffordable. As a consequence, these workers stated that they may need to search for another job, making recruitment and retention more difficult for businesses.

Off-street parking representations (Brereton Heath Country Park)

One objection was received for proposed changes to Brereton Heath Country Park. This stated that it is a well-used by the community (particularly dog walkers) and needs to remain accessible. There were concerns that increasing parking charges may exclude some members (predominantly low-income families and vulnerable users) of the population from the Country Park.

The representation also highlighted that charges should not increase in excess of the Park's running costs because it will reduce the number of visitors (potentially resulting in decreased revenue) and diminish the value and benefit of the Country Park.

There were also concerns that Brereton Heath Country Park should have the same operating times as other Country Parks such as Teggs Nose and the first 30 minutes should be free for consistency.

Alternative suggestions

Some representations put forward alternative suggestions/ proposals for parking in Congleton, which are shown in Table 5.

Table 5: Alternative suggestions put forward by representations from Congleton

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • A period of free parking should be provided – representations ranged from the first 30 minutes free to the first two hours being free. • Parking in Congleton should be free to attract business to Congleton town centre, increase customer footfall and reduce travel to alternative centres. • Keep charging hours as 9am to 5pm to avoid impacting on nursery/ school pick up and drop off. • Parking tariffs should be frozen in Congleton town centre to support the regeneration efforts. • Parking tariffs in Congleton should be increased at a smaller rate and in a gradual/ phased way over the medium term. Suggestions for a fair increase vary as follows: <ul style="list-style-type: none"> ○ 10-20p per day. ○ 20-25% increase on existing tariffs. ○ First hour of parking starts at 60p. ○ Low tariff band should be implemented in car parks across Congleton. • Long stay parking tariffs need to be lower for workers or discounted permits should be made available to workers. • Free after 3pm should remain on Back Park Street. • Consider making Fairground car park long stay. • Consider selling some under-utilised car parks for development. • Improve active travel infrastructure and frequency of local bus services to encourage use by alternative modes of transport. • Devolve car parks to Congleton Town Council. • Introduce a parking disc system that allows Congleton residents free parking for up to one hour.

Theme/ Location	Alternative Suggestion
	<ul style="list-style-type: none"> • Opportunities to purchase a book of tickets at a reduced rate. • Rent spaces for Electric Vehicle Charging Points on car parks. • Explore emissions-based parking charges. • Reduce the cost of permits from two-thirds of the five-day rate to half of the five-day rate to make it more palatable for people to pay in advance. • Pay & Display machines must be able to take cash or debit card.
Antrobus Street car park	<ul style="list-style-type: none"> • Allow the first 15 minutes free of charge at Antrobus Street to allow for pick up/ drop off of prescriptions. • Consider making Antrobus Street car park long stay.
Chapel Street car park	<ul style="list-style-type: none"> • Retain Chapel Street car park as long stay.
Princess Street car park	<ul style="list-style-type: none"> • Retain Princess Street car park as long stay.
Roe Street car park	<ul style="list-style-type: none"> • Keep Roe Street car park free and designate as a medical practice car park only. • Consider transferring ownership of Roe Street car park to the medical practice. • If Roe Street is charged for parking, ensure patients can park for free/ first hour free and charge for longer stays.
Rope Walk car park	<ul style="list-style-type: none"> • Make Rope Walk car park a resident only car park.
Park Street car park	<ul style="list-style-type: none"> • Consider making Park Street car park workers only. • Consider making Park Street car park residents only with discounted permits.
On-street parking/ mitigations	<ul style="list-style-type: none"> • If a free period of parking is not possible, increase stay duration on-street from 30 minutes to 1 hour to support town vitality. • Residents permits/ parking schemes required to mitigate impact of increased parking charges.

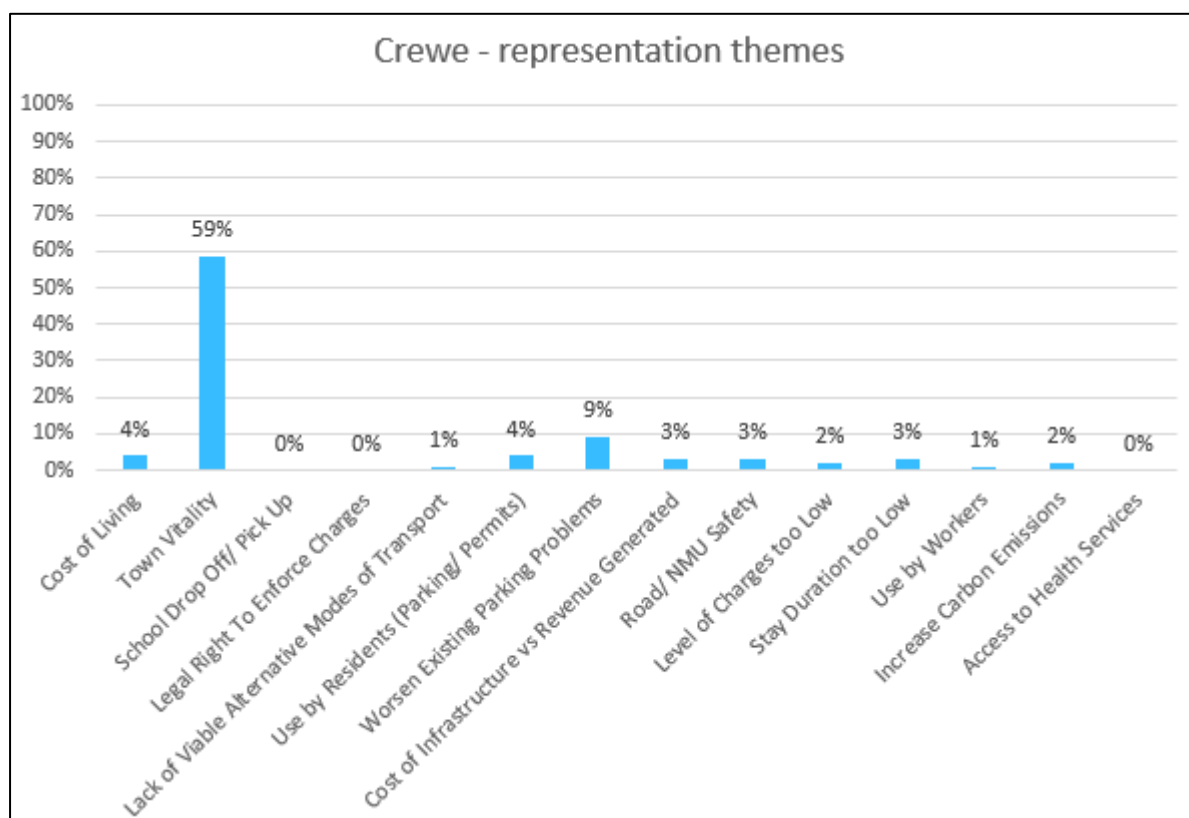
Crewe

Overall, there were 99 representations received from Crewe, which all responded to proposed changes to car parking tariffs.

Themes

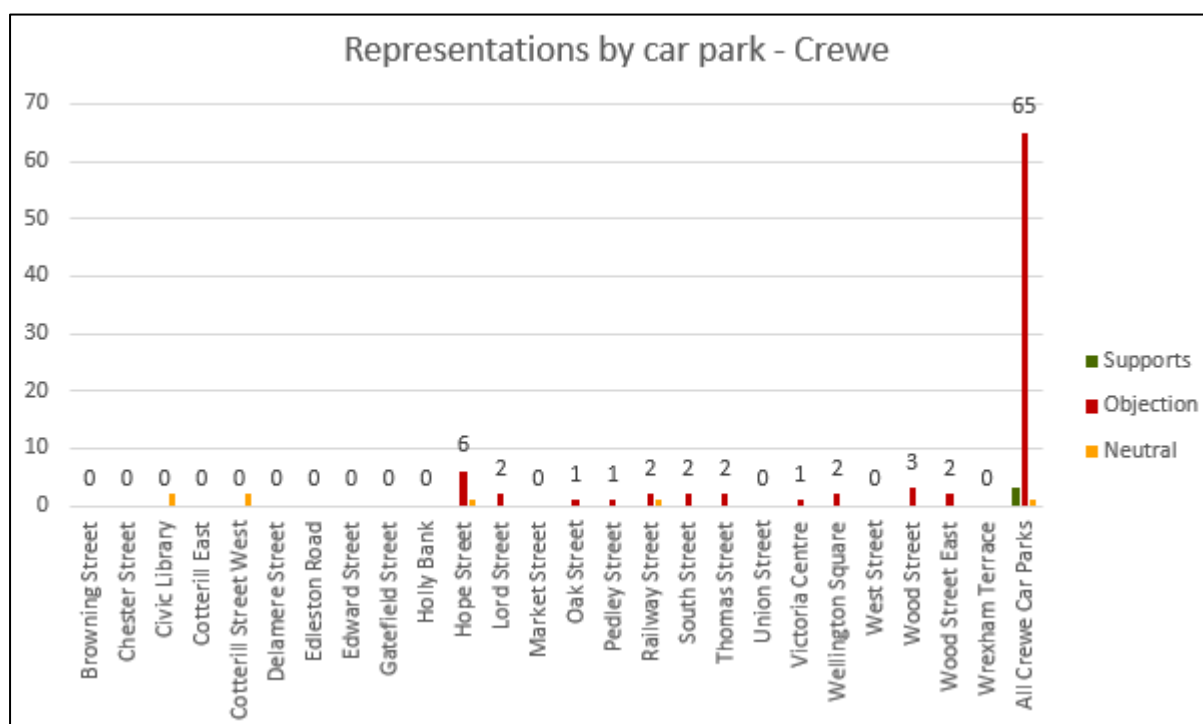
The main theme identified was the impact on town vitality (59%). Figure 14 presents the themes as a percentage of the total number of representations received for Crewe.

Figure 14: Themes identified as part of representations made from Crewe



Off-street parking representations

The representations received for the car parks comprised 89 objections, seven that were neutral and three in support of the proposals as shown in Figure 15.

Figure 15: Representations received for car parks in Crewe

Town vitality

Objections made from Crewe highlighted that the proposed increase to tariffs would further deter visitors to the town centre, which needs regeneration. Representations already cite Crewe as a 'ghost town'. There are concerns that further increases to parking charges will deter new businesses from investing in the town centre, particularly with Grand Junction Retail Park also being located very close to the town centre.

Those objecting also outlined that Crewe is one of the most deprived areas in the borough and that having higher parking charges than other more affluent service centres is unfair. Many also stated that charges cannot be changed in Crewe without the introduction of parking charges in current free towns. They were particularly concerned that the current parking regime is unfair and service users in Crewe should not be subsidising free car parking in other more affluent areas.

Those supporting the proposals believe that this provides the council with opportunities to consolidate car parking and sell some surface car parks for development. This in turn would facilitate opportunities to redesign the town centre to improve accessibility by walking and cycling.

Alternative suggestions

Some representations put forward alternative suggestions/ proposals for parking in Crewe, which are shown in Table 6.

Table 6: Alternative suggestions put forward by representations from Crewe

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • Smaller increase in parking charges to support town vitality. • Make parking free for a measurable trial period (six months to one year) to encourage use of Crewe town centre, greater investment from businesses and discourage travel to out-of-town shopping centres. • Charge parking equally across the borough. • Increase cycle parking provision in Crewe • The council should join the National Parking Platform. • If parking charges are increase in Crewe, reduce business rates to encourage investment. • Increase the number of disabled spaces in Crewe car parks.
Hope Street car park	<ul style="list-style-type: none"> • Retain Hope Street as a long stay car park and make charges similar to Wood Street East.
Lord Street car park	<ul style="list-style-type: none"> • Consider option to purchase residents parking permits in Lord Street car park.
Wellington Square car park	<ul style="list-style-type: none"> • Make Wellington Square car park a permit only car park rather than pay and display. If charged, provide option to purchase residents parking permits at a reduced rate. • Improve enforcement of illegal parking in the turning circle at Wellington Square car park.

Disley

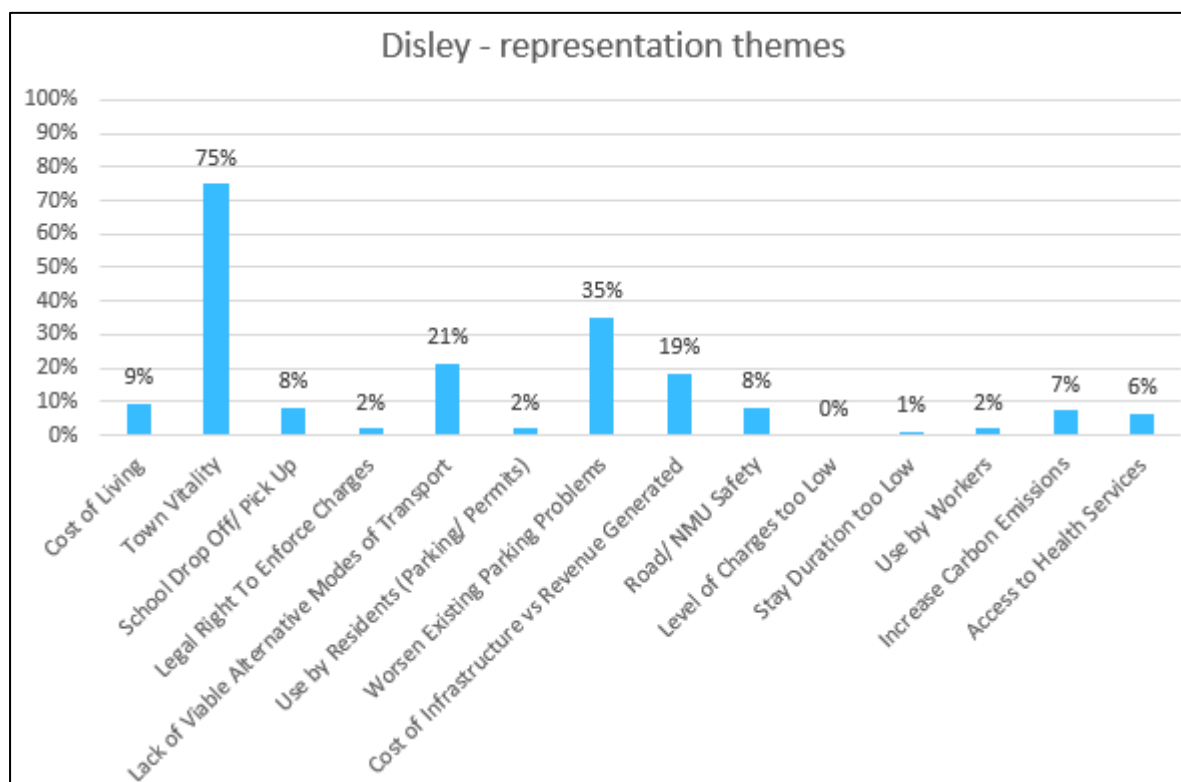
Overall, there were 108 representations received from Disley, which all responded to the proposed introduction of parking tariffs. There was also an online petition set up in opposition to the proposals. This petition obtained 801 signatures by 26 November 2023. While the petition is noted, the analysis only focuses on the representations received during the statutory consultation period by email or by post.

Themes

The main themes identified were the impact on town vitality (75%), the potential to worsen existing parking problems through displaced traffic (35%), lack of alternative modes of transport (21%) and the cost of infrastructure versus revenue generated (19%). Figure 16 presents the themes as a percentage of the total number of representations received for Disley.

The cost of infrastructure versus revenue generated has been summarised as part of the borough-wide themes and will not be repeated here. However, specific to Community Centre car park, a general concern raised was that the site includes spaces belonging to Cheshire East Council, Disley Parish Council, and Peaks and Plains. Representations identified the potential for confusion, which would need to be managed through clear lining and signing to ensure that service users knew they were parking in a chargeable space.

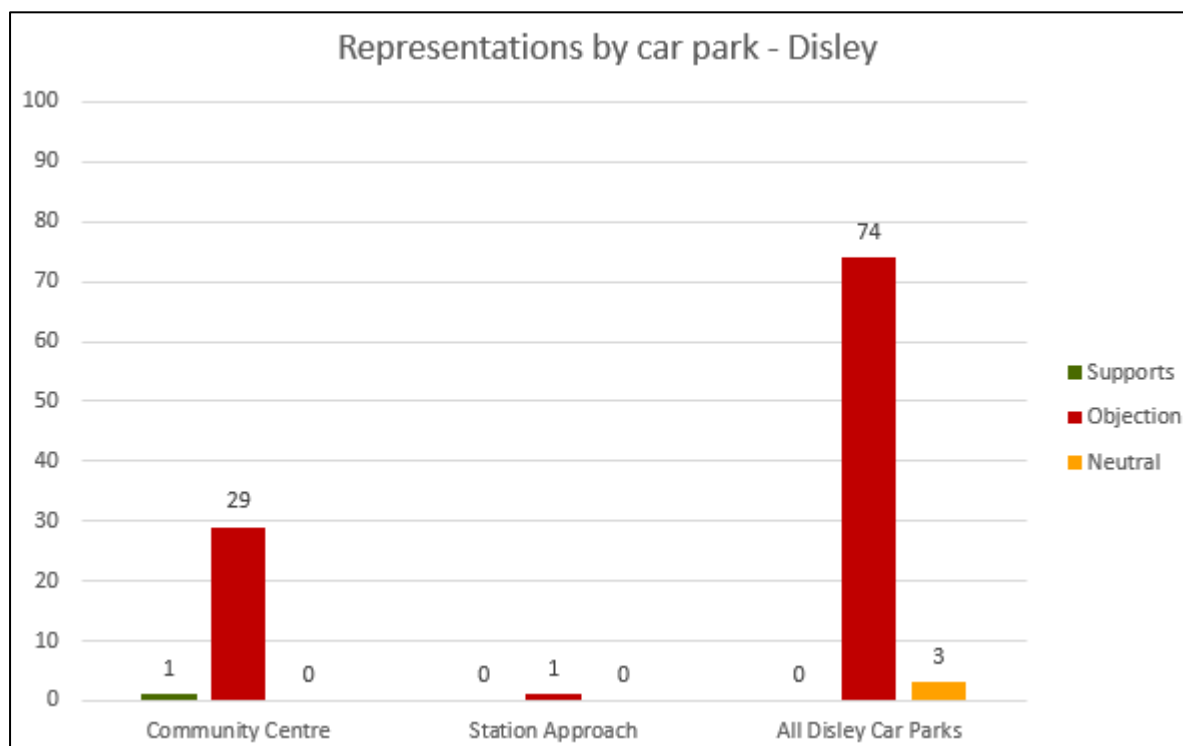
Figure 16: Themes identified as part of representations made from Disley



Off-street parking representations

The representations received included 104 objections, three that were neutral and one in support of the proposals as shown in Figure 17.

Figure 17: Representations received for car parks in Disley



Town vitality

Representations raised that Disley is a service centre for many surrounding rural areas of which its local economy relies on. There are concerns that introducing parking charges would deter visitors from using the local businesses, resulting in reduced footfall, and increasing the risk of businesses in Disley closing. Many representations cited that residents and visitors would visit supermarkets in nearby settlements with free parking (e.g., Whaley Bridge, Marple or New Mills in High Peak). Therefore, free car parking in Disley put businesses on a 'level playing field' with neighbouring settlements.

There are also concerns that the proposals could make many community events and activities held at the Library and Community Hall less viable and, in some cases, double the cost of attending them. There are also concerns that some events and activities may be less accessible to more vulnerable members of the population, increasing social isolation.

Those representations that were neutral or in support highlighted that overstays on Community Centre car park are common due to a lack of enforcement, which has resulted in some users being unable to find a parking space. This restricts their ability to access local businesses and services in Disley, which also has a negative impact on town vitality. Those citing their support believe that there should be a short

period of parking free (30 mins to one hour) and then a charge for longer stays should apply to encourage:

- Greater compliance with the current three-hour maximum stay; and
- Turnover of spaces.

Representations received for proposed charges in Station Approach car park highlighted that the car park is also used by the 1st Disley Scouts and that the community scout hut is located adjacent to the site. In some cases, the Scouts meet before 6pm and there were concerns that implementing a parking charge could impact the attendance to the Scouts and events held at this location.

Worsen existing parking problems

Representations highlighted that parking capacity in Disley is limited. There are concerns that the introduction of parking charges would increase demand for the small amount of free on-street parking located close to the town centre; particularly along the A6 Buxton Road, Dane Bank Drive, Jacksons Edge, and Buxton Old Road. The consequences of this additional demand would be an increase to the amount of illegal/ dangerous parking (e.g., parking on double yellow lines), which could increase the risk of collisions between vehicles and pedestrians.

There was also some concern that the demand for on-street parking would intensify significantly during the school pick up/ drop off, where some parents who currently use Community Centre car park would seek free parking. There are concerns that this could increase instances of illegal/ dangerous parking and potentially compromise the safety of parents and children travelling to/ from the school.

Lack of viable alternative modes of transport

The majority of representations cited that Disley is located within a valley with steep hills on either side making walking/ cycling along Jacksons Edge Road and Buxton Old Road more difficult. Representations also highlighted that the population has a higher proportion of elderly residents who would struggle to walk or cycle to/ from the centre of Disley.

The infrequent bus service was also referenced, which given the topography of Disley increases the reliance on private vehicles to access services in the town centre. Many also cited that the rail services were impractical for travel to other towns in Cheshire East because users would have to travel via Stockport to travel to key service centres such as Macclesfield.

There were also concerns that charging for parking at Station Approach car park would encourage commuters to travel further in their cars to other stations where parking is free, increasing carbon emissions through an already designated Air Quality Management Area. On the other hand, those representations in support/ neutral stated that commuters do not contribute to the local economy in Disley, and it was therefore right that they were charged to use the public car park.

Alternative suggestions

Some representations put forward alternative suggestions/ proposals for parking in Disley, which include:

- A free period of parking should be provided – suggestions ranged from the first 30 minutes free to the first two hours of parking being free on both car parks;
- Charges for long stay would be more appropriate than charging for short stay;
- Parking permits would be required for residents on the A6 if parking charges are introduced; and
- If parking charges are introduced, carers permits would be required on Community Centre car park.

Handforth

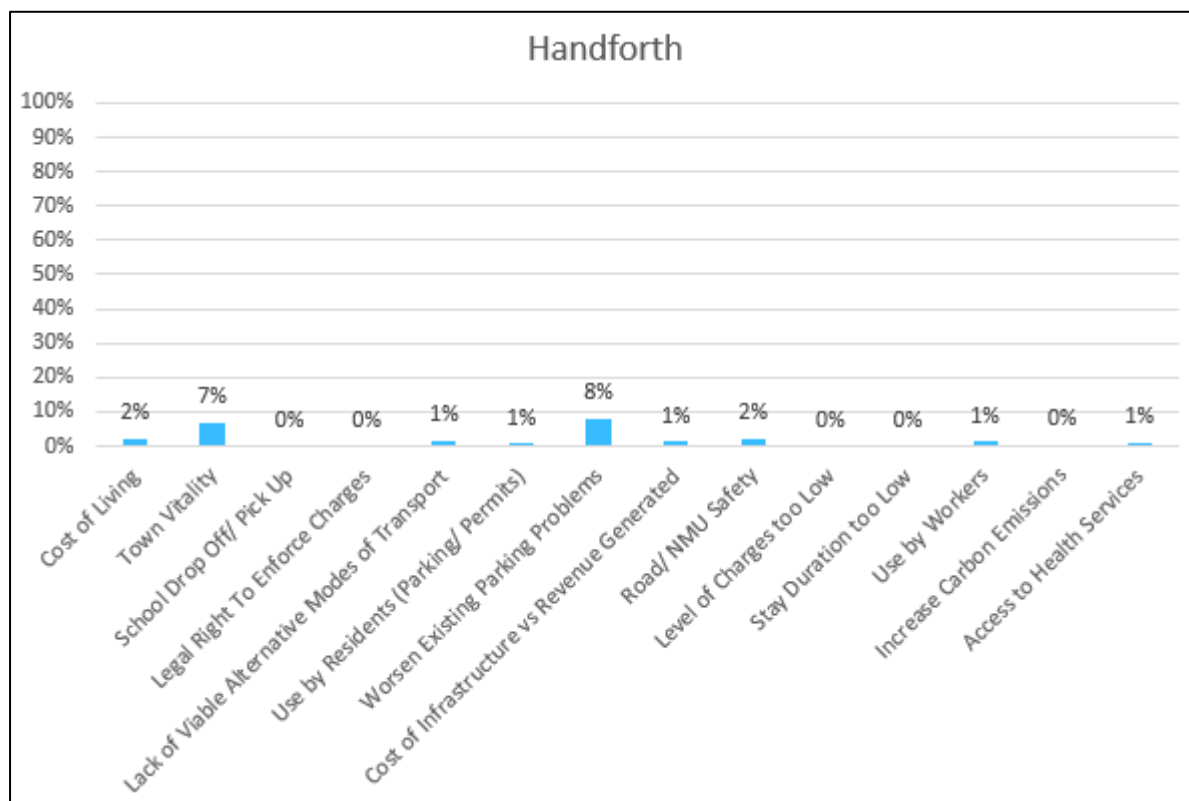
Overall, there were 416 representations received from Handforth. This included 410 objections, four that were neutral and two in support of the proposals.

Handforth Town Council conducted a survey of residents, visitors, and businesses during the statutory consultation period. The results of the survey were received, analysed, and included in the overall results. As this survey did not present reasons for the responses provided, no further analysis (e.g., categorisation into themes) could be conducted.

Themes

The main themes identified were the potential to worsen existing parking problems (10%) and the impact on town vitality (8%). Figure 18 presents the themes as a percentage of the total number of representations received for Handforth.

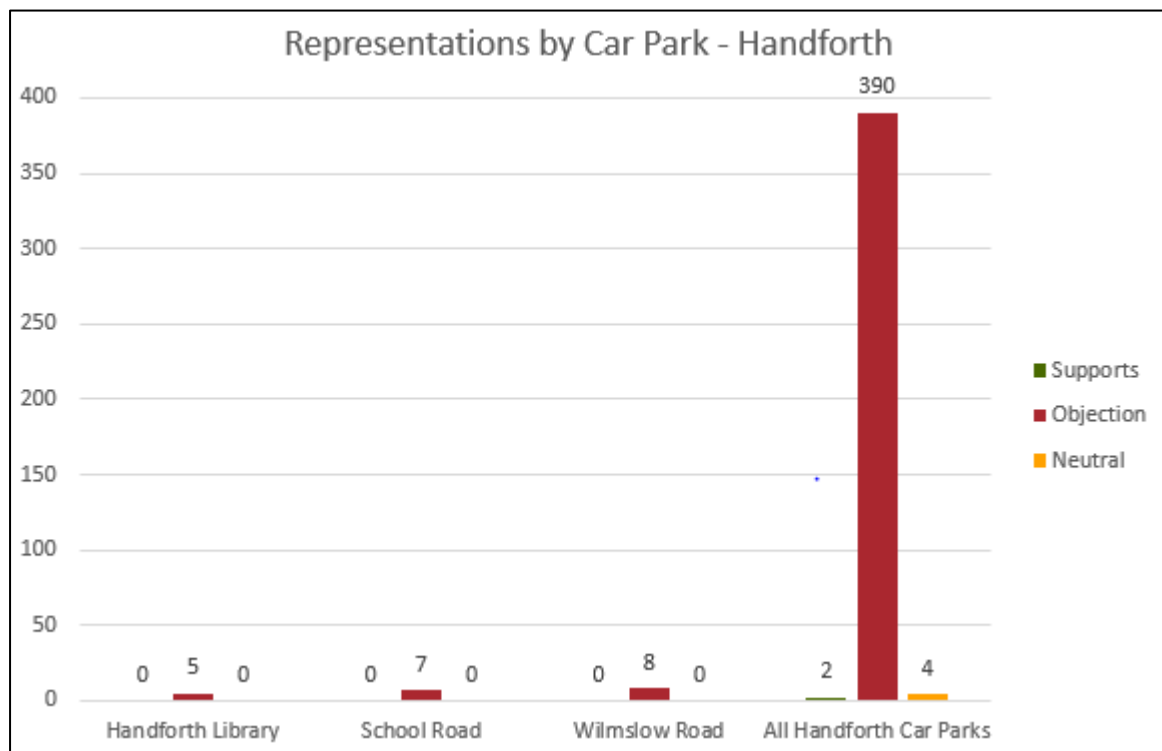
Figure 18: Themes identified as part of representations made from Handforth



Off-street parking representations

The representations received included 410 objections, four that were neutral and two in support of the proposals as shown in Figure 19.

Figure 19: Representations received for car parks in Handforth



Town vitality

Representations highlighted concerns that introducing parking charges could deter residents and visitors from using the businesses, services, and facilities in Handforth, resulting in reduced footfall, and risking the viability of some businesses. Many believe that parking charges could encourage:

- Customers to use Handforth Dean Retail Park, Heald Green or Wythenshawe where there is free parking instead of town centre businesses;
- Those using Handforth businesses may consolidate their shopping into one or two trips a week, reducing the potential for 'impulse' purchases;
- Increase the use of online shopping; and/ or
- Reduced usage of the library – noting that opening hours have already been reduced – making this community facility potentially less viable.

Additionally, some representations noted that they use the car parks in Handforth to pick up and drop off children attending classes at Just Gymnastics and the cost of paying twice for parking would make it too expensive for children to attend classes.

Those who are in support of parking charges cite that the lack of turnover in car parks can make it difficult to find a space. However, they all stated that a short period of free parking should be provided on all car parks to facilitate pick up and drop off at classes such as Just Gymnastics, as well as prescriptions at the local medical practice.

Worsen existing parking problems

A number of representations cited concerns with current on-street parking issues, particularly pavement parking. There are concerns that the volume of traffic parking along unrestricted residential streets will increase if parking charges are introduced, particularly workers who would seek to avoid all-day parking charges.

Residents raised concerns that increased demand for parking on residential streets will make parking outside of their homes difficult. There are also concerns that the increased demand could lead to more illegal/ dangerous parking and increase the risk of collisions between vehicles and pedestrians.

Alternative suggestions

Some representations put forward alternative suggestions/ proposals for parking in Handforth, which are shown in Table 7.

Table 7: Alternative suggestions put forward by representations from Handforth

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • A short period of parking free – suggestions ranged from the first 15 minutes to one hour of parking free. • No charges for parking on a Saturday to support town vitality. • Parking charges should not be introduced until the park and ride scheme is implemented. • Council tax should be used to fund free parking. • Bus service frequency and active travel infrastructure need to be improved significantly to encourage greater travel by more sustainable modes of transport.
Wilmslow Road car park	<ul style="list-style-type: none"> • The proposed £5.20 all day charge at Wilmslow Road car park is would disproportionately impact workers.
On-street parking/ mitigations	<ul style="list-style-type: none"> • Residents parking schemes will need to be considered on School Road, Church Road, Crossfield Road, and Church Road if charges are introduced. • Grangeway and Sagars Road should be added to the monitoring list as these streets are likely to experience the effects of displacement from parking. • More regular enforcement is needed to enforce existing waiting restrictions. Increased patrols would also likely increase revenue due to regular illegal/ dangerous parking. • Parking permits should be provided for Wilmslow Road car park free of charge to residents of Wilmslow Road, Station Road, and South Acre Drive, as well as businesses who need/ rely on the car park.

Haslington

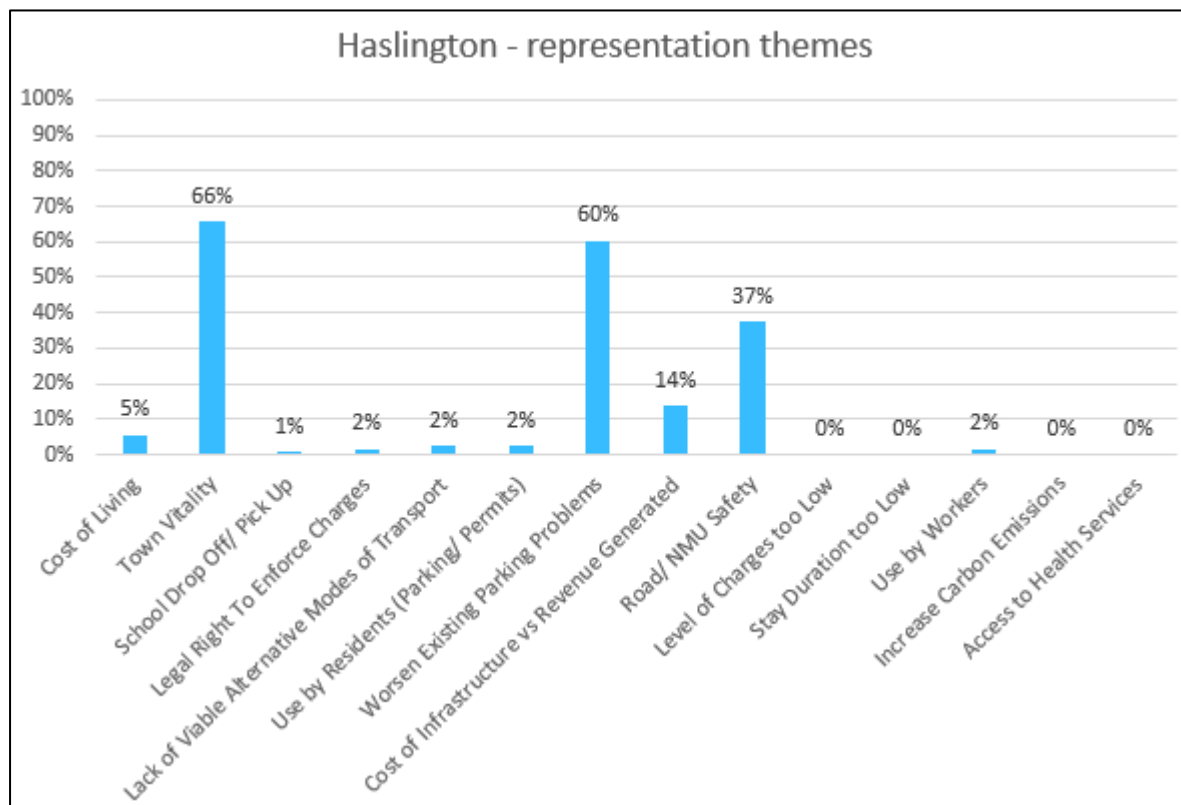
Overall, there were 131 representations received from Haslington. There was also a petition with 1,015 signatures delivered to the council at the end of the statutory consultation period. While the petition is noted, the analysis only focuses on the representations received during the statutory consultation period by email or by post.

Themes

The main themes identified were the impact on town vitality (66%), the potential to worsen existing parking problems (60%) and road/ non-motorised user (NMU) safety (37%). Figure 20 presents the themes as a percentage of the total number of representations received for Haslington.

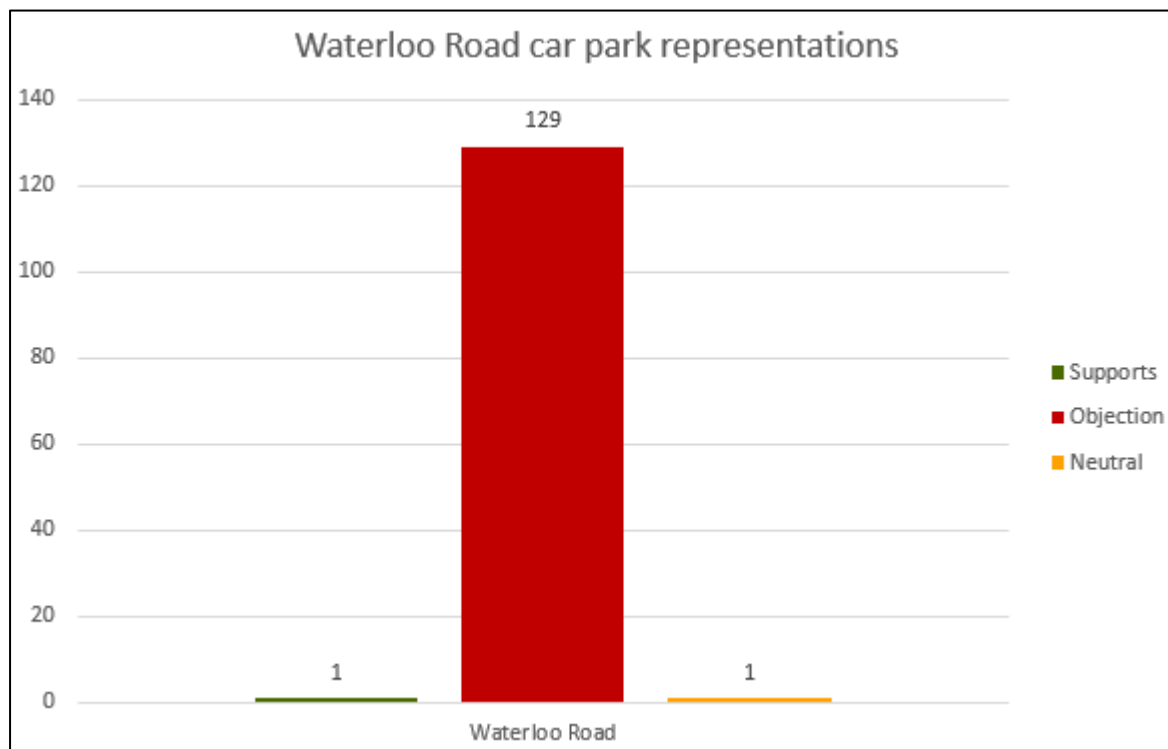
The cost of infrastructure versus revenue generated has been summarised as part of the borough-wide themes and will not be repeated here.

Figure 20: Themes identified as part of representations made from Haslington



Off-street parking representations

The representations received included 129 objections, one that was neutral and one in support of the proposals as shown in Figure 21. Haslington only has one car park (Waterloo Road) and therefore all representations received related to the proposals to introduce charges on this car park.

Figure 21: Representations received for Waterloo Road car park in Haslington

Town vitality

Representations raised that Haslington was a small community with local independent shops and businesses that support residents for everyday essentials. Most trips to these shops last less than 15 minutes and therefore there were concerns that even charging for parking on the lowest consolidated tariff band would encourage users to park on the road (see next section) or shop in nearby Crewe or Sandbach.

Given the relatively small catchment for these businesses, representations were concerned that parking charges could significantly impact the ongoing viability of businesses in Haslington. If businesses closed, this would decrease business rate income to the council and also force residents to travel to nearby service centres for their essentials.

Worsen existing parking problems and road/ non-motorised user safety

The majority of representations were concerned that the introduction of parking charges would encourage much more on-street parking. Issues have already been raised about parking on the bend of St Michael's Close, as well as along Waterloo Road on double yellow lines. There are concerns that the increased demand for on-street parking will cause more dangerous and illegal parking to take place, which could increase the risk of collisions between vehicles and pedestrians.

Some representations also highlighted that a number of residents have a business and park their vans overnight and at weekends. There are concerns that the

proposed annual charge of £490 per year will cause them to avoid the car park and park on the road, creating more obstructions to the highway.

Alternative suggestions

Some representations put forward alternative suggestions/ proposals for parking in Haslington, which include:

- A short period of parking free – suggestions ranged from the first 30 minutes to one hour of parking free;
- Devolve control of, or lease, the car park to the Parish Council to retain free parking;
- Provide a barrier to prevent overnight parking by commercial vehicles; and
- Greater enforcement of current waiting restrictions is required.

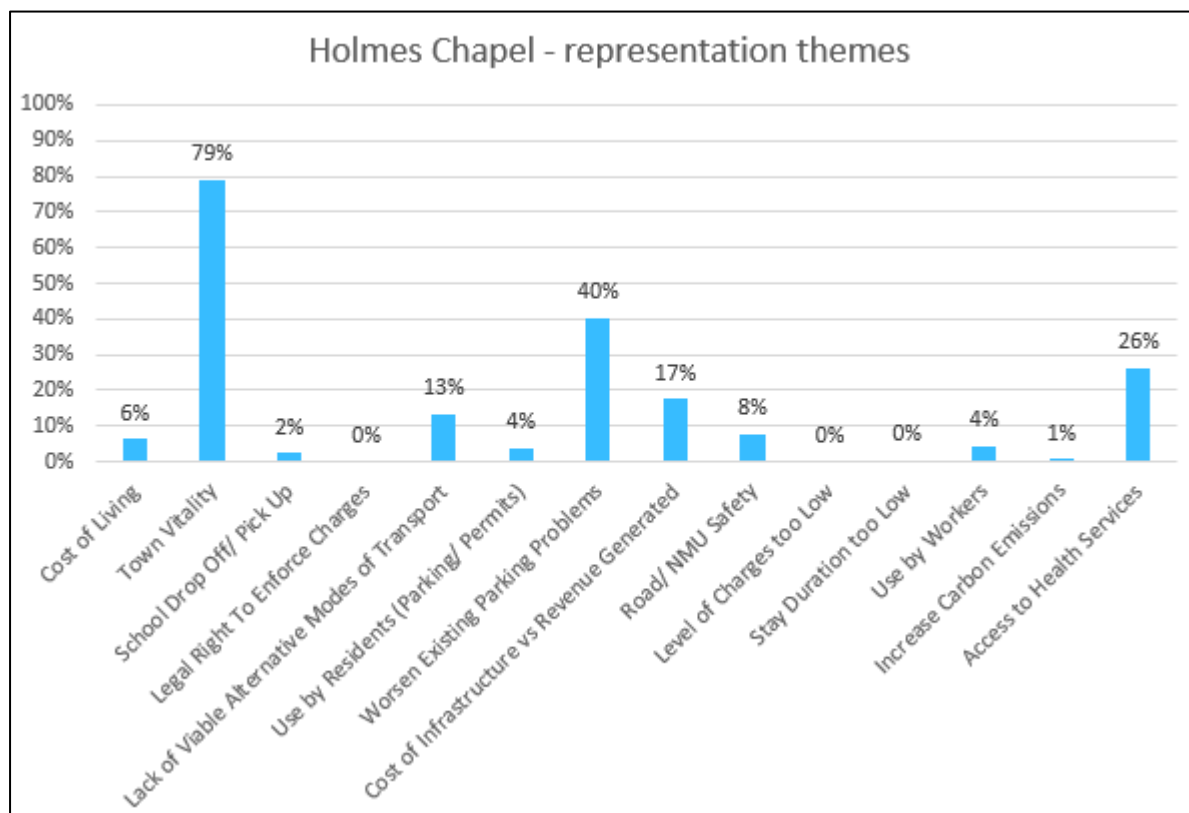
Holmes Chapel

Overall, there were 258 representations received from Holmes Chapel, which all responded to the proposed introduction of parking tariffs.

Themes

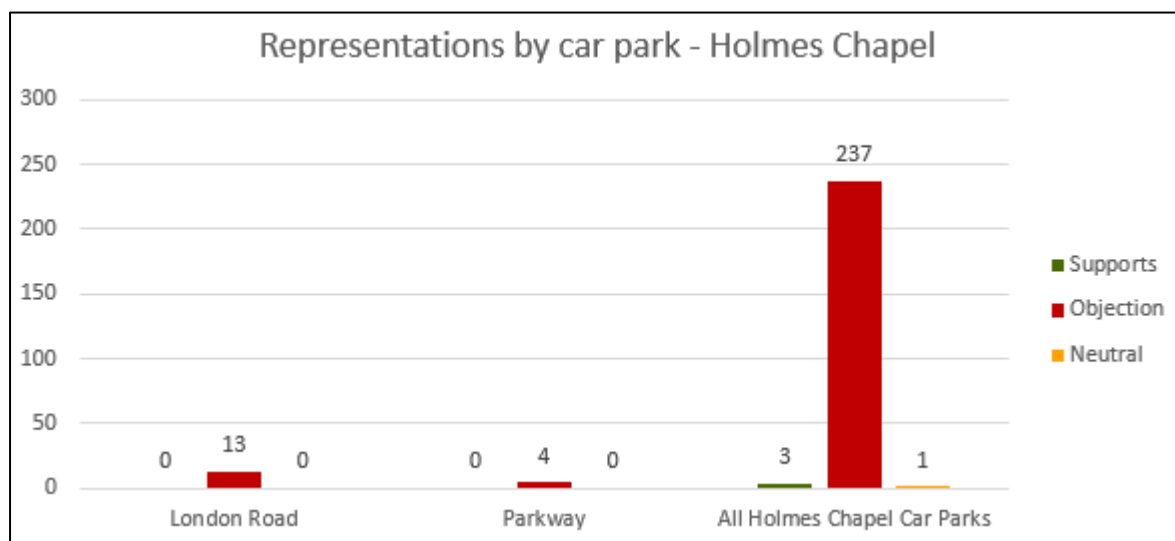
The main themes identified were the impact on town vitality (79%), the potential to worsen existing parking problems through displaced traffic (40%) and access to health services (26%). Figure 22 presents the themes as a percentage of the total number of representations received for Holmes Chapel.

Figure 22: Themes identified as part of representations made from Holmes Chapel



Off-street parking representations

The representations included 254 objections, one that was neutral and three in support of the proposals as shown in Figure 23.

Figure 23: Representations received for car parks in Holmes Chapel

Town vitality

Representations raised that Holmes Chapel is a service centre for many surrounding rural areas such as Cranage and Goostrey of which its local economy relies on. There are concerns that the introduction of parking charges could:

- Encourage more use of supermarkets on the edge of Holmes Chapel (e.g., Aldi) where parking is free, reducing footfall for businesses in the town centre;
- Deter passing trade from stopping at Holmes Chapel;
- Encourage those who live outside of Holmes Chapel to travel to larger service centres (e.g., Knutsford) where more services and facilities are on offer;
- Representations highlighted that the increased services and facilities in other centres would better justify paying for parking; and/ or
- Encourage use of out-of-town retail parks and/ or supermarkets in larger towns.

If these concerns were realised, there would be a decrease in business rates for the council. Additionally, some representations highlighted that the majority of visits are for less than 30 minutes and having to pay a full hour of parking is not proportionate.

Representations also highlighted concerns about the ongoing viability of community groups (e.g., mum/ baby groups, library) and voluntary groups that help maintain the village. These services are seen as integral to the overall vitality of Holmes Chapel and the wellbeing of residents.

Those representations in support of the proposals cited difficulty finding a parking space in Holmes Chapel mostly due to the limited parking capacity available. Therefore, encouraging turnover of cars will help to improve accessibility to shops and community groups (e.g., local baby group and library) and support town vitality. Additionally, they also believe that proposals aiming to support the transition to more sustainable and active modes of transport and reducing car ownership is important because:

- Of the current climate emergency and;
- Holmes Chapel being heavily dominated by cars, creating an unattractive environment for walkers and cyclists.

Worsen existing parking problems

Representations received from residents on streets close to car parks highlight that there are already existing parking problems, particularly on Alumbrook Avenue which is connected directly to London Road car park via a footway. Other representations cited that Bessancourt could also experience the effects of displaced traffic if parking charges are introduced.

There are concerns that the introduction of parking charges in Holmes Chapel will significantly increase demand for free parking on residential roads, cause more instances of illegal/ dangerous parking and increased risk of collisions between vehicles and pedestrians.

Access to health services

London Road car park is located adjacent to London Road Medical Practice. The medical practice has its own small car park, but reserves many of its spaces for staff, which results in most patients using London Road car park as an overflow.

All representations that cited this theme were concerned about patients being charged to access medical services. There are concerns that parking charges could deter patients from seeing a doctor, meaning health issues are diagnosed at a later stage. Additionally, there are also concerns that the number of missed appointments would increase if parking charges were introduced.

Alternative suggestions

Some representations put forward alternative suggestions/ proposals for parking in Holmes Chapel, which is shown in Table 8.

Table 8: Alternative suggestions put forward by representations from Holmes Chapel

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • A short period of parking free – suggestions ranged from the first 30 minutes to two hours of parking free. • Free parking should be provided at weekends. • More parking capacity is needed in Holmes Chapel. Turn the old Barclays bank into a multi-storey car park. • Devolve control of the car parks to Holmes Chapel Parish Council. • Council tax should fund local free parking. • Introduce a disc scheme that allows parking for free. • Free parking should be provided for workers in the village.

Theme/ Location	Alternative Suggestion
	<ul style="list-style-type: none"> • Bus service frequency and active travel infrastructure need to be improved significantly to encourage greater travel by more sustainable modes of transport. • Charges are higher than larger towns that have more services and retail offering. They should be lower in Holmes Chapel.
London Road car park	<ul style="list-style-type: none"> • Ensure London Road is retained as a long stay car park.
Parkway car park	<ul style="list-style-type: none"> • Do not make Parkway a short stay car park. • Carers permits should be provided for those visiting the supported living accommodation at Lovell Court. • Match the maximum stay for Parkway car park with the shopping precinct across the road and provide free of charge.

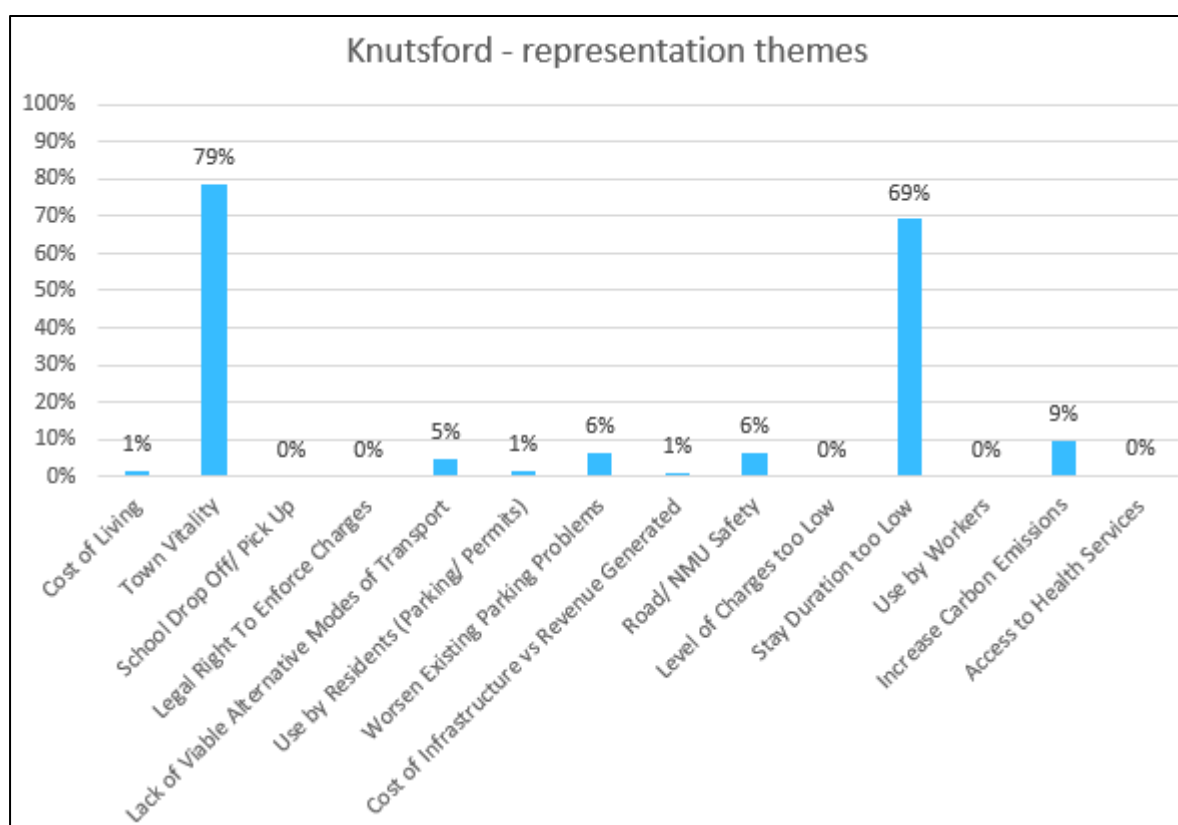
Knutsford

Overall, there were 211 representations received from Knutsford. This included 207 objections, one that were neutral and three in support of the proposals. Seven representations related to changes to off-street car parks while the remaining 204 related to proposed changes to on-street parking restrictions.

Themes

The main themes identified was the impact on town vitality (79%) and the stay duration for the proposed on-street parking restrictions being too low (69%). Figure 24 presents the themes as a percentage of the total number of representations received for Knutsford.

Figure 24: Themes identified as part of representations made from Knutsford



Off-street parking representations

This section analyses the representations received relating to proposed changes to car parks in Knutsford. In total, seven representations were received, which is shown in Figure 25.

The objections outlined concerns that increasing charges in Knutsford off-street car parks would potentially impact town vitality, particularly as:

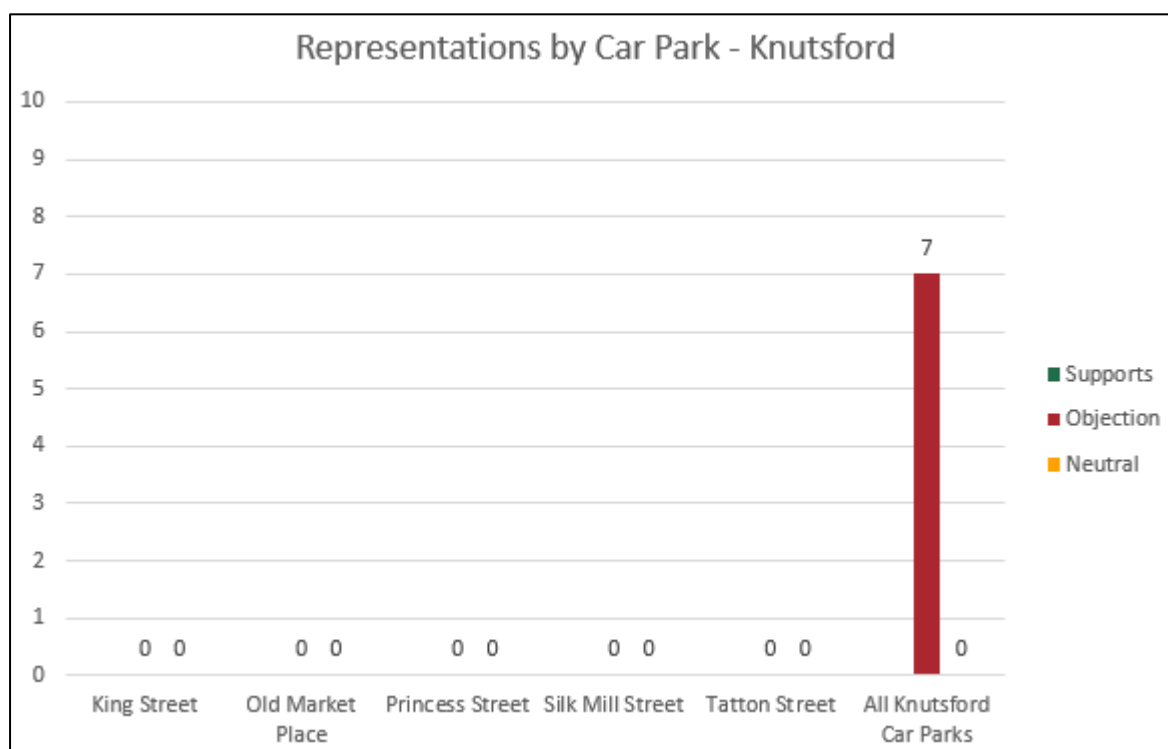
- Residents are already struggling with the cost-of-living crisis; and
- Businesses recovering from the pandemic currently face increased costs.

There are concerns that increasing parking charges will reduce footfall and place greater pressure on the vitality of businesses.

Additionally, the Town Council has raised that present coach parking provision is not sufficient and restates its previous call to:

- Convert the coach parking on Tatton Street car park to ordinary parking bays to increase car parking provision within Knutsford;
- Designate the former taxi-rank parking at the Bexton Road bus station as coach parking; and
- Work with Knutsford Town Council on a management system for coach parking to enable the Town Council to market Knutsford as a coach friendly town and increase the number of coach trips to Knutsford.

Figure 25: Representations received for car parks in Knutsford



On-street parking places representations

This section analyses the representations received relating to proposed changes to on-street parking places in Knutsford. In total, 204 representations were received, which is shown in Figure 26.

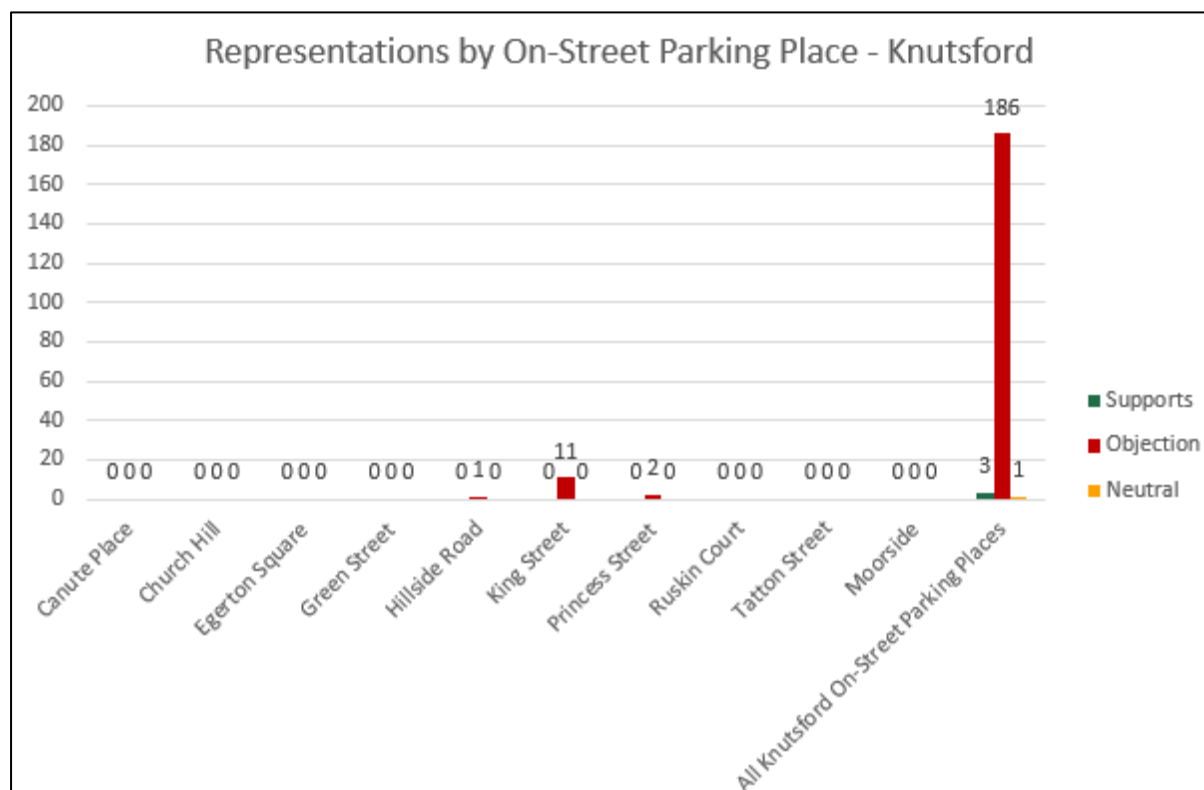
Nearly all representations received stated that the stay duration was too low. There were concerns that this would impact on the vitality of businesses in the town centre and would disproportionately impact on the elderly and parents with push chairs and children. This is due to the elderly needing more time to walk to/ from their chosen destination and the time it takes to take push chairs in/ out of vehicles.

There were also concerns that the proposals would lead to more vehicles travelling through the town centre due to a greater turnover and increase risk of collisions between vehicles and pedestrians. Some representations also asked the council to consider potentially removing some on-street parking bays (King Street and Princess Street) at pinch points where the footway is far too narrow to improve pedestrian safety. They also noted that the narrow pavements make it very difficult for wheelchair users and parents with prams to access all of the town centre on a footway.

Representations also cited that the majority of off-street parking in Knutsford is at capacity and the reliance that this puts on on-street parking places across Knutsford.

Those in support stated that it can be difficult to find a space on-street and greater turnover of vehicles would increase parking capacity. It should be noted that those in support of changes to 30-minute stay durations in the town centre were not in favour of reducing stay durations at bays located close to Tatton Park and Moorside park.

Figure 26: Representations received for on-street parking places in Knutsford



Alternative suggestions

While responding to the proposed changes to off-street and on-street parking in Knutsford, some representations put forward alternative suggestions for consideration, which are listed in Table 9.

Table 9: Alternative suggestions put forward by representations from Knutsford

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • More public off-street parking is required in Knutsford. • Improve public transport provision and walking and cycling infrastructure to encourage more trips by sustainable modes of transport.
Off-street car parks	<ul style="list-style-type: none"> • A short period of parking free to support town vitality – suggestions ranged from the first hour to two hours of parking free. • Provide free parking all year round in Knutsford. • Make all Knutsford car parks free after 3pm.
On-street parking/ mitigations	<ul style="list-style-type: none"> • Retain on-street parking restrictions as they are. • Consider introducing on-street parking charges if revenue generation is the primary driver for the proposals. • Consider reducing on-street parking restrictions once off-street parking capacity has been increased significantly. • On-street parking restrictions by Tatton Park entrance need to be at least one hour stay duration. • Remove parking bays between The Old Sessions House and Waitrose (Princess Street) due to very narrow footway and potential for collisions between vehicles and pedestrians. • 10-15mph speed limit should be introduced on King Street with pedestrian priority. • Better enforcement of waiting restrictions is required. • Pedestrianise King Street.

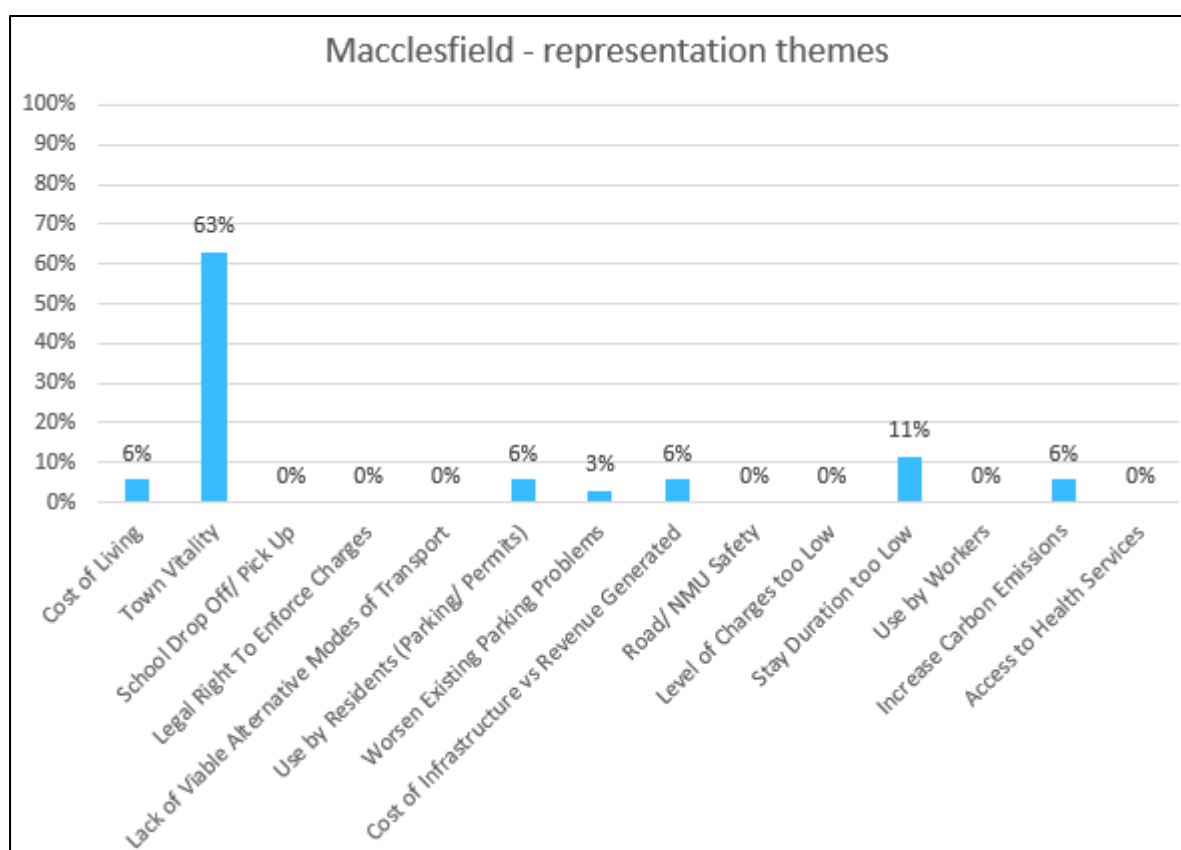
Macclesfield

Overall, there were 35 representations received from Macclesfield. This included 27 objections, seven that were neutral and one in support of the proposals. 33 representations were received for the off-street car parks and two representations were received for proposed changes to on-street parking restrictions.

Themes

The main themes identified were the impact on town vitality (63%) and stay duration for proposed changes to some car parks and on-street parking places being too low (11%). Figure 27 presents the themes as a percentage of the total number of representations received for Macclesfield.

Figure 27: Themes identified as part of representations made from Macclesfield



Off-street parking representations

This section analyses the representations received relating to proposed changes to car parks in Macclesfield. In total, 33 representations were received, which is shown in Figure 28 overleaf.

A large proportion of car parks in Macclesfield were not individually subject to representations made in response to the proposals. Therefore, the graph only shows the car parks where representations were received.

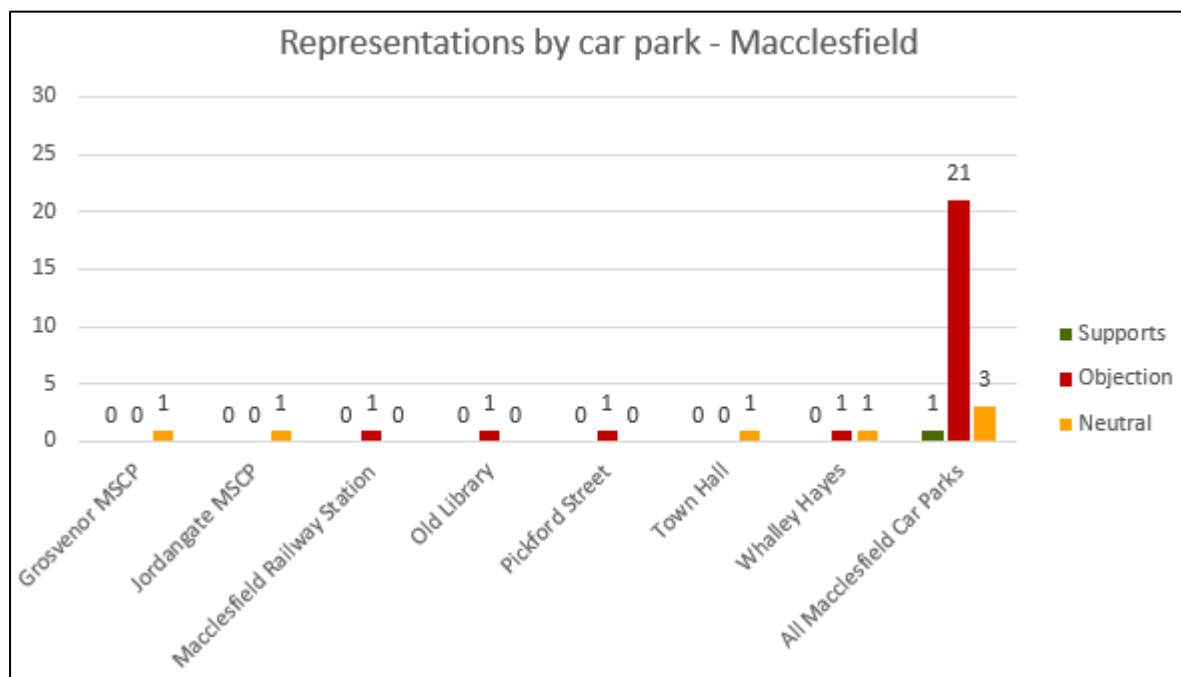
Objections from residents and businesses outlined concerns that increasing charges in Macclesfield off-street car parks will deter visitors to the town centre, reducing footfall and placing greater pressure on the vitality of businesses. There are concerns that supermarkets on the outskirts of the town centre, as well as out of town retail parks (e.g., Barracks Mill) would become even more popular and attractive for existing town centre users, resulting in more business closures within Macclesfield. Representations requested that the Free after 3pm initiative is continued, citing that it helps improve footfall for late afternoon/ evening economy.

There were also concerns that the proposed reduction in maximum stay on Old Library car park would impact the vitality of the Silk Museum and Paradise Hill. It was noted that Duke Street is nearby but is a more difficult walk for people with mobility issues.

One representation highlighted the need to review the parking estate in Macclesfield and consider disposing of car parks that are under-utilised to help regenerate the area and provide capital for investing into other town centre schemes (e.g., Chestergate). Some representations also cited that Macclesfield has already contributed significantly to the parking services revenue and that residents/ visitors should not be required to pay more – and as a minimum should not be placed in the higher tariff band. These objections highlighted that, if implemented, parking revenue would be increased through introduction of charges in current free towns.

Residents who live close to some car parks were concerned that on-street parking would increase and make it more difficult for them to park outside/ near to their home if the proposals were introduced.

Figure 28: Representations received for car parks in Macclesfield



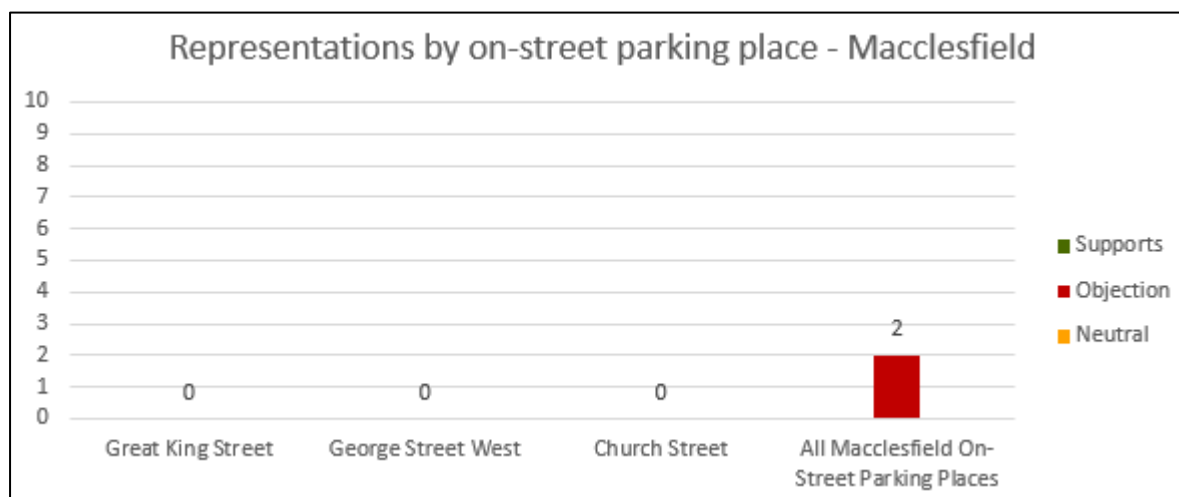
On-street parking places representations

This section analyses the representations received relating to proposed changes to on-street parking places in Macclesfield. In total, two representations were received, which is shown in Figure 29.

The two objections made about proposed changes to on-street parking restrictions stated:

- It would increase the turnover in traffic in the bays close to terraced homes with the potential for reduced air quality;
- The waiting restriction on Great King Street should be reduced from 8am-6pm to 8am-5pm to enable residents to park close to their homes from a reasonable time in the evening;
- On-street parking bays on George Street West should be consulted about removing the bays altogether and facilitating resident only parking; and
- The proposed changes to on-street parking restrictions would not significantly benefit the public and the cost of new signage if the on-street parking places would not be insignificant.

Figure 29: Representations received for on-street parking places in Macclesfield



Alternative suggestions

While responding to the proposed changes to off-street and on-street parking in Macclesfield, some representations put forward alternative suggestions for consideration, which are listed in Table 10

Table 10: Alternative suggestions put forward by representations from Macclesfield

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • Prices should be frozen or reduced, particularly on Saturday to encourage visitors to town centre.

Theme/ Location	Alternative Suggestion
	<ul style="list-style-type: none"> • Review disabled bay provision (off-street and on-street) with a view to increasing the number of spaces to improve accessibility to the town centre. • Consider disposing of under-utilised car parks in Macclesfield. • Parking charges across the town and the borough should be the same. • Market parking permits via estate and letting agents to better advertise them. • More free parking should be provided to encourage people back to the town centre and support businesses. Consider providing free parking during non-peak times. • Free after 3pm initiative should be retained. Some representations requested this is retained on Whalley Hayes car park and others have suggested that the car park should be changed (without stating which car park should become the Free after 3pm car park). • A short period of parking free to support town vitality – suggestions ranged from the first hour to two hours of parking free. • Introduce Sunday parking charges, with a view to this revenue funding a Sunday bus service.
Old Library/ Parsonage Street/ Park Green car parks	<ul style="list-style-type: none"> • Car parking outside of the Silk Museum should be retained as long stay.
Town Hall car park	<ul style="list-style-type: none"> • Open up the Town Hall car park and make it available to the public 6 days a week. Consider encouraging council staff to use Jordangate multi-storey car park as an alternative location.
Jordangate and Grosvenor multi- storey car parks	<ul style="list-style-type: none"> • Parking spaces in Grosvenor and Jordangate multi-storey car parks should be relined and made bigger to account for the size of modern-day cars. Part of the reason for its under-utilisation is that the parking spaces are too narrow.
On-street parking/ mitigations	<ul style="list-style-type: none"> • Residents parking scheme on Bond Street and surrounding residential streets would be required to mitigate potential displacement.

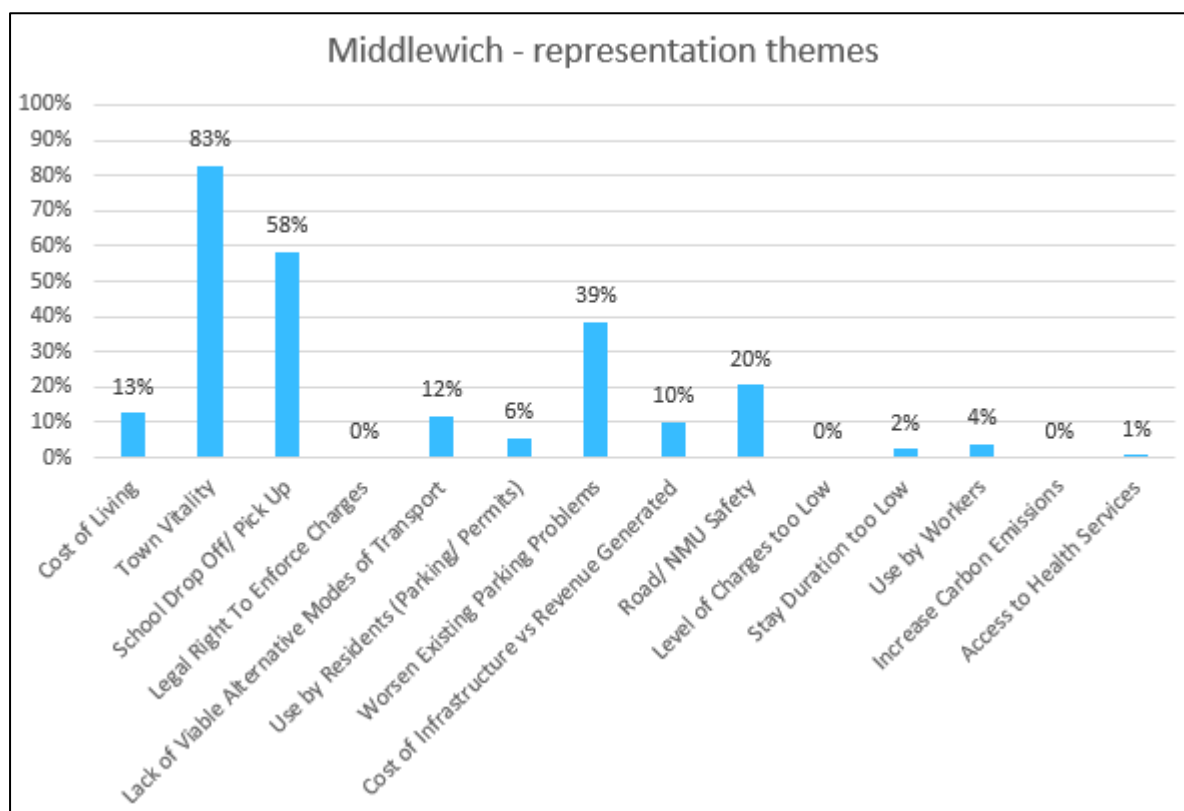
Middlewich

Overall, there were 127 representations received from Middlewich, which all responded to the proposed introduction of parking tariffs.

Themes

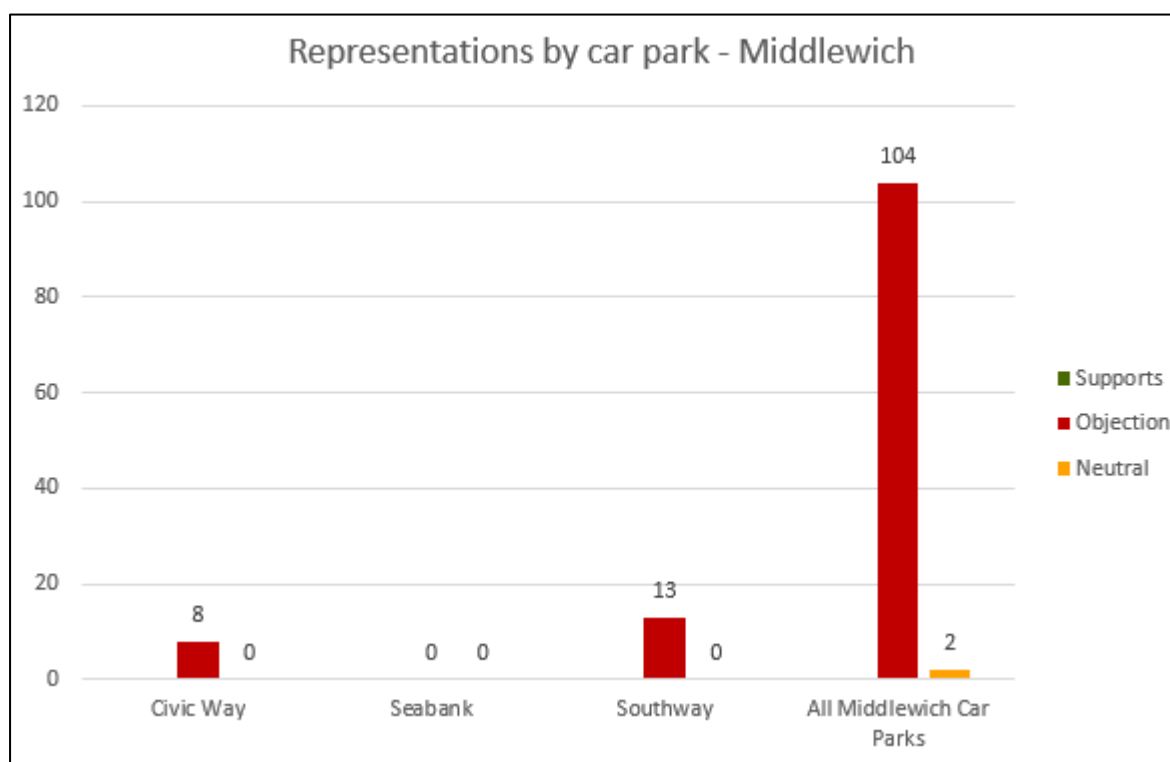
The main themes identified were the impact on town vitality (83%), school pick up and drop off (58%), the potential to worsen existing parking problems through displaced traffic (39%) and road/ non-motorised user (NMU) safety (20%). Figure 30 presents the themes as a percentage of the total number of representations received for Middlewich.

Figure 30: Themes identified as part of representations made from Middlewich



Off-street parking representations

The representations included 125 objections and two that were neutral. No representations were in support of the proposals as shown in Figure 31.

Figure 31: Representations received for car parks in Middlewich

Town vitality

Representations raised that Middlewich town centre is struggling and the introduction of parking charges could risk more businesses closing. There are concerns that the proposals would also discourage new enterprises and businesses due to reduced footfall, as residents and visitors would travel to other towns or out of town retail parks where there is free parking, such as Northwich or Winsford.

If businesses closed, this would decrease business rate income to the council and also force residents to travel to nearby service centres for their essentials.

School pick up and drop off

Representations clearly stated concern for displaced parking, particularly around school pick up and drop off times as parents seek to avoid parking charges at Southway car park. Representations highlighted that this car park was promoted by schools and the Council for the safe pick up and drop off school children.

There were concerns that this would significantly increase the number of vehicles parking and circulating on side roads close to the school (namely St Ann's Road, Queen Street/ King Edward Street, St Ann's Walk, and the residential streets off these roads); potentially compromising the safety of parents and children.

All representations made about the potential impact on school drop off and pick up referenced worsening of existing parking problems and/ or road safety and non-motorised user safety, which shows a clear link between these three themes.

Worsen existing parking problems and road/ non-motorised user safety

The majority of representations were concerned that the introduction of parking charges would encourage much more on-street parking. There are concerns that the increased demand for on-street parking along roads such as Wheelock Street, Queen Street/ King Edward Street and St Ann's Road will cause more dangerous and illegal parking to take place, which could increase the risk of collisions between vehicles and pedestrians. Representations also highlighted instances where emergency vehicles struggle to travel along some streets due to illegal/ dangerous parking.

Some representations also highlighted that residents without driveways use the car parks (particularly Civic Way) to park their vehicles overnight and at weekends. There are concerns that the proposed annual charge of £490 per year will cause them to avoid the car park and park on the road, contributing to more congested and dangerous parking.

Alternative suggestions

Some representations put forward alternative suggestions/ proposals for parking in Middlewich, which are shown in Table 11.

Table 11: Alternative suggestions put forward by representations from Middlewich

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • Devolve the car parks to Middlewich Town Council. • Free parking should be provided through council tax. • Revenue raised from Middlewich parking charges should fund active travel and public transport schemes for the town. • Consider providing free parking to business owners and staff, or a subsidised annual permit for high street businesses. • Use a similar charging model to Northwich where it is 20p for two hours. • A short period of parking free – suggestions ranged from the first 30 minutes to three hours of parking free. • Avoid charges during school drop off and pick up times or provide the first 30 minutes parking for free. • Charge 50p for all day parking to support town centre regeneration.
Civic Way car park	<ul style="list-style-type: none"> • Civic Way should be made the Free after 3pm car park.
Southway car park	<ul style="list-style-type: none"> • Make Southway a two-hour short stay car park to align with the privately owned part of the car park.

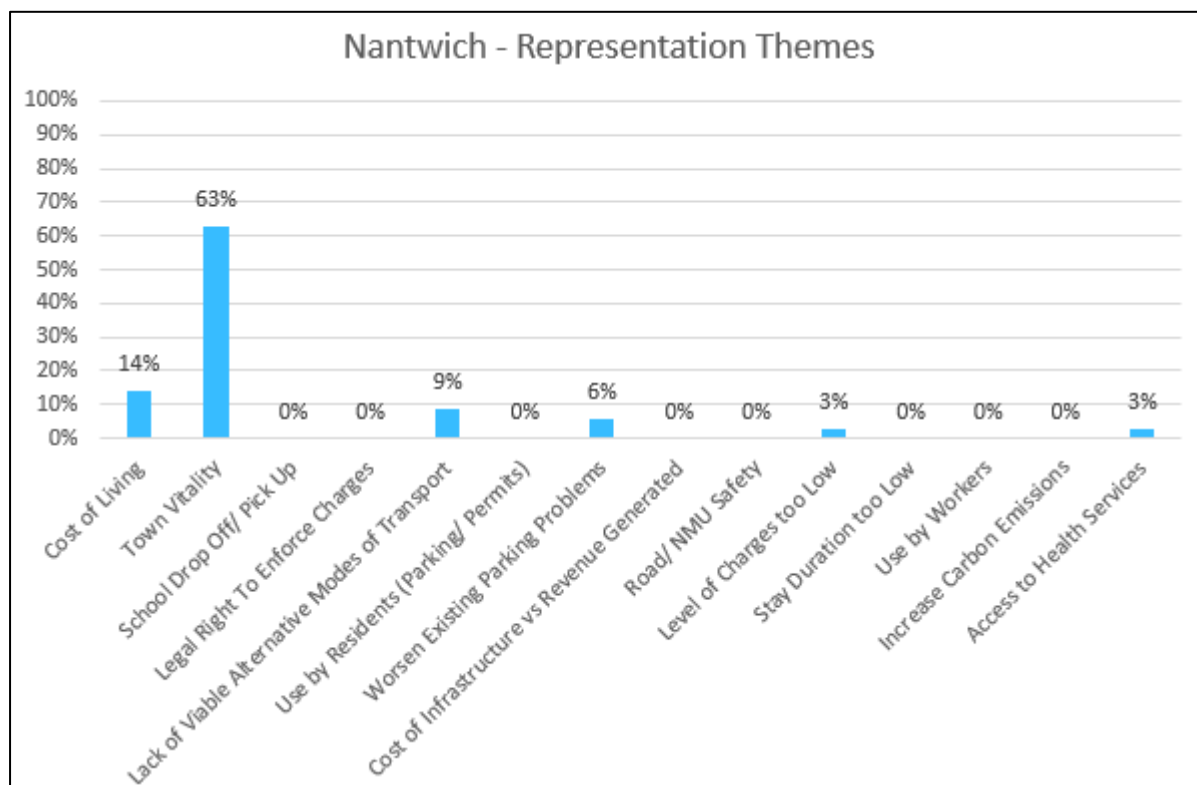
Nantwich

Overall, there were 35 representations received from Nantwich, which all responded to the proposed changes to existing parking tariffs.

Themes

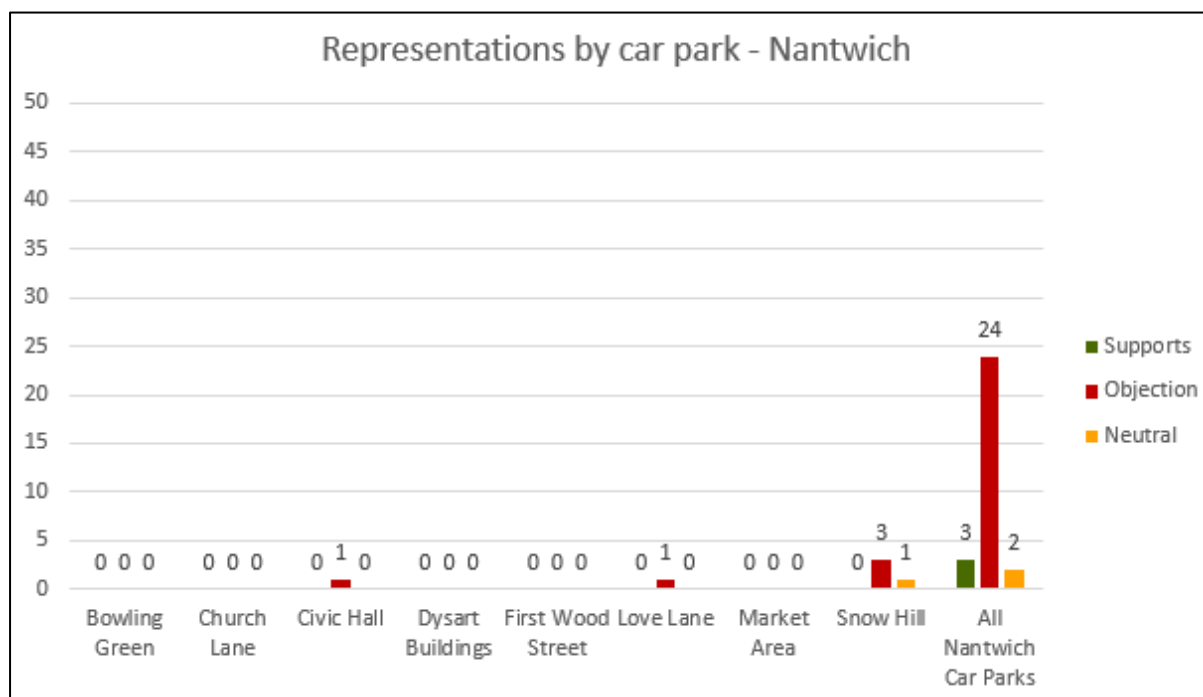
The main themes identified were the impact on town vitality (63%). Figure 32 presents the themes as a percentage of the total number of representations received for Nantwich.

Figure 32: Themes identified as part of representations made from Nantwich



Off-street parking representations

This included 29 objections, three that were neutral and three in support of the proposals as shown in Figure 33.

Figure 33: Representations received for car parks in Nantwich

Town vitality

Representations highlighted that businesses in Nantwich are closing and they believed parking charges was a contributing factor. They were concerned that the proposed increases to parking charges would accelerate the trend of business closures by reducing footfall and encouraging greater use of other towns and retail parks with free parking (e.g., Grand Junction Retail Park, Crewe).

Representations cited that Free after 3pm in Snow Hill car park is extremely beneficial to users (particularly of the leisure centre) and town centre businesses and should be retained. Some representations requested that this is extended to all car parks.

Off-street parking capacity in Nantwich needs to be increased as currently car parks are operating close to full capacity. Options have been put forward by stakeholders and were highlighted in the Nantwich Parking Strategy report. It was clear that the proposal to implement parking on Coronation Gardens/ Volunteer Fields was unpopular and other options, including redesigning or extending existing car parks, should be considered.

Those in support cited that proposed increases to parking charges were reasonable considering recent effects of inflation since April 2019. However, there were representations made stating that wages had not increased in line with inflation and the proposed increases were unfair.

Additionally, those in support cited that the current parking regime is unfair with some towns paying for parking and others having free car parking. They do not believe that Nantwich should be cross-subsidising free car parks in other towns.

Alternative suggestions

Some representations put forward alternative suggestions/ proposals for parking in Nantwich, which are shown in Table 12.

Table 12: Alternative suggestions put forward by representations from Nantwich

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • Keep Snow Hill as Free after 3pm. • Extend Free after 3pm to other car parks and parts of the day (non-peak times). • Improve signage within car parks to clearly show charging periods and tariffs (including better advertisement of Free after 3pm initiative in Nantwich). • Parking should be free in Nantwich. • Improve bus services into Nantwich to encourage greater travel by bus. • Consider providing supporting concessionary parking passes for individuals that work in town and on lower incomes.
Civic Hall car park	<ul style="list-style-type: none"> • Some spaces on Civic Hall car park should be free for the first 15 minutes.
Love Lane car park	<ul style="list-style-type: none"> • Improve security in Love Lane car park, which is poorly lit and vegetation blocks CCTV.
Mitigations	<ul style="list-style-type: none"> • Consider converting the Lakeside car park on Shrewbridge Road to pay & display. • Consider introducing residents parking scheme on Station View to tackle commuters travelling from Nantwich Railway Station. • Monitor displacement parking and mitigate appropriately where required.

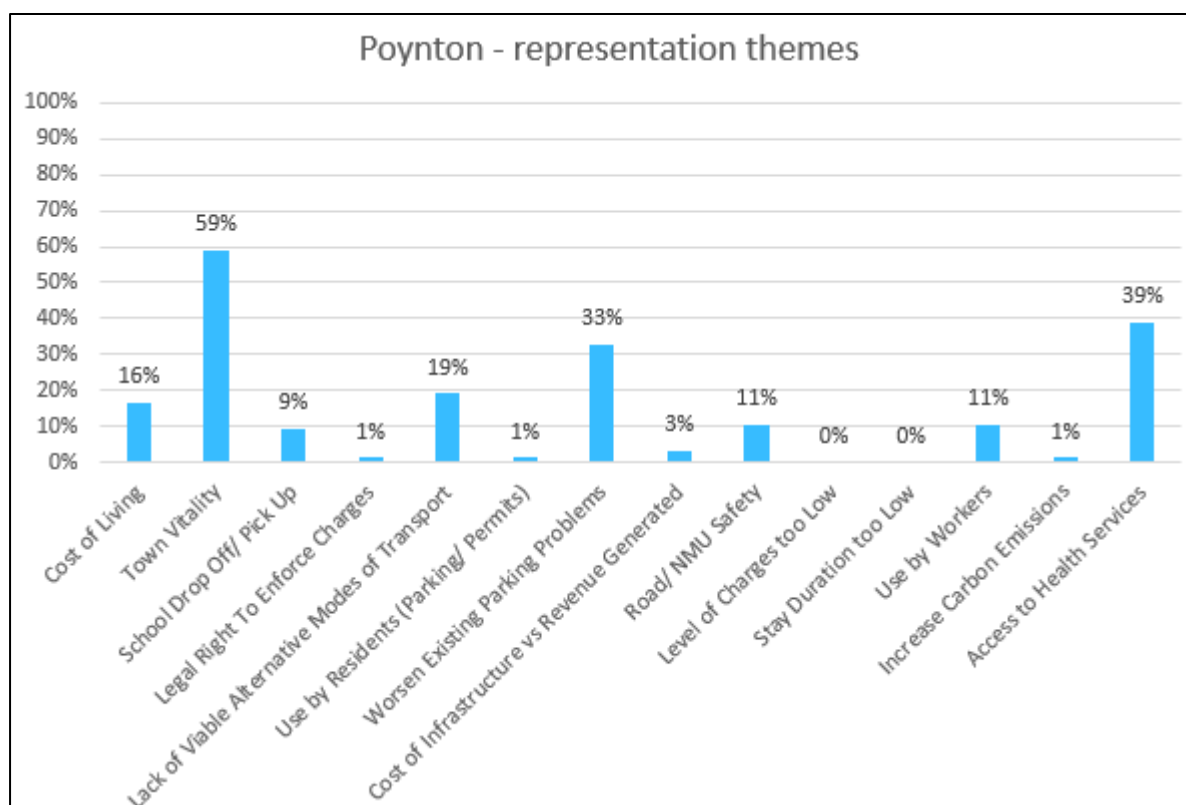
Poynton

Overall, there were 152 representations received from Poynton, which all responded to the proposed introduction of parking tariffs at Civic Hall car park and proposed changes to parking arrangements at Nelson's Pit Country Park. As part of these proposals, the parking charges would only apply to the area under the council's control, not the area (circa 150 parking spaces) that will be controlled by Waitrose.

Themes

The main themes identified were the impact on town vitality (59%), access to health services (39%) and worsen existing parking problems (33%). Figure 34 presents the themes as a percentage of the total number of representations received for Poynton.

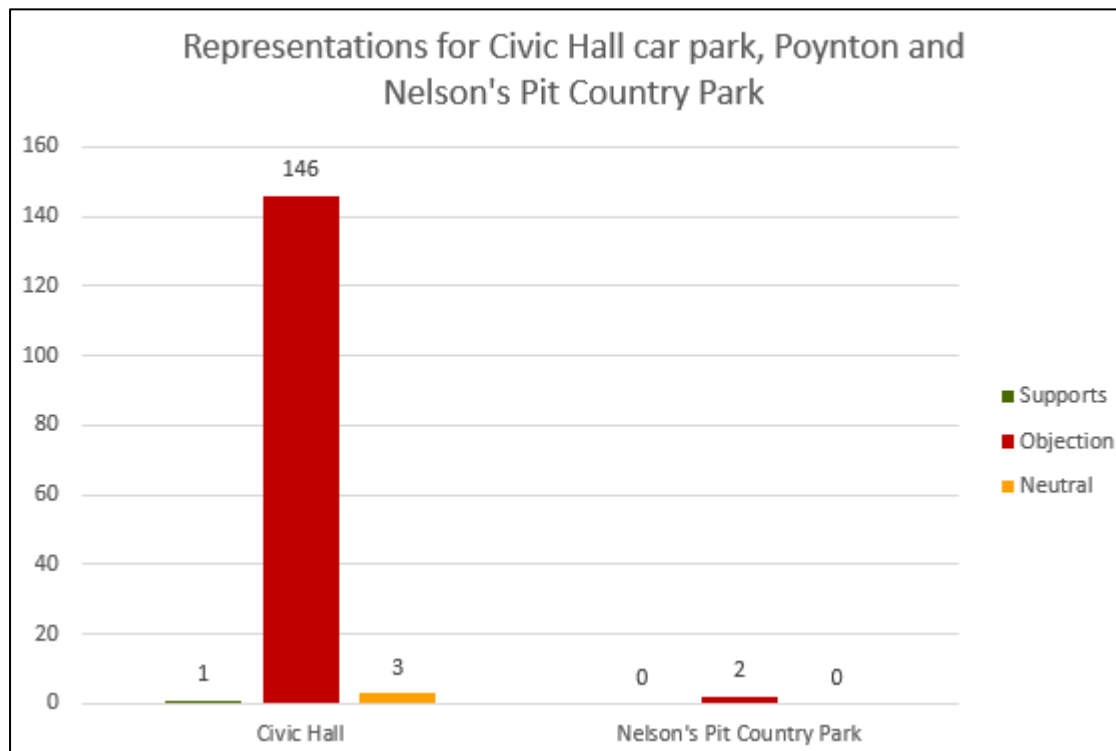
Figure 34: Themes identified as part of representations made from Poynton



Off-street parking representations (Civic Hall car park)

This included 146 objections, three that there neutral and one in support of the proposals for Civic Hall car park. Two objections were also received against proposed changes to tariffs in Nelson's Pit Country Park. Figure 35 sets out the representations made for each car park.

Figure 35: Representations received for Civic Hall car park, Poynton and proposed changes to parking at Nelson's Pit Country Park



Town vitality

Representations identify Civic Hall car park as a community asset, which serves all town centre facilities, including but not limited to: Priorslegh Medical Practice, independent businesses, Waitrose, the care home, library, and the church.

There are concerns that the proposals would deter people from visiting Poynton town centre and encourage greater use of out-of-town retail parks such as Handforth Dean. As a result, the reduced footfall would affect the ongoing viability of some businesses and result in closures which would impact the council's income from business rates.

There are also concerns that the viability of community groups based in the Town Hall, which provide activities, events, and support networks for residents of all ages would be affected as fewer people attend these events. Additionally, representations noted that library hours have already been reduced and the introduction of parking charges could reduce the viability of the library further.

A couple of representations also cited the need for more off-street parking to be provided in Poynton to accommodate new developments being approved around Poynton.

Access to health services

Representations have confirmed that Priorslegh Medical Practice is the main hub for the Middlewood Partnership. Concerns have been raised that the introduction of parking charges will create a barrier for some people who will not attend

appointments or seek early medical advice. There are concerns that those who would not attend appointments would be the more vulnerable residents. Concerns cite that missed appointments and failure to seek early medical advice costs money to both the GP surgery as well as the NHS and increases pressure on finite resources.

Representations also cited that workers at the GP surgery use Civic Hall car park as a base and travel to home visits etc during the day. This means that they could be parking multiple times per day resulting in higher costs. It is worth noting that purchasing a long stay ticket or displaying a valid permit would remove the need to purchase a ticket for every parking session.

There are also concerns about recruitment and retention of staff. Some representations cited that workers in the surgery are earning around minimum wage and could not afford parking. A representation made by partners of the Medical Practice were concerned that the introduction of parking charges may make employment for some members of their staff unviable. They also highlighted this could indirectly impact the ability of the Middlewood Partnership to provide safe care for their patients.

Worsen existing parking problems

Representations highlighted that there are already existing parking problems, particularly along Park Road, Clumber Road, and Brookside Avenue. There are concerns that the introduction of parking charges will significantly increase demand for free parking on residential roads, cause more instances of illegal/ dangerous parking and increased risk of collisions between vehicles and pedestrians.

There are also concerns that the proposals will encourage more parents to park on-street rather than at Civic Hall car park, intensifying existing on-street parking problems.

Off-street parking representations (Nelson's Pit Country Park)

The two objections for proposed changes to Nelson's Pit Country Park stated that the car park is rarely full but neighbouring roads and other "free" parking areas are used for those wishing to take a walk along the canal. There are concerns that these parking areas will see increased congested and will cause inconvenience to drivers as well as non-motorised users and reduce overall income for the council.

Additionally, one objection cited that the only annual permit option at Nelson's Pit Country Park is a combined ticket for Nelson's Pit, Brereton Heath, and Teggs Nose, at a cost of £73.40. In the proposal for the other Country Parks, a single site annual permit for between £47.00 and £53.20 is provided, which is unfair and unequitable to the primary users of Nelson's Pit Country Park.

Alternative suggestions

Some representations put forward alternative suggestions/ proposals for parking in Poynton, which are listed in Table 13.

Table 13: Alternative suggestions put forward by representations from Poynton

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • A period of free parking – representations varied from the first 30 minutes free to the first four hours of parking being free. • Free parking for users of Waitrose. • More free parking is needed throughout the town. • Increase council tax to cover the cost of parking. • Use the income from the lease with Waitrose, plus council tax and business rates to subsidise free parking in the rest of Civic Hall car park. • Public transport and active travel infrastructure needs to be improved in Poynton to reduce reliance on cars. • Pay & Display machines must not be solely reliant on a smart phone application. • More traffic calming measures on Park Lane between School Lane and the Community Centre would help to improve road safety.
Civic Hall car park	<ul style="list-style-type: none"> • Staff parking permits (free or subsidised) for council staff at the library. • Significantly reduced parking rate (ideally free) for staff in GP Practices and Community Services. • Middlewood NHS Staff should have parking permits free or at a minimal affordable charge. They should not be more expensive than the permits that staff at Macclesfield hospital pay. • Patients attending the medical centre should get free parking. • Allow motorcycles to continue parking for free. • Community nurses and therapists need their cars to carry equipment etc. Their parking should be free. • Use the income from Electric Vehicle charging points to subsidise free parking in Poynton.
On-street parking/ mitigations	<ul style="list-style-type: none"> • Waiting restrictions in Poynton need to be better enforced.
Nelson's Pit Country Park	<ul style="list-style-type: none"> • The only annual permit option is a combined ticket for Nelson's Pit, Brereton Heath, and Teggs Nose, at a cost of £73.40. In the proposal, both other 'country parks' offer a single site annual permit for between £47.00 and £53.20. This is inequitable to primary users of Nelsons Pit.

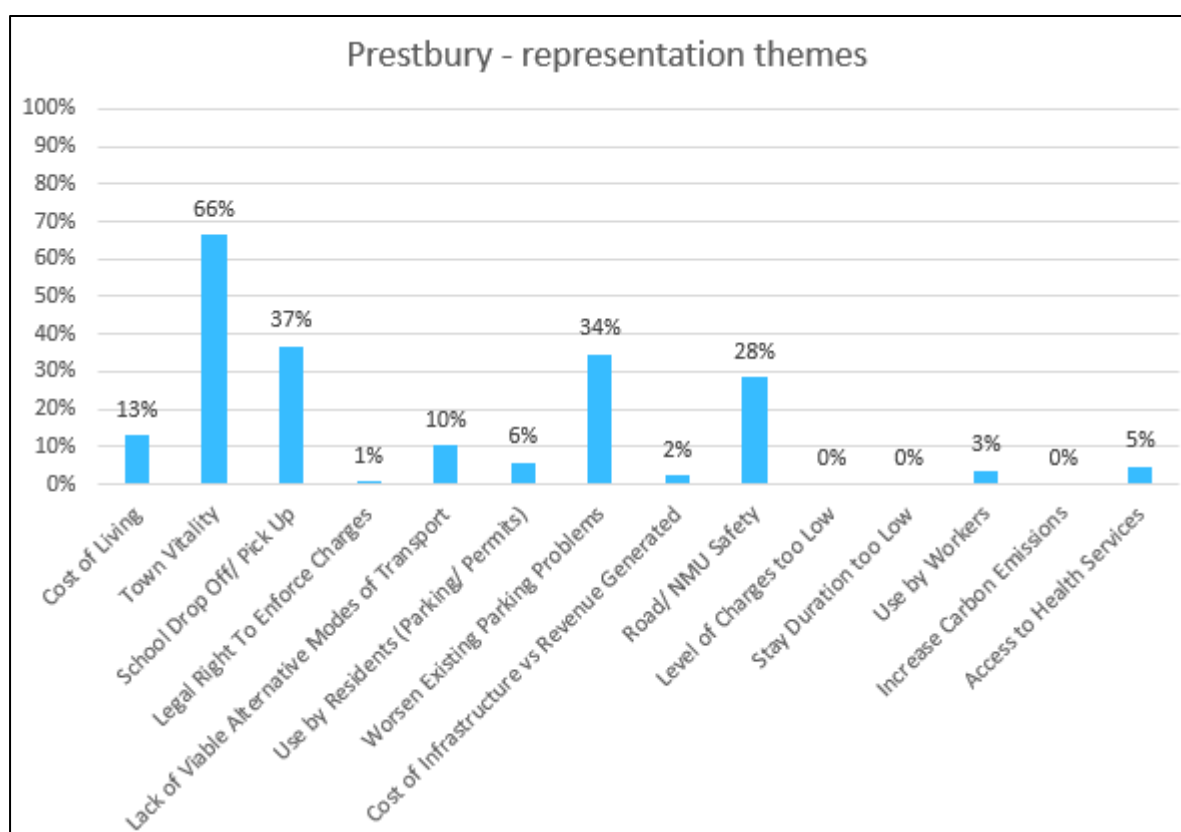
Prestbury

Overall, there were 638 representations received from Prestbury, which all responded to the proposed introduction of parking tariffs. 637 representations related to proposed changes to car parks, and one was made about the proposed change to 'no returns' period at The Village on-street parking bays.

Themes

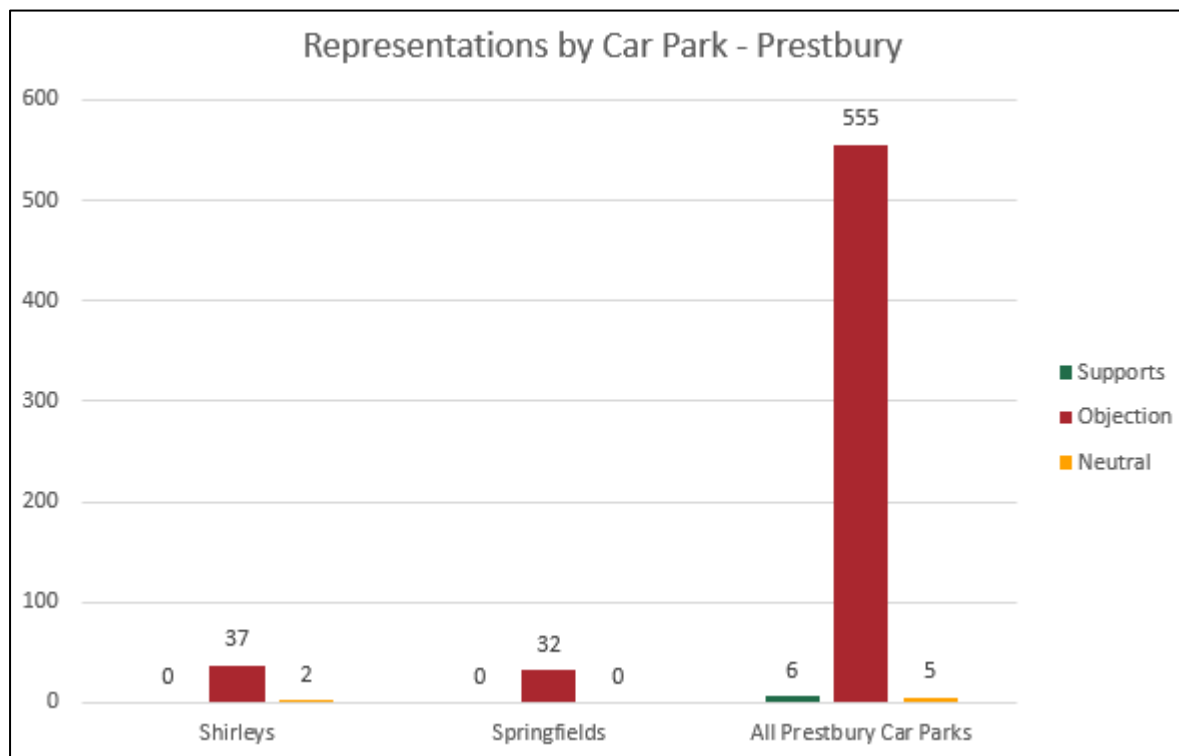
The main themes identified were the impact on town vitality (66%), school pick up and drop off (37%), worsening existing parking problems (34%) and road/ non-motorised user (NМУ) safety (28%). Figure 36 presents the themes as a percentage of the total number of representations received for Prestbury.

Figure 36: Themes identified as part of representations made from Prestbury



Off-street parking representations

The representations included 624 objections, seven that were neutral and six in support of the proposals as shown in Figure 37.

Figure 37: Representations received for car parks in Prestbury

Town vitality

Representations raised that Prestbury is a service centre for many surrounding rural areas (e.g., Mottram St Andrew, Adlington and Butley Town) of which its local economy relies on. There are concerns that the introduction of parking charges would deter visitors and residents from surrounding rural areas to come to Prestbury and reduce footfall, citing that visitors would be:

- Encouraged to use out of town retail parks (e.g., Handforth Dean) and/ or supermarkets in larger towns; and/ or
- Complete more shopping online.

Prestbury currently has few vacant units and a thriving centre, but businesses are under pressure with rising costs. Free parking is seen as an asset for the town to allow them to compete with other larger service centres. Representations raised concerns that reduced footfall would increase the number of empty units and result in a corresponding decrease in business rates for the council, as well as increased unemployment. There are also concerns that attracting new businesses to the area would be more difficult if parking charges were implemented because of reduced footfall.

There are concerns that independent businesses will lose out on trade from tourism. Currently, Prestbury is used as a starting point by visiting walkers for the Bollin Way and there are concerns that parking charges may restrict their use of independent businesses or encourage them to start from another point along the Bollin Way.

There are also concerns that the cost of parking would stretch budgets, particularly of low paid workers, which may cause recruitment and retention issues for businesses. Depending on the scale of this issue, this may impact on the viability of some businesses.

Representations also highlighted concerns that membership of community groups (e.g., Gardening/ Flower clubs, dance groups, walking groups etc) held at the Village Hall and Church could fall if charges are introduced at the Shirleys car park. This may cause some community groups to become unviable.

School pick up/ drop off and road/ non-motorised user safety

Representations clearly stated concern for displaced parking, particularly around school pick up and drop off times as parents seek to avoid parking charges. Representations highlighted that there was limited use of Shirleys car park for school pick up and drop off, but most concerns primarily focused on the impact of the school pick up and drop off at Springfields car park.

Representations highlighted that there have been great efforts made by the primary school, alongside local police community support officer, to encourage greater use of Springfields car park and educate drivers on the issues associated with illegal and dangerous parking. They are concerned that increased demand for on-street parking would undo a lot of work that has been put into these campaigns.

There are concerns that the introduction of parking charges at Springfields car park would significantly increase the number of vehicles parking and circulating on side roads close to the school; potentially compromise the safety of parents and children. There were particular concerns for the impact on Bollin Grove and Scott Road.

Nearly all representations made about the potential impact on school drop off and pick up referenced worsening of existing parking problems and/ or road safety and non-motorised user safety, which shows a clear link between these three themes.

Worsen existing parking problems

In addition to the potential issues during the school pick up and drop off periods, most representations were concerned that the introduction of parking charges would encourage much more on-street parking and more demand for the Parish Council operated car park located on Bridge Green. There are concerns that the increased demand for the limited on-street parking will cause more dangerous and illegal parking to take place.

There were also concerns that mitigation measures, such as double yellow lines, would detract from the character of the village and cars parked on-street would make the environment within the centre of Prestbury less welcoming.

Some representations highlighted that more vehicles now park on Scott Road following the introduction of parking charges at Prestbury railway station in 2015 to avoid charges. They are concerned that there would be similar consequences if parking charges were introduced in both council car parks.

Alternative suggestions

Some representations put forward alternative suggestions/ proposals for parking in Prestbury, which are listed in Table 14.

Table 14: Alternative suggestions put forward by representations from Prestbury

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • A period of free parking is required to support businesses and school pick up/ drop off – representations varied from the first 20 minutes free to six hours of parking being free. • Only charge for parking between 10am and 2pm. • Reduced parking permit cost for residents in both car parks. Visitors permits should also be considered. • Introduce charges for longer stays (the period at which parking charges would start was not defined). • Introduce charges during peak hours only (peak hours were not defined). • Free parking permits for all workers in Prestbury. • Charging period to start at 9am. • Only charge between 9.15am and 3.15pm. • Charge for evening and weekend parking and provide free parking during school hours. • Subsidise free parking through council tax (targeting upper bands). • Ensure Pay and Display machines are not just reliant on card and smart phone applications. • Do not charge for parking at weekends. • Public transport frequency and active travel infrastructure need to be improved before reliance on cars can decrease. This includes improving street lighting. • Parking across the borough should be free. • Consider only charging for large polluting vehicles. • Increase the number of Parent/ Child bays and blue badge holder bays in both car parks. • Provide electric vehicle charging points. • Devolve the car parks to Prestbury Parish Council. • Do not charge for parking in smaller service centres such as Prestbury. • If parking charges are implemented, an evidence-based review should be carried out after 12-18 months

Theme/ Location	Alternative Suggestion
	that looks at income generation and effect on town vitality.
Shirleys car park	<ul style="list-style-type: none"> Free parking permits for employed staff at the Pharmacy.
Springfields car park	<ul style="list-style-type: none"> Avoid charging during school drop off/ pick up times or provide parents of the school with free permits to exempt them from parking fees during the pick-up and drop off times. Carers permits at an affordable rate will be required, particularly at Springfields car park. Designate some parking spaces in Springfields car park for residents at a reduced rate.
On-street parking/ mitigations	<ul style="list-style-type: none"> Reduce speed limit on Shirleys Drive from 30mph to 20mph. Allocate four existing on-street parking bays outside Henry's café as blue badge spaces. Improved enforcement of waiting restrictions is required to prevent abuse of restrictions. This would also increase income for Penalty Charge Notices.

In addition, many representations stated that double yellow lines cause many issues for residents trying to park near their home and that displacement assessments need to better consider the needs of residents.

Sandbach

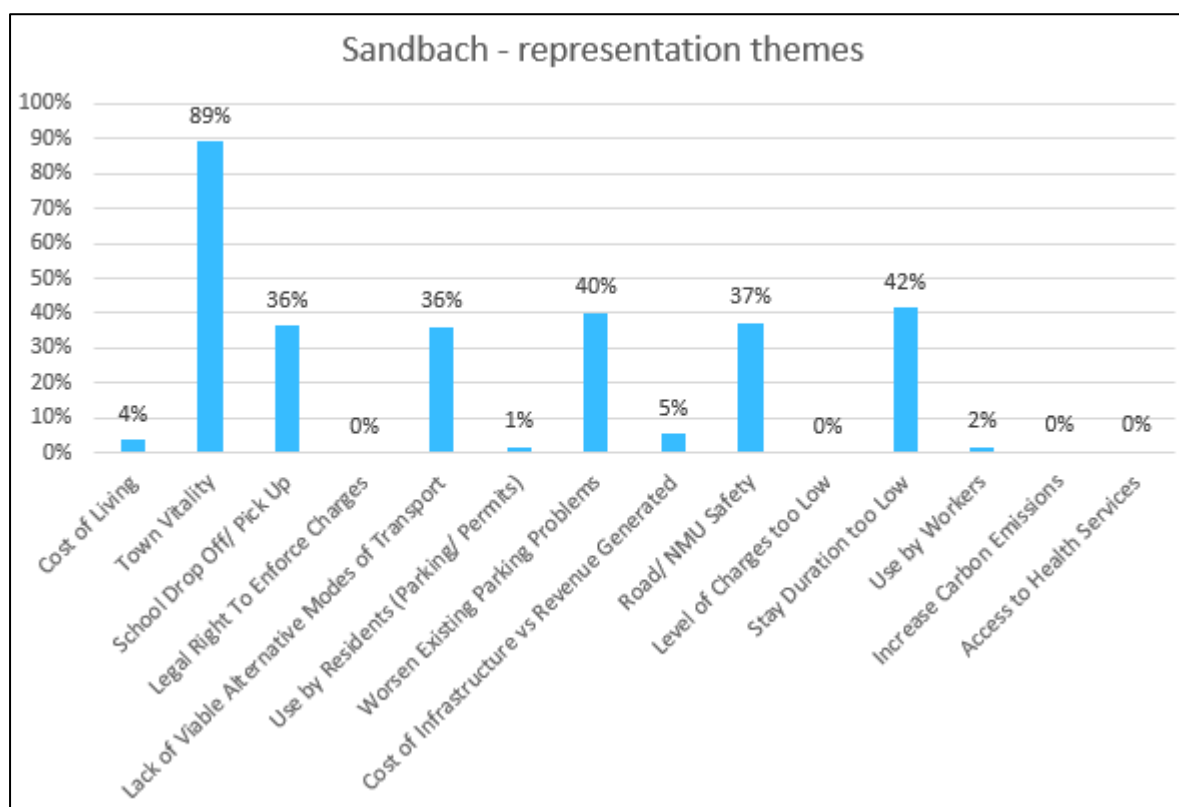
Overall, there were 3,171 representations received from Sandbach. This included 3,145 objections, 14 that were neutral and 12 in support of the proposals.

The council did not put forward proposals for Scotch Common or Little Common car parks because there are legal conditions which prevents the introduction or enforcement of parking charges/ restrictions. Therefore, these car parks would remain free of charge if the proposals are implemented.

Themes

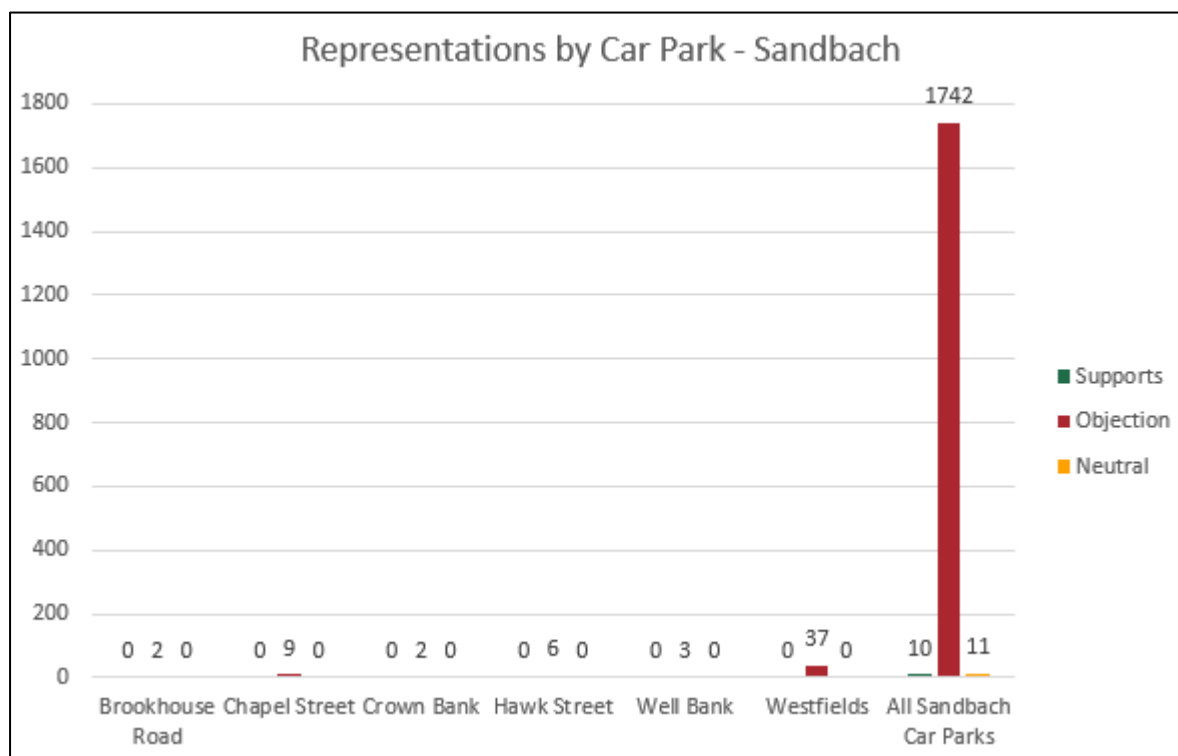
The main themes identified were the impact on town vitality (89%), the stay duration for the proposed on-street parking restrictions being too low (42%), worsening existing parking problems (40%), road/ non-motorised user (NMU) safety (37%), school drop off/ pick up (36%) and a lack of viable alternative modes of transport (36%). Figure 38 presents the themes as a percentage of the total number of representations received for Sandbach.

Figure 38: Themes identified as part of representations made from Sandbach



Off-street parking representations

This section analyses the representations received relating to proposed changes to car parks in Sandbach. In total, 1,822 representations were received, which is shown in Figure 39.

Figure 39: Representations received for car parks in Sandbach

General feedback

Town vitality

Representations cited that the council's own Vitality Plan for Sandbach refers to the 'threat' that the introduction of parking charges would have on local businesses. There are concerns about the ongoing viability of independent businesses within the town who are still trying to recover post-pandemic if the proposals are implemented, including that:

- Charges will deter visitors to travel to Sandbach, resulting in reduced footfall and causing businesses to close, increasing the level of unemployment in Sandbach and surrounding areas. Empty units would also mean a reduction in business rates to the council;
- Visitors may choose to go to larger retail parks/ other towns with free or cheaper parking (increasing carbon emissions from longer journeys); or
- Revert to online shopping.

Representations highlighted that many people commute to Sandbach to work and help businesses succeed. There are concerns that introducing parking charges may cause recruitment/ retention issues and/ or encourage commuters to park in surrounding streets or on The Commons, taking up spaces for shoppers.

There are concerns that charges would also discourage volunteers who support charities and community activities/ groups/ services in light of declining support from councils and government. A reduction in these voluntary services may increase the

burden on councils who would need to fill the gap which would further offset the revenue received from parking.

Representations acknowledged that other towns operate parking charges, however they did not believe these towns are comparable with Sandbach in terms of size and scale.

However, those in support of the proposals to introduce parking charges in Sandbach highlight that they regularly struggle to get a space due to a lack of turnover. Therefore, they believe that introducing parking charges would increase turnover in the car park and provide more availability of spaces to allow more people to support the vitality of the town.

School pick up/ drop off periods

Representations about the school pick up and drop off periods have also been raised, with concerns that parking charges will encourage parents to park on-street (e.g., Platt Avenue where there is already parking issues), which could compromise the safety of parents and children attending schools.

Lack of viable alternative modes of transport

Representations cited that bus services are not frequent or always reliable, which reduces the attractiveness of this mode of transport. They also cite that bus routes do not serve all residential areas. The lack of safe cycling infrastructure (and secure cycle parking) was also cited as a barrier which encourages greater use of cars.

Crown Bank/ Well Bank and Hawk Street Car Parks

Representations highlighted that the parking area which comprises the three car parks is generally used by local residents and workers in adjacent buildings, including the Royal Mail sorting office. As a result, it tends not be used by shoppers because it tends to be full all day with workers and residents' vehicles. There are concerns that time limited parking will further reduce available parking for workers in the town.

There are also concerns that have been raised by residents that they rely on the three car parks for parking. They have highlighted the need for residents parking permits to be provided to provide a means of parking vehicles close to their homes, without charge.

Existing parking problems around the three car parks has also been referenced, which causes obstructions to larger vehicles including delivery vehicles and refuse vehicles. There are concerns that the introduction of parking charges at the three car parks will exacerbate this issue by encouraging more illegal and dangerous parking.

Brookhouse Road

A formal objection was received from Waitrose, who stated that they would not accept a situation where Brookhouse Road car park operated under a tariffed arrangement and Waitrose customer car park remained free because:

- The arrangement could confuse Waitrose's customers, who may consider the two car parks to function as a single entity.
- Displaced traffic may use Waitrose car park for other purposes other than visiting the Waitrose store, which may reduce accessibility for its customers, which could reduce footfall.

Waitrose is concerned that the introduction of parking charges would potentially undermine their business and also impact wider town centre vitality.

It is worth noting that the car park in Poynton, which also serves Waitrose, is a surface car park that is part managed by Waitrose (first two hours of parking free). There was no formal objection raised by this store to the proposal to introduce parking charges on the long stay areas. Additionally, appropriate signage would be erected to show that Brookhouse Road car park is a chargeable area.

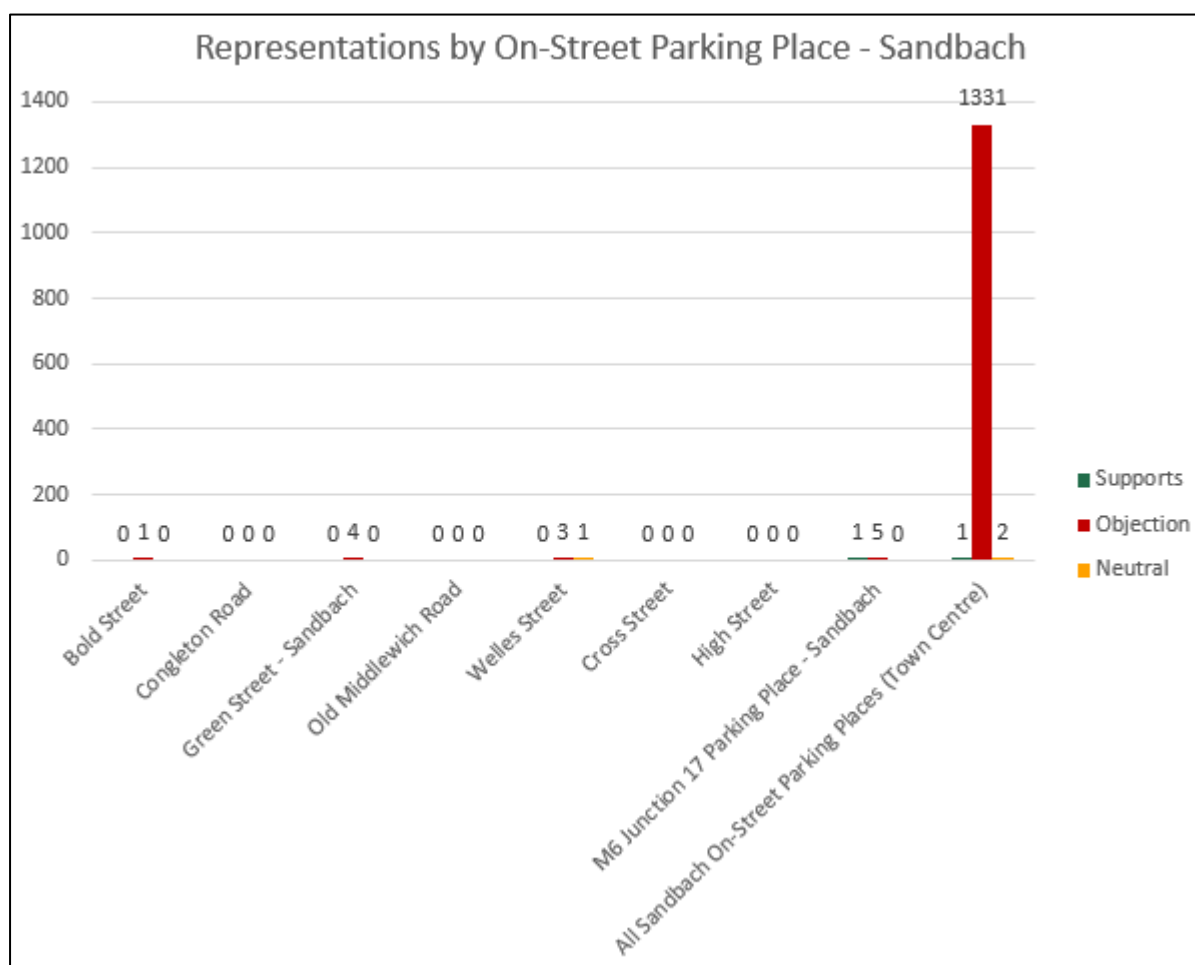
The other objection relating to this car park also cited that workers use this car park and there are concerns about the cost of parking for workers and the link with recruitment and retention. This could impact town vitality and impact on the operation of businesses if workers chose to seek employment elsewhere.

Westfields

Representations cited that there are already significant parking challenges due to the proximity of the schools and in particular the lack of onsite parking at the High School. The High School encourages parents to use the free Westfields Car Park to alleviate some of the current parking issues on Platt Avenue. The High School, who formally objected to the proposals, cited their concerns that the proposals will exacerbate this situation and will put lives at risk.

On-street parking place representations

This section analyses the representations received relating to proposed changes to on-street parking places in Sandbach. In total, 1,349 representations were received, which is shown in Figure 40. The representations predominantly focused on proposed changes to stay durations for all on-street parking places across Sandbach.

Figure 40: Representations received for on-street parking places in Sandbach

1,344 representations were objections and cited that the proposed changes to on-street parking restrictions made the stay duration too low. Representations cited that the proposed maximum stay of 30 minutes was not long enough to run errands, attend appointments or go shopping. There were concerns that this would impact on the vitality of businesses in the town centre by reducing footfall and the number of 'pop in' trips that currently take place. Additionally, there were also concerns that community assets such as the church (particularly during funerals) and the market would be adversely impacted.

There were concerns that the proposals would disproportionately impact on the elderly and parents with push chairs and children.

There were also concerns that the proposals would significantly increase demand for The Commons and Little Common car parks, which would remain free of charge, or surrounding streets without waiting restrictions. This would mean more vehicles travelling through the town centre and more illegal/ dangerous parking on side streets, which would increase the risk of collisions between vehicles and pedestrians. There are also concerns that more congested side streets could potentially block access for emergency services.

Green Street

Representations cited Green Street and Welles Street has competing demands from residents, community assets (e.g., the church and Oasis Community Centre) and dog walkers using the field to the north of these streets.

A representation received from the Baptist Church and Oasis Community Centre cited concerns with proposed mitigations for residents only parking schemes on Welles Street and Green Street. Many vulnerable users need to park as close to the entrance as practicably possible and introducing residents-only parking restrictions would significantly affect their ability to access events, activities, and support groups.

M6 Junction 17 Parking Place

Proposals included introducing a flat rate £3.40 charge on the car park located at the Congleton Road/ Old Mill Road junction near to M6 Junction 17, which is predominantly used for car sharing to destinations outside of the borough.

Objections received to the proposals highlighted the following concerns:

- Car sharers would come back into the town centre to avoid paying, citing the introduction of charges at Sandbach railway station as an example.
- Encourage displacement into neighbouring residential roads (Parkhouse Drive was specifically referenced) and cause issues for residents accessing their driveways.
- The revenue made by the council will be limited and the cost of setting up parking charges may not cover the revenue generated.
- The Congleton Road/ Old Mill Road junction would be much better off having this car park removed altogether and an improved slip road/merging lane put in there instead.
- Introducing charges will discourage car sharing and the council should investigate whether some land on the business park opposite could be used as additional car sharing parking.

The representation in support cited that the car park is mostly used by business trips/ commuters so that they can car share and save on parking at their destination. They also suggested increasing capacity for car sharers by making use of undeveloped land on the business park opposite to deter business drivers coming into town to park on the Commons.

Alternative suggestions

While responding to the proposed changes to off-street and on-street parking in Sandbach, some representations put forward alternative suggestions for consideration, which are listed in Table 15.

Table 15: Alternative suggestions put forward by representations from Sandbach

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • Provide a period of parking for free – representations vary from the first 30 minutes to the first four hours of parking free. • Devolve car parks to Sandbach Town Council. • Charging periods should only be between 9am and 4pm. • Do not add an administrative cost to quarterly permits – make purchasing four permits the same as the cost of an annual permit. • Public transport and active travel infrastructure needs to be improved significantly to encourage modal shift. • Subsidise free parking through increases to council tax. • Provide free parking for workers and residents on market days (Thursday and Saturdays). • Make car parking across the whole borough free. • Limit parking to two hours on larger car parks, with the exception of Brookhouse Road that should remain long stay. • Create an out-of-town car park for dog walkers to remove traffic from Green Street/ Welles Street. • Use pay on exit systems to encourage more dwell time in the town centre. • Do not charge for car parks adjacent to residential areas. • Charge 50p per hour across all Cheshire East car parks. • Provide Electric Vehicle charging points. • Ensure that payment for parking is not only reliant on a smartphone application. • Need to increase off-street parking capacity in Sandbach. • Stop up the road between Iceland and Chatwins. • Generate revenue from advertising in car parks and consider sponsorship from businesses to run bus services. • Parking charges should not apply on town event days. These days are critical to the social identity regionally

Theme/ Location	Alternative Suggestion
	<p>of the town and critical to businesses in the town especially those in hospitality.</p> <ul style="list-style-type: none"> • If charges are introduced, the charging period should finish at 5pm. • Proposed residents parking permit costs are too high. • Provide secure and safe cycle parking to encourage more cycling. • Consider a 12-, 24- and 36-month review of the impact car parking charges and direct and indirect impact; ideally using a third-party. • Consider adding more child parking bays – this has been raised by some residents. • Consider providing a free after 3pm parking scheme. • Consideration of a scheme where parking charges will not apply for 4 days per year to be nominated by the Town Council annually based on popular town events.
Brookhouse Road car park	<ul style="list-style-type: none"> • Reline Brookhouse Road to provide a better layout and increase parking capacity.
The Commons/ Little Common car parks	<ul style="list-style-type: none"> • The Commons car park is already used by commuters (including car sharers) and local office/shop staff such that it is invariably full every weekday by 8.45am. A 3-hour limit should be enforced to stop long stay parking. • Charge on the Commons (restricted to a four-hour maximum stay). • Implement a camera system on The Commons and enforce the existing two-hour advisory waiting limit. • As The Commons and Little Common car parks are owned by Sandbach Town Council, they should pay the full cost of maintaining and operating the car park.
Westfields and Chapel Street car parks	<ul style="list-style-type: none"> • Retain Westfields as a free car park. • Avoid charging for parking on Westfields and Chapel Street during school pick up and drop off hours. • Refund leisure centre users for car parking (same as Crewe Civic Centre). • Council staff at Westfields should also have to pay for parking.
Well Bank/ Crown Bank/ Hawk Street car parks	<ul style="list-style-type: none"> • Keep Well Bank, Crown Bank and Hawk Street car parks free. • Retain Well Bank, Crown Bank and Hawk Street car parks as long stay.

Theme/ Location	Alternative Suggestion
M6 Junction 17 parking place	<ul style="list-style-type: none"> Displacement from the M6 Junction 17 car park should be monitored on Parkhouse Drive and Congleton Road should also be monitored, with possible single yellow lines to prevent all day parking by commuters/car sharers.
On-street parking/ mitigations	<ul style="list-style-type: none"> Provide permit parking on High Street for up to one hour in place of single yellow lines. Consider double yellow lines on both sides of Welles Street, as well as 20 mph speed limits on Welles Street, Green Street, Cross Street, Bold Street, and other town centre roads. Pedestrianise Welles Street up to Bold Street. Issue Cheshire East rate payers and locals to Sandbach with car parking permits issued per household (two per household). Spaces opposite the field on Green Street should be residents only parking. Provide residents only parking on Welles Street and Green Street. Extend parking at the Leisure Centre onto the unused grass verge next to the school car park. Provide a parking permit for all members of the Leisure Centre. Instead of implementing double yellow lines on High Street, propose on-street time limited waiting bays to increase on-street parking capacity. Provide designated parking bays for residents in Chapel Street car park. Free or discounted parking permits for residents and workers should be provided. Increase all on-street parking to two hours maximum stay. Retain existing on-street parking restrictions. Consider residents parking schemes for Well Bank, Crown Bank and Hawk Street car parks, and on residential streets near The Commons (including Newfield Street). Do not restrict maximum stays on streets in Sandbach. Implement double yellow lines on Cross Street. Ensure that proposed charges and waiting restrictions are appropriately enforced.

Theme/ Location	Alternative Suggestion
	<ul style="list-style-type: none"> • Provide Oasis Community Centre with a number of transferable parking permits to ensure regular visitors have access. • If charges are introduced, do nothing for a year and then apply appropriate mitigations. • Instead of implementing double yellow lines on Cross Street, make it a one-way link. • Replacing single yellow lines with double yellow lines on High Street will not achieve much because parking is already restricted between 8am and 6pm, Monday to Saturday. • Reduced pricing for regular users of the town and free concession for essential workers (including teachers) • Negotiation and agreement with residents, council and business on traffic restriction changes and associated parking and traffic enforcement on roads close by to the town centre but not covered by current proposals and resources to enforce any changes. • Increased provision for parking and traffic enforcement. • There is a need for mitigation measures on Welles Street, Green Street and Newfield Street from the date any town centre parking charges are implemented. This could take the form of 'shared space' schemes with residents having parking permits and others having to pay for parking. • Displacement parking on The Spinney should be monitored. • Business parking permits should be considered, particularly for low paid workers. • Scheme that enables low-income groups to pay for parking at a reduced rate should be considered. • Provide residents parking permits for free.

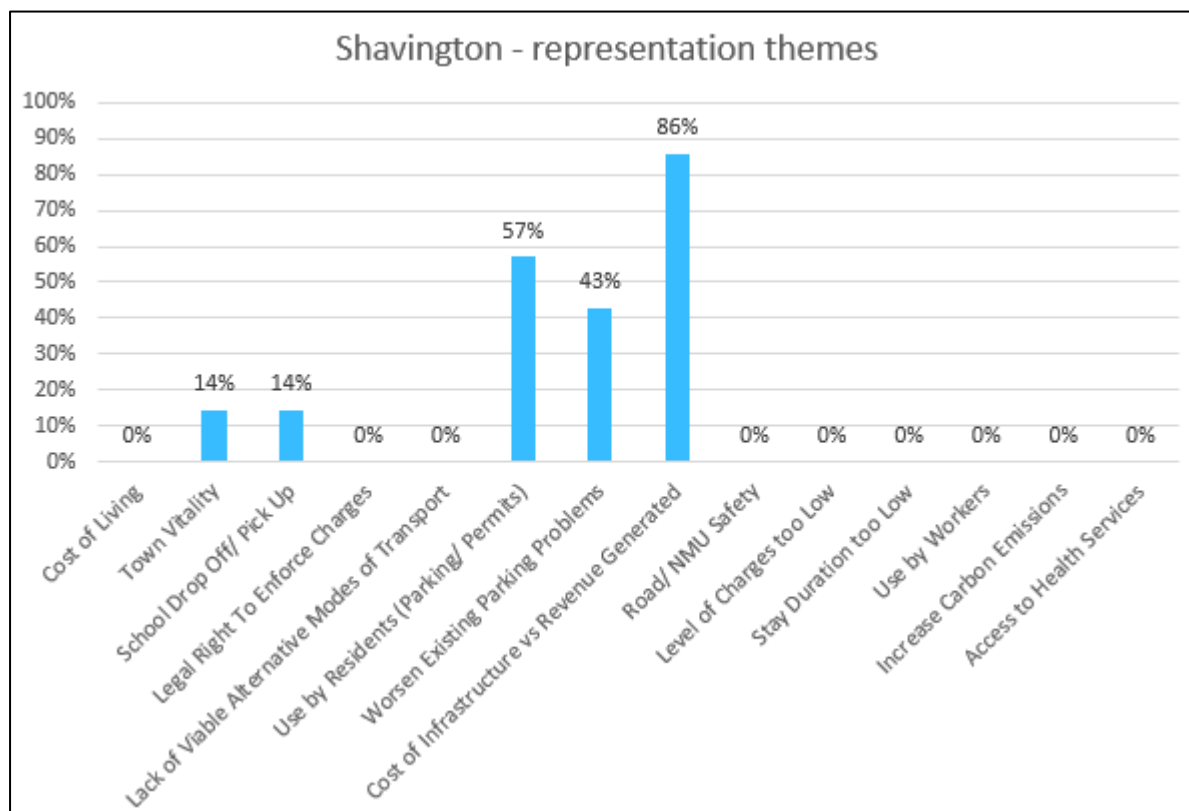
Shavington

Overall, there were seven representations received from Shavington, which all responded to the proposed introduction of parking tariffs.

Themes

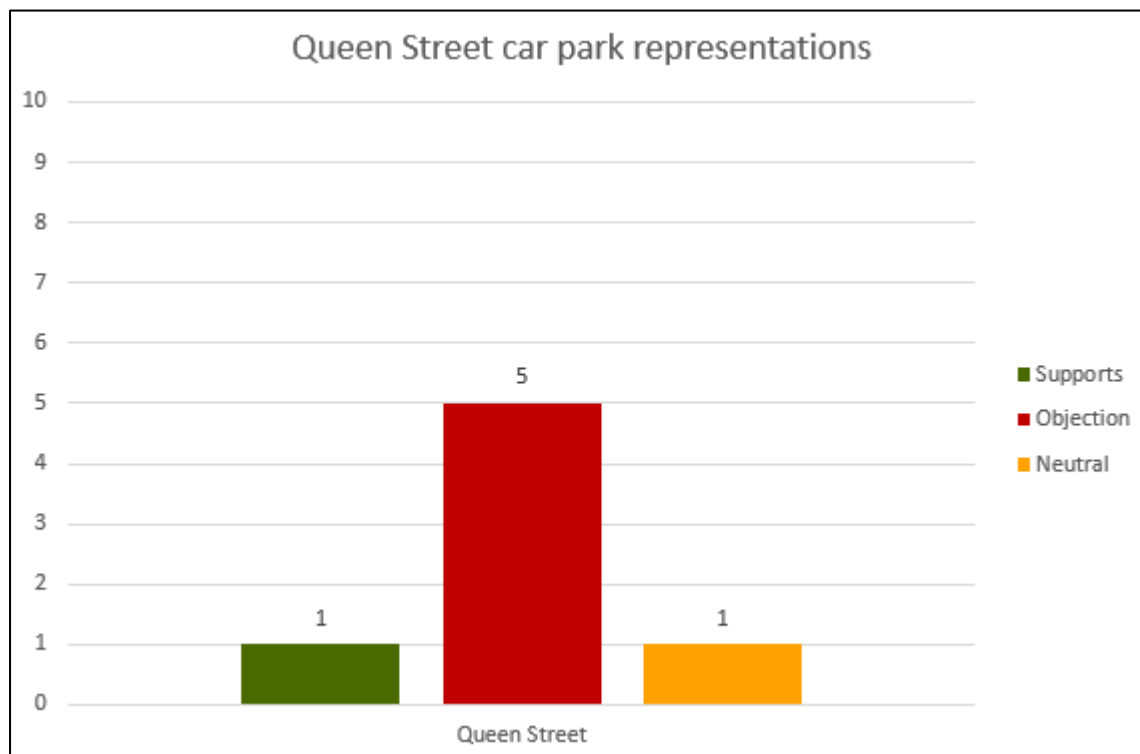
The main themes identified were the impact on cost of infrastructure versus the revenue generated (86%), use by residents (57%) and worsening existing parking problems (43%). Figure 41 presents the themes as a percentage of the total number of representations received for Shavington.

Figure 41: Themes identified as part of representations made from Shavington.



Queen Street car park representations

This included five objections, one that was neutral and one in support of the proposals as shown in Figure 42.

Figure 42: Representations received for Queen Street car park in Shavington

Cost of infrastructure versus revenue generated

Most representations highlighted that the forecast net revenue (£5,730) would not cover the cost of installing the pay and display machines, signage and enforcement, meaning that the council would not recover its costs for a long period of time.

Representations have highlighted that most trips at this school last less than 15 minutes to use shops or as part of the school pick up and drop off, which further reduces the business case for implementing parking charges.

Use by residents and worsen existing parking problems

Representations stated that the car park was used by residents of terraced houses on Osborne Grove and Main Road that did not have off-street parking (16 in total). The introduction of charges could cause these residents to park on the road and create more congestion and potential road safety concerns.

Alternative suggestions

The only alternative suggestion/ proposal was put forward by Shavington-cum-Gresty Parish Council to explore the possibility of transferring the ownership of the car park to the Parish Council.

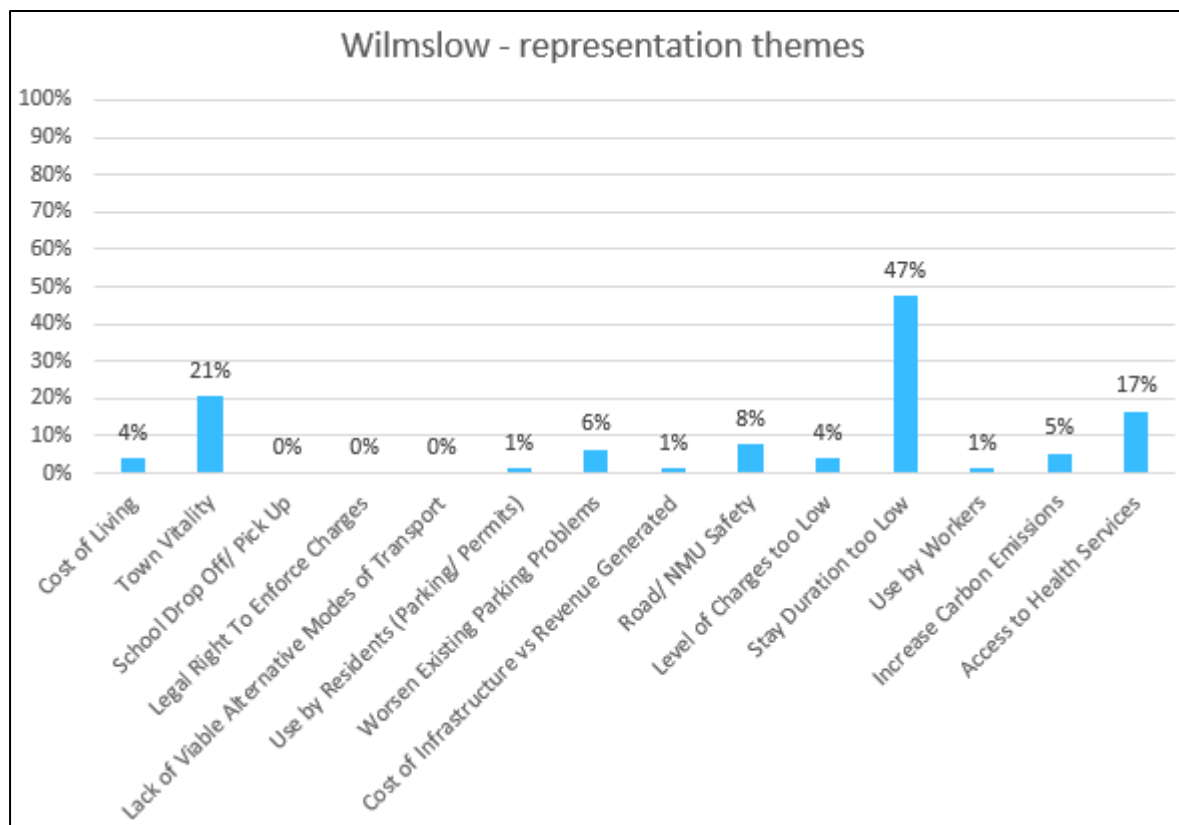
Wilmslow

Overall, there were 78 representations received from Wilmslow. This included 63 objections, seven that were neutral and eight in support of the proposals. 38 representations related to changes to off-street car parks while the remaining 40 related to proposed changes to on-street parking restrictions.

Themes

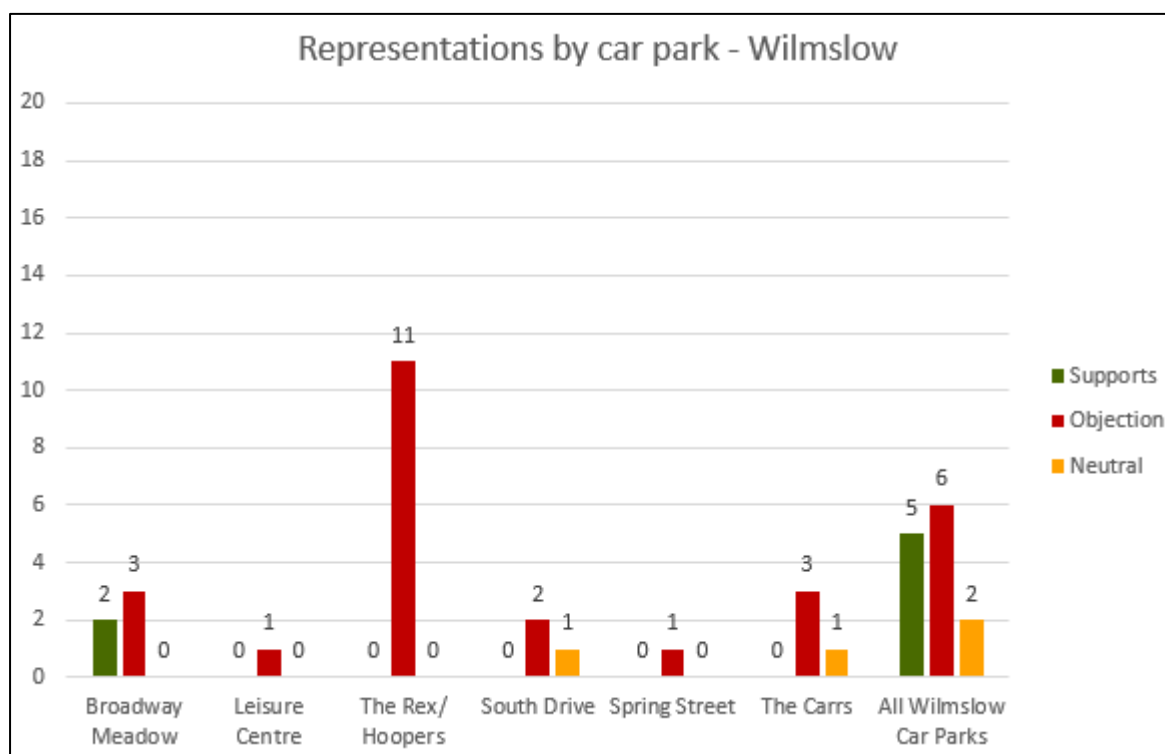
The main themes identified was the stay duration for the proposed on-street parking restrictions and proposed changes to The Rex car park being too low (47%) and impact on town vitality (21%). Figure 43 presents the themes as a percentage of the total number of representations received for Wilmslow.

Figure 43: Themes identified as part of representations made from Wilmslow



Off-street parking representations

This section analyses the representations received relating to proposed changes to car parks in Wilmslow. In total, 38 representations were received, which is shown in Figure 44.

Figure 44: Representations received for car parks in Wilmslow

The graph shows a mix of objections, those in support and neutral responses. Generally, some residents were concerned that the proposed increase to parking charges was too soon after covid-related restrictions and the town needed more time to recover. There were also concerns that increased parking charges and a reduction in the maximum stay duration in some car parks could result in users going to out of town retail parks such as Handforth Dean or Altrincham where charges are cheaper and there is a better retail offer.

Those in support cited that:

- The cost of travelling by public transport has increased and the cost of parking should also increase to keep public transport competitive;
- It is reasonable to increase parking charges as the cost of operating and maintaining car parks has increased; and
- Reduced costs of quarterly and annual permits will help workers and businesses with recruitment and retention of staff.

The Rex/ Hoopers

Representations were made against the proposed change to the stay duration in The Rex/ Hoopers car park from four hours to three hours. All representations stated that three hours was not long enough to support the cinema, given that films frequently last three hours. Representations highlighted that the current four-hour maximum stay duration was sufficient and should be retained.

Broadway Meadow

Generally, those in support were pleased to see that the parking charges in Broadway Meadow car park were being reduced to encourage local workers to use the car park rather than side streets further out of town. One representation stated that the car park is 'hidden' with little signage directing drivers to it and this should be reviewed and improved to increase utilisation. There was also a suggestion to consider working with the Town Council and Business Improvement District to advertise these lower rates, with the hope of increasing utilisation of the car park.

A representation cited concerns that utilisation has increased significantly since 2022 (reportedly now 75% utilised) and that tariffs should not be decreased as it will reduce revenue for the council and increase the attractiveness of parking there when it is already nearly full.

Another representation also cited concerns that Broadway Meadow is full of short stay parking, which reduces its long stay capacity for workers and rail commuters. It was suggested that the short stay prices should be more expensive than nearby car parks to increase available spaces for long stay parking. Another concern was raised that parking sessions can be extended by the PaybyPhone app, meaning people can park their car for longer than five days.

South Drive

There were also representations stating that South Drive car park is used to support the cinema, with regular matinee showings, and more frequent daytime showings during school holidays. There were concerns that reducing South Drive car park to a three-hour maximum stay would impact vitality of the cinema and town centre.

The Carrs

There were a couple of representations made specifically about The Carrs. There were concerns that increased parking charges would impact on the viability of the Wilmslow Parkrun, which takes place every Saturday at 9am. While organisers encourage all participants to walk, cycle or run to The Carrs, not everyone can. There are concerns that parking charges could deter volunteers and participants from attending, which would be detriment to the social, health and wellbeing benefits of the community event. There are also concerns that participants and volunteers would spend less time socialising after the Parkrun because they would not want to incur greater charges, which would be to the detriment of smaller businesses.

The representation regarding the Parkrun, and the other objections received specifically for The Carrs, are specifically concerned about increased illegal parking along Cliff Road.

On-street parking representations

This section analyses the representations received relating to proposed changes to on-street parking restrictions in Wilmslow. In total, 40 representations were received, which is shown in Figure 45.

No representations were made specifically about the proposals to:

- Implement double yellow lines on Alderley Road Service Road South between Parkway and Broadway;
- Replace the existing single yellow line restriction with a double yellow line restriction from Green Lane to Alderley Road Service Road North.

Nearly all representations received stated that the proposed stay duration was too low. There were concerns that this would impact on the vitality of businesses in the town centre and would disproportionately impact on the elderly and parents with push chairs and children. This is due to the elderly needing more time to walk to/ from their chosen destination and the time it takes to take push chairs in/ out of vehicles.

Objections that specifically referenced Albert Road, Queens Road, and Victoria Road (with proposed maximum stay durations of one hour) stated that the limited waiting bays are used to support access to the Kenmore and Wilmslow Medical Practices as the car parks are small and often full. They cited that the time for a medical appointment can be longer than one hour, particularly if the surgeries are running late. Some representations also stated that the number of disabled bays should be increased along these streets.

Figure 45: Representations received for on-street parking places in Wilmslow



Alternative suggestions

While responding to the proposed changes to off-street and on-street parking in Sandbach, some representations put forward alternative suggestions for consideration, which are listed in Table 16.

Table 16: Alternative suggestions put forward by representations from Wilmslow

Theme/ Location	Alternative Suggestion
General	<ul style="list-style-type: none"> • First 30 minutes parking should be free. • Continue refunds for parking at Leisure centre car park in Wilmslow. • Consider allowing permits to be purchased by a monthly direct debit with an agreement of 12 months and then 3 months rolling. • Stop charging for parking in Leisure Centre car park by 6pm.
Broadway Meadow car park	<ul style="list-style-type: none"> • Broadway Meadow charges should have two changes: <ul style="list-style-type: none"> ○ Short stay (up to 3 hours) should all be increased to be more than the nearby Short Stay car parks. Example given was £1.20 for one hour, £2 for two hours and £3 for three hours; and ○ The rules (and associated software of the Parking App) should be adjusted to stop repeat long stay parking beyond five days, with return only allowed after two days. • Broadway Meadow needs to be better signed from the road (and separately from Leisure Centre car park) • Free parking at weekends at Broadway Meadow.
The Rex/ Hoopers car park	<ul style="list-style-type: none"> • Retain 4 hour stay duration at The Rex/ Hoopers car park.
South Drive car park	<ul style="list-style-type: none"> • Revoke refund from Sainsburys for parking on South Drive, Wilmslow. •
Spring Street multi-storey car park	<ul style="list-style-type: none"> • Concerns displacement from Spring Street multi-storey car park would impact Bourne Street significantly. Request that marking on-street parking bays properly and restricting stays to three hours, no return within two hours, Monday to Saturday.

Theme/ Location	Alternative Suggestion
The Carrs car park	<ul style="list-style-type: none"> Consider more modest increases at The Carrs or delay charging for parking at The Carrs to 10am on Saturdays.
Albert Road/ Queens Road/ Victoria Road	<ul style="list-style-type: none"> Retain parking at 2 hours on Albert Road, Queens Road, and Victoria Road as it serves Kenmore and Wilmslow Health Centres and Dentist Practices or provide more disabled bay provision. Consider creating more blue badge parking on Albert Road if changes to one hour parking goes ahead.
On-street parking/ mitigations	<ul style="list-style-type: none"> Retain existing on-street parking restrictions Lacey Green should be included for mitigation/ monitoring from the previous consultation (Wilmslow). More blue badge parking is required on-street across Wilmslow.

Conclusions

The revised proposals presented within the report for consideration by highways and transport committee have taken onboard feedback provided as part of the statutory consultation period.

All representations made as part of this statutory consultation have been considered and have informed the development of an amended set of proposals, which are set out in Appendix 3.

Appendix 3 – Proposed Changes to Orders following Consultation – For Approval

Highways and Transport Committee

25th January 2024

Publication Date:

January 2024

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Introduction

This document sets out the proposed changes to the consulted proposals based on analysis of representations made during the statutory consultation period, including alternative suggestions/ proposals.

The analysis of the statutory consultation is provided in Appendix 2.

Proposed Changes to Consulted Proposals

This document is split into two sections and confirms whether there are any proposed changes to the off-street and on-street parking proposals (reported separately) on a town-by-town basis.

Off-Street Parking Proposals

Introduction of an up to 30-minute tariff band

Many representations made during the statutory consultation highlighted that a large number of visits by users often take less than one hour. Therefore, paying a tariff for one hour for much shorter visits was unfair. In response, the council proposes to introduce an 'up to 30 minute' tariff band on all short stay car parks (defined as car parks with up to four hours maximum stay) across the borough, which are:

- Ryleys Lane (10 designated short stay spaces), Alderley Edge;
- South Street, Alderley Edge;
- Fairview (short stay), Alsager;
- Antrobus Street, Congleton;
- Chapel Street, Congleton;
- Fairground, Congleton;
- Civic Centre/ Library, Crewe;
- Cotterill Street East, Crewe;
- Cotterill Street West, Crewe;
- Delamere Street, Crewe;
- Holly Bank, Crewe;
- Hope Street, Crewe;
- Wellington Square, Crewe;
- Community Centre, Disley;
- Parkway, Holmes Chapel;
- King Street, Knutsford;
- Old Market Place, Knutsford;
- Silk Mill Street, Knutsford;
- Exchange Street, Macclesfield;
- Old Library, Macclesfield;
- Park Green, Macclesfield;
- Parsonage Street, Macclesfield;

- Town Hall (on Saturdays and Bank Holidays, this car park is already a 30-minute maximum stay on weekdays), Macclesfield;
- Seabank, Middlewich;
- Southway, Middlewich;
- Bowling Green, Nantwich;
- Church Lane, Nantwich;
- Civic Hall, Nantwich;
- Dysart Buildings, Nantwich;
- Market Area, Nantwich;
- Crown Bank, Sandbach;
- Hawk Street, Sandbach;
- Well Bank, Sandbach;
- The Carrs, Wilmslow;
- South Drive (short stay only), Wilmslow; and
- The Rex/ Hoopers, Wilmslow.

The final proposals presented in this report include an up to 30-minute tariff band for these car parks.

Alderley Edge

The only change to the consultation proposals being put forward for Ryleys Lane and South Street car parks is the introduction of the 30-minute tariff band. The final proposals are shown in Table 1 for completeness.

For clarity, Ryleys Lane car park is proposed to have 10 designated short stay spaces (up to two hours) with the remaining spaces designated for short and long stay parking. The proposed 30-minute tariff band would only apply to the 10 designated short stay spaces.

South Street would be retained as the Free after 3pm car park.

Table 1: Final proposals for Ryleys Lane and South Street car parks

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Ryleys Lane (10 spaces)	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Ryleys Lane	8am to 6pm, Monday to Saturday	N.A.	£1.00	£1.60	£2.30	£3.30	£4.40	£5.20	£228.00	£750.00
South Street	8am to 6pm,	£0.40	£0.80	£1.40	£2.00	£2.70	N.A.	N.A.	£195.00	£620.00

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
	Monday to Saturday									

Alsager

Fairview car park

The proposals that were consulted on have been refined taking onboard feedback from the statutory consultation. Table 2 summarises the proposals that were put forward during the statutory consultation period for Fairview car park.

Table 2: Proposals put forward as part of statutory consultation for Fairview car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Fairview (short stay)	8am to 6pm, Monday to Saturday	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fairview (long stay)	8am to 6pm, Monday to Saturday	£1.00	£1.60	£2.30	£2.70	£3.70	£4.30	£195.00	£620.00

Modifications to the proposed order for Fairview car park

Following a review of the representations received during the statutory consultation period, the following modifications are proposed:

- Introduce a 30-minute tariff band on the proposed short stay section of Fairview car park.
- Start charging for parking from 9am, Monday to Friday during school term time to respond to concerns about the impact of the school pick up and drop off on illegal/ dangerous parking on surrounding residential streets.
 - During school holidays, the car park would be charged from 8am to 6pm, Monday to Saturday.
 - On Saturdays and Bank Holidays, the car park would be charged from 8am to 6pm all year around.

- Propose Fairview as the designated Free after 3pm car park in Alsager to support town vitality, as well as the school run during the afternoon.
- Reduce the short stay tariffs from the 'higher' band to the 'middle' band. Long stay tariffs would remain as proposed. Representations highlighted that the proposal to charge Fairview car park in the 'higher' tariff band was unfair because other towns with more retail offer had car parks in the 'middle' and 'lower' tariff bands.

Table 3 presents the final proposals for Fairview car park. Cheshire East Council would also engage with Alsager Town Council to agree arrangements for facilitating an outdoor market on this car park.

Table 3: Final proposals for Fairview car park

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Fairview (short stay)	9am to 6pm, Monday to Friday (school term time)	£0.40	£0.80	£1.40	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fairview (short stay)	8am to 6pm, Monday to Friday (school holidays)	£0.40	£0.80	£1.40	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fairview (short stay)	8am to 6pm, Saturday and Bank Holidays (all year around)	£0.40	£0.80	£1.40	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fairview (long stay)	9am to 6pm, Monday to Friday (school term time)	N.A.	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Fairview (long stay)	8am to 6pm, Monday to Friday	N.A.	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
	(school holidays)									
Fairview (long stay)	8am to 6pm, Saturday and Bank Holidays (all year around)	N.A.	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00

Station Road car park

There are no changes to the consultation proposals being put forward for Station Road car park. The final proposals are shown in Table 4 for completeness.

Table 4: Final proposals for Station Road car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Station Road	8am to 6pm, Monday to Saturday	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00

Well Lane car park

The proposals that were consulted on have been refined taking onboard feedback from the statutory consultation. Table 5 summarises the proposals that were put forward during the statutory consultation period for Well Lane car park.

Table 5: Proposals put forward as part of statutory consultation for Well Lane car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Well Lane	8am to 6pm, Monday to Saturday	£0.80	£1.40	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

Modifications to the proposed order for Well Lane car park

Representations stated that this should remain a long stay car park to accommodate resident's needs. Additionally, parking permits were also frequently requested during the statutory consultation period.

Therefore, the council proposes to make this car park a chargeable long stay car park on the middle tariff band with parking permits available as shown in Table 6.

Table 6: Final proposals for Well Lane car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Well Lane	8am to 6pm, Monday to Saturday	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00

Fanny's Croft car park

The proposals that were consulted on have been refined taking onboard feedback from the statutory consultation. Table 7 summarises the proposals that were put forward during the statutory consultation period for Fanny's Croft car park.

Table 7: Proposals put forward as part of statutory consultation for Fanny's Croft car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Fanny's Croft	8am to 6pm, Monday to Saturday	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Modifications to the proposed order for Fanny's Croft car park

Representations stated that this should remain a free car park because it is predominantly used by residents. They also highlighted that the car park does not facilitate access/ contribute towards the vitality of Alsager town centre because it is too far out.

Having considered the feedback, the council proposes to retain Fanny's Croft car park free of charge.

Audlem

There are no changes to the consultation proposals being put forward for Cheshire Street car park. The final proposals are shown in Table 8 for completeness.

This car park would also benefit from the extended roll out of the Free after 3pm initiative, which would operate Monday to Saturday inclusive, to support town vitality.

Table 8: Final proposals for Cheshire Street car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Cheshire Street	8am to 6pm, Monday to Saturday	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Bollington

There are no changes to the consultation proposals being put forward for Pool Bank car park. The final proposals are shown in Table 9 for completeness.

This car park would also benefit from the extended roll out of the Free after 3pm initiative, which would operate Monday to Saturday inclusive, to support town vitality.

Table 9: Final proposals for Pool Bank car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Pool Bank	8am to 6pm, Monday to Saturday	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Congleton

The only change to the consultation proposals being put forward for Antrobus Street, Chapel Street and Fairground car parks is the introduction of a 30-minute tariff band. No changes to the consultation proposals are being put forward for Back Park Street, Park Street, Roe Street or West Street. The final proposals for these car parks are shown in Table 10 for completeness.

Back Park Street would remain the designated Free after 3pm car park.

Table 10: Final proposals for Antrobus Street, Back Park Street, Chapel Street, Fairground, Park Street, Roe Street and West Street car parks

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Antrobus Street	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	N.A.	N.A.
Back Park Street	8am to 6pm,	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
	Monday to Saturday									
Chapel Street	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	£228.00	£750.00
Fairground	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	N.A.	N.A.
Park Street	8am to 6pm, Monday to Saturday	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Roe Street	8am to 6pm, Monday to Saturday	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	N.A.	N.A.
West Street	8am to 6pm, Monday to Saturday	N.A.	£1.00	£1.60	£2.30	£2.70	£3.70	£4.30	£195.00	£620.00

Princess Street car park

The proposals that were consulted on have been refined taking onboard feedback from the statutory consultation. Table 11 summarises the proposals that were put forward during the statutory consultation period for Princess Street car park.

Table 11: Proposals put forward as part of statutory consultation for Princess Street car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Princess Street	8am to 6pm, Monday to Saturday	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	£228.00	£750.00

Modifications to the proposed order for Princess Street car park

Representations stated that Princess Street should remain a long stay car park to accommodate workers and support the regeneration of the Congleton Market Quarter.

Therefore, the council proposes to retain Princess Street as a chargeable long stay car park. Short stay tariffs would be on the higher tariff band to reflect its convenience for the town centre and the longer stays would be on the middle tariff band with parking permits available as shown in Table 12.

Table 12: Final proposals for Princess Street car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Princess Street	8am to 6pm, Monday to Saturday	£1.00	£1.60	£2.30	£2.70	£3.70	£4.30	£195.00	£620.00

Crewe

The only change to the consultation proposals being put forward for Civic Centre/ Library, Cotterill Street East, Cotterill Street West, Delamere Street, Holly Bank, Hope Street and Wellington Square car parks in Crewe is to introduce a 30-minute tariff band. No other changes to the consultation proposals are being put forward for other car parks. The final proposals are shown in Table 13 for completeness.

Thomas Street would remain the designated Free after 3pm car park.

Since the launch of the statutory consultation in September 2023, a separate statutory consultation was undertaken that proposed to remove Oak Street car park from the off-street parking order to allow for the development of the Youth Zone. Oak Street car park is included in Table 13 for completeness, but it is anticipated that the council will have disposed of this car park prior to implementation.

Table 13: Final proposals for all Crewe car parks

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Chester Street	8am to 6pm, Monday to Saturday	N.A.	£1.00	£1.60	£2.30	£2.70	£3.70	£4.30	£195.00	£620.00
Civic Centre/ Library	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	N.A.	N.A.
Cotterill Street East	8am to 6pm, Monday	£0.30	£0.60	£1.00	N.A.	N.A.	N.A.	N.A.	£163.00	£490.00

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
	to Saturday									
Cotterill Street West	8am to 6pm, Monday to Saturday	£0.30	£0.60	£1.00	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Delamere Street	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Edleston Road	8am to 6pm, Monday to Saturday	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Gatefield Street	8am to 6pm, Monday to Saturday	N.A.	£1.00	£1.60	£2.30	£2.70	£3.70	£4.30	£195.00	£620.00
Holly Bank	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	£228.00	£750.00
Hope Street	8am to 6pm, Monday to Saturday	£0.30	£0.60	£1.00	£1.50	£2.10	N.A.	N.A.	N.A.	N.A.
Oak Street	8am to 6pm, Monday to Saturday	N.A.	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Pedley Street	8am to 6pm, Monday to Saturday	N.A.	£0.80	£1.40	£7.50				£310.00	£1,080.00
Thomas Street	8am to 6pm, Monday to Saturday	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Victoria Centre	8am to 6pm, Monday to Saturday	N.A.	£1.00	£1.60	£2.30	£3.30	£4.40 (up to 5 hrs)	N.A.	N.A.	N.A.
Wellington Square	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Wood Street East	8am to 6pm, Monday to Saturday	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Wood Street	8am to 6pm, Monday to Saturday	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Wrexham Terrace	8am to 6pm, Monday to Saturday	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Disley

The only change to the consultation proposals being put forward for Community Centre car park in Disley is to introduce a 30-minute tariff band. No changes are proposed for Station Approach car park. The final proposals are shown in Table 14 for completeness.

Community Centre is proposed as the designated Free after 3pm car park, which would operate Monday to Saturday inclusive, to support town vitality.

Table 14: Final proposals for car parks in Disley

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Community Centre	8am to 6pm, Monday to Saturday	£0.30	£0.60	£1.00	£1.50	N.A.	N.A.	N.A.	N.A.	N.A.

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Station Approach	8am to 6pm, Monday to Saturday	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Handforth

School Road car park

There are no changes to the consultation proposals being put forward for School Road. The final proposal is shown in Table 15 for completeness.

School Road is proposed as the designated Free after 3pm car park, which would operate Monday to Saturday inclusive, to support town vitality.

Table 15: Final proposals for School Road car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
School Road	8am to 6pm, Monday to Saturday	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00

Wilmslow Road car park

The proposals that were consulted on have been refined taking onboard feedback from the statutory consultation. Table 16 summarises the proposals that were put forward during the statutory consultation period for Wilmslow Road car park.

Table 16: Proposals put forward as part of statutory consultation for Wilmslow Road car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Wilmslow Road	8am to 6pm, Monday to Saturday	£0.60	£1.00	£2.30	£3.30	£4.40	£5.20	N.A.	N.A.

Modifications to the proposed order for Wilmslow Road car park

Representations cited the need for permits in Wilmslow Road car park. The final proposals in Table 17 enable permits to be purchased. No other changes are proposed at this car park.

Table 17: Final proposals for Wilmslow Road car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Wilmslow Road	8am to 6pm, Monday to Saturday	£0.60	£1.00	£2.30	£3.30	£4.40	£5.20	£228.00	£750.00

Handforth Library car park

The proposals that were consulted on have been refined taking onboard feedback from the statutory consultation. Table 18 summarises the proposals that were put forward during the statutory consultation period for Handforth Library car park.

Table 18: Proposals put forward as part of statutory consultation for Handforth Library car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Handforth Library	8am to 6pm, Monday to Saturday	£0.60	£1.00	£1.50	N.A.	N.A.	N.A.	N.A.	N.A.

Modifications to the proposed order for Handforth Library car park

The council only owns approximately 15 parking spaces. Implementing parking charges on such a small area is likely to encourage greater use of the free section of the car park and surrounding streets.

Having considered the feedback, the council proposes to retain Handforth Library car park free of charge.

Haslington

The proposals that were consulted on have been refined taking onboard feedback from the statutory consultation. Table 19 summarises the proposals that were put forward during the statutory consultation period for Waterloo Road car park.

Table 19: Proposals put forward as part of statutory consultation for Waterloo Road car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Waterloo Road	8am to 6pm, Monday to Saturday	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Modifications to the proposed order for Waterloo Road car park

Representations cited that Waterloo Road car park facilitates trips to the few local businesses in Haslington with very short stay durations. Additionally, the projected net revenue is small and would take approximately 10 years to recover the costs of implementing the proposals.

Taking these factors into account, Waterloo Road car park is proposed to remain free of charge.

Holmes Chapel

The only change to the consultation proposals being put forward for Parkway car park in Holmes Chapel is to introduce a 30-minute tariff band. No changes to the consultation proposals are being put forward for London Road car park. The final proposals are shown in Table 20 for completeness.

The council proposes that London Road would operate as the designated Free after 3pm car park to support town vitality.

Table 20: Final proposals for car parks in Holmes Chapel

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
London Road	8am to 6pm, Monday to Saturday	N.A.	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Parkway	8am to 6pm, Monday to Saturday	£0.40	£0.80	£1.40	£2.00	£2.70	N.A.	N.A.	N.A.	N.A.

Knutsford

The only change to the consultation proposals being put forward for King Street, Old Market Place and Silk Mill Street is the introduction of a 30-minute tariff band. No changes to the consultation proposals are being put forward for Princess Street car park. The final proposals for these car parks are shown in Table 21 for completeness.

Princess Street would remain the designated Free after 3pm car park.

Table 21: Final proposals for King Street, Old Market Place, Princess Street and Silk Mill Street car parks

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
King Street	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	£228.00	£750.00
Old Market Place	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	N.A.	N.A.
Princess Street	8am to 6pm, Monday to Saturday	N.A.	£1.00	£1.60	£2.30	£2.70	£3.70	£4.30	£195.00	£620.00
Silk Mill Street	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	£228.00	£750.00

Tatton Street car park

The proposals that were consulted on have been refined taking onboard feedback from the statutory consultation. Table 22 summarises the proposals that were put forward during the statutory consultation period for Tatton Street car park.

Table 22: Proposals put forward as part of statutory consultation for Tatton Street car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Tatton Street (cars)	8am to 6pm, Monday to Saturday	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Tatton Street (coaches)	8am to 6pm, Monday to Saturday	£10	£10	£10	£10	£10	£10	N.A.	N.A.

Modifications to the proposed order for Tatton Street car park

The proposals that were consulted on included a £10 flat rate coach parking fare. Following a review of representations, it is proposed that:

- The existing coach parking within Tatton Street car park is relined to provide more car parking capacity; and
- Relocate coach parking to Bexton Road.

There would be no changes to the proposed parking tariffs for Tatton Street car park, which are shown in Table 23 for completeness.

Table 23: Final proposals for Tatton Street car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Tatton Street (cars)	8am to 6pm, Monday to Saturday	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Macclesfield

The only change to the consultation proposals put forward for Exchange Street, Old Library, Park Green, Parsonage Street and Town Hall (Saturdays and Bank Holidays) is to introduce a 30-minute tariff band. No changes to tariffs or durations of stay are being put forward for any other car parks in Macclesfield. The final proposals for these car parks are shown in Table 24 for completeness.

The majority of car parks are proposed to continue operating and charging between 8am and 6pm, Monday to Saturday. Those that vary from this time period are:

- Grosvenor Multi-Storey Car Park (MSCP), which is proposed to continue operating and charging between 8.30am and 6pm, Monday to Saturday. The car park is also proposed to continue operating on Sundays and Bank Holidays between 11am and 4pm; and
- Jordangate MSCP, which is proposed to continue operating and charging between 7am and 7pm, Monday to Saturday. It is also proposed to continue opening when the Treacle Market is operating on a Sunday between 11am and 4pm.

The blue badge holder car park located on Chatham Street is also proposed to be brought into the off-street car parks order, as consulted, to allow enforcement by the councils Civil Enforcement Officers.

Table 24: Final proposals for all Macclesfield car parks

Car Park	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Christchurch	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Churchill Way	N.A.	£1.00	£1.60	£2.30	£3.30	£4.40	£5.20	£228.00	£750.00
Commercial Road	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Duke Street	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Exchange Street	£0.50	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Gas Road	N.A.	£0.80	£1.40	£2.00	£2.70	£3.70	£7.50	£310.00	£1,080.00
Grosvenor MSCP	N.A.	£1.00	£1.60	£2.30	£3.30	£4.40	£5.20 (up to 9.5 hours)	£228.00	£750.00
Jordangate MSCP	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40 (Up to 12 hours)	£163.00	£490.00
Hibel Road	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Macclesfield Railway Station	N.A.	£0.80	£1.40	£2.00	£2.70	£3.70	£12 (1 day) £24 (2 days) £36 (3 days)	N.A.	N.A.
Old Library	£0.50	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	£228.00	£750.00
Park Green	£0.50	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	£228.00	£750.00
Parsonage Street	£0.50	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	£228.00	£750.00

Car Park	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Pickford Street	N.A.	£1.00	£1.60	£2.30	£3.30	£4.40	£5.20	N.A.	N.A.
Sunderland Street	N.A.	£1.00	£1.60	£2.30	£3.30	£4.40	£5.20	£228.00	£750.00
Town Hall (non-barriered area) – Monday to Friday	£0.50	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Town Hall (non-barriered area) – Saturday and Bank Holidays	£0.50	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Town Hall (barriered area) – Saturday and Bank Holidays	£0.50	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Waters Green	N.A.	£0.80	£1.40	£2.00	£2.70	£3.70	£7.50	£310.00	£1,080.00
Whalley Hayes	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Free after 3pm car park

Following a review of representations, and the changes to land use since the Free after 3pm initiative was introduced at Whalley Hayes, it is proposed to make Duke Street the Free after 3pm car park. Duke Street car park is located approximately five minutes' walk from Cheestergate and is also much closer to bars and restaurants located towards the south of Macclesfield.

Middlewich

Southway car park

The proposals that were consulted on have been refined taking onboard feedback from the statutory consultation. Table 25 summarises the proposals that were put forward during the statutory consultation period for Southway car park.

Table 25: Proposals put forward as part of statutory consultation for Southway car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Southway	8am to 6pm, Monday to Saturday	£0.60	£1.00	£1.50	N.A.	N.A.	N.A.	N.A.	N.A.

Modifications to the proposed order for Southway car park

Following a review of the representations received during the statutory consultation period, the following modifications are proposed:

- Introduce a 30-minute tariff band on Southway car park.
- Start charging for parking from 9am, Monday to Friday during school term time to respond to concerns about the impact of the school pick up and drop off on illegal/ dangerous parking on surrounding residential streets.
 - During school holidays, the car park would be charged from 8am to 6pm, Monday to Saturday.
 - On Saturdays and Bank Holidays, the car park would be charged from 8am to 6pm all year around.
- Propose Southway as the designated Free after 3pm car park in Middlewich to support town vitality, as well as the school run during the afternoon.

Table 26 presents the final proposals for Southway car park.

Table 26: Final proposals for Southway car park

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Southway	9am to 6pm, Monday to Friday (school term time)	£0.30	£0.60	£1.00	£1.50	N.A.	N.A.	N.A.	N.A.	N.A.
Southway	8am to 6pm, Monday to Friday	£0.30	£0.60	£1.00	£1.50	N.A.	N.A.	N.A.	N.A.	N.A.

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
	(school holidays)									
Southway	8am to 6pm, Saturday and Bank Holidays (all year around)	£0.30	£0.60	£1.00	£1.50	N.A.	N.A.	N.A.	N.A.	N.A.

Civic Way and Seabank car parks

The only change to the consultation proposals being put forward for Seabank car park is the introduction of a 30-minute tariff band. No changes to the consultation proposals are being put forward for Civic Way car park. The final proposals are shown in Table 27 for completeness.

Table 27: Final proposals for Civic Way and Seabank car parks

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Civic Way	8am to 6pm, Monday to Saturday	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Seabank	8am to 6pm, Monday to Saturday	£0.30	£0.60	£1.00	£1.50	N.A.	N.A.	N.A.	£163.00	£490.00

Nantwich

The only change to the consultation proposals being put forward for Bowling Green, Church Lane, Civic Hall, Dysart Buildings and Market Area car parks in Nantwich is to introduce a 30-minute tariff band. No changes to the consultation proposals are being put forward for First Wood Street, Love Lane or Snow Hill car parks. The final proposals are shown in Table 28 for completeness.

Snow Hill would remain the designated Free after 3pm car park.

Table 28: Final proposals for all Nantwich car parks

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Bowling Green	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	N.A.	N.A.
Church Lane	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Civic Hall	8am to 6pm, Monday to Saturday	£0.40	£0.80	£1.40	£2.00	£2.70	N.A.	N.A.	N.A.	N.A.
Dysart Buildings	8am to 6pm, Monday to Saturday	£0.40	£0.80	£1.40	£2.00	£2.70	N.A.	N.A.	N.A.	N.A.
First Wood Street	8am to 6pm, Monday to Saturday	N.A.	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Love Lane	8am to 6pm, Monday to Saturday	N.A.	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Market Area	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Snow Hill	8am to 6pm, Monday to Saturday	N.A.	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00

Poynton

There are no changes to the consultation proposals being put forward for Civic Hall car park. The final proposals are shown in Table 29 for completeness.

This car park would also benefit from the extended roll out of the Free after 3pm initiative, which would operate Monday to Saturday inclusive, to support town vitality.

Table 29: Final proposals for Civic Hall car park, Poynton

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Civic Hall	8am to 6pm, Monday to Saturday	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Prestbury

Springfields car park

The proposals that were consulted on have been refined taking onboard feedback from the statutory consultation. Table 30 summarises the proposals that were put forward during the statutory consultation period for Springfields car park.

Table 30: Proposals put forward as part of statutory consultation for Springfields car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Springfields	8am to 6pm, Monday to Saturday	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00

Modifications to the proposed order for Springfields car park

Following a review of the representations received during the statutory consultation period, the following modifications are proposed:

- Start charging for parking from 9am, Monday to Friday during school term time to respond to concerns about the impact of the school pick up and drop off on illegal/ dangerous parking on surrounding residential streets (particularly Bollin Grove and Scott Road).
 - During school holidays, the car park would be charged from 8am to 6pm, Monday to Saturday.
 - On Saturdays and Bank Holidays, the car park would be charged from 8am to 6pm all year around.
- Propose Springfields as the designated Free after 3pm car park in Prestbury to support town vitality, as well as the school run during the afternoon.

- Carers permits would be considered on a case-by-case basis for Springfields car park. There were concerns cited in representations that without carers permits it may make providing health care to more vulnerable residents in assisted living accommodation more difficult.

Table 31 presents the final proposals for Springfields car park.

Table 31: Final proposals for Springfields car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Springfields	9am to 6pm, Monday to Friday (school term time)	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Springfields	8am to 6pm, Monday to Friday (school holidays)	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00
Springfields	8am to 6pm, Saturday and Bank Holidays (all year around)	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	£195.00	£620.00

The Shirleys car park

There are no changes to the consultation proposals being put forward for The Shirleys car park. The final proposals are shown in Table 32 for completeness.

Table 32: Proposals that were consulted on for The Shirleys car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
The Shirleys	8am to 6pm, Monday to Saturday	£0.80	£1.40	£2.00	£2.70	£3.70	£4.30	N.A.	N.A.

Sandbach

The only change to the consultation proposals being put forward for Crown Bank, Hawk Street and Well Bank car parks is the introduction of a 30-minute tariff band. No changes to the consultation proposals are being put forward for Brookhouse Road or Chapel Street car parks. Table 33 presents the proposals for completeness.

Table 33: Final proposals for Brookhouse Road, Chapel Street, Crown Bank, Hawk Street and Well Bank car parks

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Brookhouse Road	8am to 6pm, Monday to Saturday	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Chapel Street	8am to 6pm, Monday to Saturday	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Crown Bank	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	N.A.	N.A.
Hawk Street	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	N.A.	N.A.
Well Bank	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	N.A.	N.A.

Westfields car park

The proposals that were consulted on have been refined taking onboard feedback from the statutory consultation. Table 34 summarises the proposals that were put forward during the statutory consultation period for Westfields car park.

Table 34: Proposals put forward as part of statutory consultation for Westfields car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Westfields	8am to 6pm, Monday to Saturday	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Modifications to the proposed order for Westfields car park

Following a review of the representations received during the statutory consultation period, the following modifications are proposed:

- Start charging for parking from 9am, Monday to Friday during school term time to respond to concerns about the impact of the school pick up and drop off on illegal/ dangerous parking on surrounding residential streets (particularly Platt Avenue).
 - During school holidays, the car park would be charged from 8am to 6pm, Monday to Saturday.
 - On Saturdays and Bank Holidays, the car park would be charged from 8am to 6pm all year around.
- Propose Westfields as the designated Free after 3pm car park in Sandbach to support town vitality, as well as the school run during the afternoon.

Table 35 presents the final proposals for Westfields car park.

Table 35: Final proposals for Westfields car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Westfields	9am to 6pm, Monday to Friday (school term time)	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00
Westfields	8am to 6pm, Monday to Friday (school holidays)	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Westfields	8am to 6pm, Saturday and Bank Holidays (all year around)	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Shavington

The proposals that were consulted on have been refined taking onboard feedback from the statutory consultation. Table 36 summarises the proposals that were put forward during the statutory consultation period for Queen Street car park.

Table 36: Proposals put forward as part of statutory consultation for Queen Street car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Queen Street	8am to 6pm, Monday to Saturday	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	£163.00	£490.00

Modifications to the proposed order for Queen Street car park

Representations from Shavington cited that the car park facilitates trips to a couple of local businesses with very short durations. The car park also facilitates overnight parking for a small number of residences without off-street parking.

Taking account of the very few services that the car park serves, as well as its location within a predominantly residential area, Queen Street car park is proposed to remain free of charge.

Wilmslow

The only change to the consultation proposals being put forward for The Carrs and South Drive (short stay only) is to introduce a 30-minute tariff band. No changes to the consultation proposals are being put forward for Broadway Meadow, South Drive (long stay) or Spring Street MSCP. Table 37 presents the proposals for completeness.

The majority of car parks are proposed to continue operating and charging between 8am and 6pm, Monday to Saturday. The only exception is Spring Street MSCP, which is proposed to continue operating and charging between 7am and 10pm, Monday to Saturday.

Table 37: Final proposals for Broadway Meadow, The Carrs, South Drive (short stay and long stay) and Spring Street MSCP car parks

Car Park	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
Broadway Meadow	N.A.	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40 (1 day) £6.80 (2 days) £10.20 (3 days) £13.60 (4 days) £17.00 (5 days)	£163.00	£490.00
The Carrs (Monday to Friday)	£0.30	£0.60	£1.00	£1.50	N.A.	N.A.	N.A.	N.A.	N.A.
The Carrs (Saturday and Bank Holidays)	£0.30	£0.60	£1.00	£1.50	£2.10	£3.00	£3.40	N.A.	N.A.
South Drive (short stay)	£0.50	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	N.A.	N.A.
South Drive (long stay)	N.A.	£1.00	£1.60	£2.30	£2.70	£3.70	£4.30	£195.00	£620.00
Spring Street MSCP	N.A.	£1.00	£1.60	£2.30	£3.30	£4.40	£5.20 (up to 15 hours)	£228.00	£750.00

The Rex/ Hoopers car park

The proposals that were consulted on have been refined taking onboard feedback from the statutory consultation. Table 38 summarises the proposals that were put forward during the statutory consultation period for The Rex/ Hoopers car park.

Table 38: Proposals put forward as part of statutory consultation for The Rex/ Hoopers car park

Car Park	Charging Period	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
The Rex/ Hoopers	8am to 6pm, Monday to Saturday	£1.00	£1.60	£2.30	N.A.	N.A.	N.A.	N.A.	N.A.

Modifications to the proposed order for The Rex/ Hoopers car park

Representations stated that this car park should remain as a four-hour maximum stay because there are many films that are frequently two-and-a-half to three hours long. If the stay duration was reduced to three hours, there were concerns that the

car park would not fully support the cinema and also impact the vitality of other retail outlets. Additionally, the council proposes to introduce a 30-minute tariff band.

Therefore, the council proposes to retain The Rex/ Hoopers as a chargeable car park permitting stays of up to four hours on the higher tariff band as shown in Table 39.

Table 39: Final proposals for The Rex/ Hoopers car park

Car Park	Charging Period	Up to 30 mins	0-1 hour	1-2 hours	2-3 hours	3-4 hours	4-6 hours	6-10 hours	Quarter Permit	Annual Permit
The Rex/ Hoopers	8am to 6pm, Monday to Saturday	£0.50	£1.00	£1.60	£2.30	£3.30	N.A.	N.A.	N.A.	N.A.

On-Street Parking Proposals

Changes to limited waiting bays

The council proposed a series of changes to on-street parking restrictions, which primarily proposed to reduce the permitted maximum stay in limited waiting bays to 30 minutes. Changes were proposed to streets in Alderley Edge, Alsager, Bollington, Congleton, Knutsford, Macclesfield, Prestbury, Sandbach and Wilmslow.

Representations received from most of these towns raised concerns that the proposed reduction to the permitted maximum stay would be too short and could potentially impact town vitality. It was also noted that the decrease in time would potentially hinder access for those with pushchairs and/ or people with less mobility.

The council has taken onboard the feedback provided through the representations and no longer proposes to change the permitted maximum stay, no returns period or operating period in any of the towns.

M6 Junction 17 Parking Place – Sandbach

The council received five representations to the proposals to implement a flat rate £3.40 charge on the parking place near to M6 Junction 17, north-east of Sandbach. Having considered the representations, which comprised objections and support for the proposals, the council proposes to implement a flat rate charge of £3.40 at this parking place to recover the costs of operating and maintaining the car park.

Waiting Restrictions

Macclesfield

The council proposed to remove the existing on-street parking place (capacity for approximately three cars) at the bottom of Church Street by Waters Green car park and replace with a single yellow line restriction. The single yellow line restriction would restrict parking between 8am and 6pm, Monday to Saturday.

There were no representations received that related to this proposal. Therefore, the council proposes to implement this change.

Wilmslow

The council proposed to amend waiting restrictions on the Alderley Road service roads in Wilmslow. There were no representations received that related to these changes. The proposed changes are to:

- Replace the existing single yellow line restriction with a double yellow line restriction on Alderley Road Service Road North, between Green Lane and the Service Road; and
- Introduce double yellow lines on the unrestricted section of road between Parkway and Broadway on Alderley Road Service Road South.

Both measures were proposed to improve road safety at these locations. The council proposes to implement these changes as no representations were received for either proposal.

Clause 15 – Funerals

The existing on-street consolidated order permits any vehicle attending a funeral to park on waiting restrictions. The council proposed to delete Clause 15, as currently written, in its entirety and replace with:

“15) Nothing in Articles 8, 9 and 10 shall render it unlawful to cause or permit any official Vehicle to Wait, used by a funeral director and if it cannot safely and conveniently do so elsewhere, at or near to any premises situated on or adjacent to the said lengths or sides of road for so long as may be necessary in connection with any funeral.”

The current clause permitting any vehicle to park on waiting restrictions compromises traffic flow and road safety. There were less than five representations specifically about this proposed change. Having considered the representations, the council proposes to replace the current Clause with the text above.

Clause 59 – Bulk Purchase Discount of Visitor Permits

The council proposed to remove the discount for bulk purchase of Visitor Permits due to budgetary pressures.

There were no representations received that related to this proposal. Therefore, the council proposes to implement this change.

Appendix 4

Equality Impact Assessment (EIA) Engagement and our equality duty

Whilst [the Gunning Principles](#) set out the rules for consulting ‘everyone’, additional requirements are in place to avoid discrimination and inequality.

Cheshire East Council is required to comply with the Equality Act 2010 and the Public Sector Equality Duty. The Equality Act 2010 simplified previous anti-discrimination laws with a single piece of legislation. Within the Act, the Public Sector Equality Duty (Section 149) has three aims. It requires public bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act, by consciously thinking about equality when making decisions (such as in developing policy, delivering services and commissioning from others)
- advance equality of opportunity between people who share a protected characteristic and people who do not share it, by removing disadvantages, meeting their specific needs, and encouraging their participation in public life.
- foster good relations between people who share a protected characteristic and people who do not.

The Equality Duty helps public bodies to deliver their overall objectives for public services, and as such should be approached as a positive opportunity to support good decision-making.

It encourages public bodies to understand how different people will be affected by their activities so that policies and services are appropriate and accessible to all and meet different people’s needs. By understanding the effect of their activities on different people, and how inclusive public services can support and open up people’s opportunities, public bodies are better placed to deliver policies and services that are efficient and effective.

Complying with the Equality Duty may involve treating some people better than others, as far as this is allowed by discrimination law. For example, it may involve providing a service in a way which is appropriate for people who share a protected characteristic, such as providing computer training to all people to help them access information and services.

The Equality Act identifies nine ‘protected characteristics’ and makes it a legal requirement to make sure that people with these characteristics are protected from discrimination:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnerships
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

Applying the equality duty to engagement

If you are developing a new policy, strategy or programme you may need to carry out an Equality Impact Assessment. You may be able to ascertain the impact of your proposal on different characteristics through desk-based research and learning from similar programmes, but you also need to carry out some primary research and engagement. People with protected characteristics are often described as ‘hard to reach’ but you will find everyone can be reached – you just need to tailor your approach, so it is accessible for them.

Contacting the [Equality and Diversity mailbox](#) will help you to understand how you can gain insight as to the impacts of your proposals and will ensure that you help the Council to comply with the Equality Act 2010 and the Public Sector Equality Duty.

Section 1 – Details of the service, service change, decommissioning of the service, strategy, function or procedure.

Proposal Title	MTFS (Medium Term Financial Strategy) Parking Review
Date of Assessment	13 November 2023
Assessment Lead Officer Name	Mark Fleming/Lorraine Martin
Directorate/Service	Place (Strategic Transport & Parking – Parking Services)
Details of the service, service change, decommissioning of the service, strategy, function or procedure.	<p><u>Details of the Proposed Service Change</u></p> <p><u>Brief Description of the proposals</u></p> <ul style="list-style-type: none"> • <i>Introduction of parking charges across free towns</i> • <i>Adjust existing parking tariffs across towns that already charge for parking in line with the proposals for the Free Towns (Low, Medium & High Tariffs).</i> • <i>Amend some on-street limited waiting bay time restrictions.</i> • <i>Potentially remove the option of cash payment at Pay & Display Machines (Cashless).</i> <p>Subject to a final decision being made at the Highways and Transport Committee in January 2024, the recommendations of the MTFS Parking Review propose to introduce parking charges in towns that are currently free, modify and potentially increase parking charges in towns that currently charge and potentially remove the option of paying for parking by cash (Going cashless).</p> <p>A separate Equality Impact Assessment has been conducted to specifically assess any implication for removing cash payments.</p> <p>The Council has only increased parking charges once since Cheshire East was formed in 2009. This is no longer sustainable because of the rate of inflation. This means that the costs of maintaining, managing and operating car parks and other parking spaces has significantly increased.</p> <p>In future, parking income and any surplus could help to support other transport services across Cheshire East. This would benefit residents by:</p>

	<ul style="list-style-type: none"> • improving highways • subsidising local buses not subsidised • supporting active travel schemes
Who is Affected?	<p>The proposals will affect the actual service users (I.e., those who drive a motorised vehicle and need a space to park) who may be residents, workers, commuters, shoppers and visitors to the borough. The ethos is – ‘the user pays’ rather than the Council Tax payers of Cheshire East as some do not use vehicles (circa 25,000 households in the 2021 Census) and/or do not use our car parks.</p> <p>These proposals could affect residents and businesses as a consequence of potential parking displacement.</p>
Links and impact on other services, strategies, functions or procedures.	<p>The proposals link to and impact on several other services and strategies. This includes staff travel plans, school SMOTS (Sustainable Modes of Travel to School), Local Transport Plans, Town Vitality Plans, Regeneration projects, the effects of the cost-of-living crisis, Air Quality and public health and wellbeing.</p> <p>However, it has a significant impact on the services budget and the council’s financial situation MTFS.</p> <p>The outcomes are deemed to be consistent with the aims and objectives contained within the High-Level Parking Strategy that appends the adopted Local Transport Plan (2019 – 2024).</p>

<p>How does the service, service change, strategy, function or procedure help the Council meet the requirements of the Public Sector Equality Duty?</p>	<p>The Public Sector Equality Duty is a legal requirement contained within the Equality Act 2010 which requires public authorities and others carrying out public functions to have due regard to the need to: -</p> <ul style="list-style-type: none"> • Eliminate unlawful discrimination, harassment and victimisation. • Advance equality of opportunity between people who share a protected characteristic and those who do not • Foster good relations between people who share a protected characteristic and those who do not <p>The above aims may be more relevant to some proposals than others, and they may be more relevant to some protected characteristics than others. However, it is advisable that the proposal be assessed against each of the above aims.</p> <p>The proposals have been assessed against each of the above aims but have little/no relevance to them. The proposals do not impact on the importance of ensuring that anyone classed as within a protected characteristic group is protected from discrimination. The proposals do not discriminate based on any group.</p>
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Section 2 - Information – What do you know?

What do you know?	What information (qualitative and quantitative) and/or research have you used to commission/change/decommission the service, strategy, function, or procedure?
Information you used	<p><u>Availability of a Car or Van</u></p> <p>Car or van availability Households</p>

		Cheshire East Local Authority
	count	%
All households	174,856	100.0
No cars or vans in household	25,367	14.5
1 car or van in household	71,640	41.0
2 cars or vans in household	58,151	33.3
3 or more cars or vans in household	19,698	11.3

2021 Census data (taken during the Covid pandemic so may not be the true 'norm') shows that 14.5% (circa 25,000 households) do not have access to a car or a van. 2021 Census shows that 52.4% of Cheshire East residents either drive or are a passenger in a car or van as the choice of travel to and/or from work.

Age

Cheshire East has a higher average (median) age than the North West region in 2021 (40 years) and a higher average (median) age than England (40 years).

It is important to mention that there is a link between needing a bank account to purchase a car. Motorised vehicles cost money to purchase (outright or via Hire Purchase), operate and maintain. Financial resources are needed for petrol, charging, servicing, MOTs, road fund license and insurances. The majority of these services generally request payment by card only.

Disability

In 2021, 6.5% of Cheshire East residents were identified as being disabled and limited a lot. This figure decreased from 7.8% in 2011. Conversely, just under 1 in 10 people (9.8%) were identified as being disabled and limited a little, compared with 9.5% in 2011. The proportion of Cheshire East residents who were not disabled increased from 82.7% to 83.8%.

There are currently 23,000 blue badge holders in Cheshire East, which entitles them to unlimited free parking in Cheshire East car parks.

Income Deprivation

In Cheshire East, **8.3%** of the population was income-deprived in 2019. Of the 316 local authorities in England (excluding the Isles of Scilly), Cheshire East is ranked **226th most income deprived**. [Exploring local income deprivation \(ons.gov.uk\)](#)

Workless Households (Jan-Dec 2022)

	Cheshire East	Northwest	Great Britain
Number Of Workless Households	12,900	373,900	2,858,400
Percentage Of Households That Are Workless	10.8	16.3	13.9
Number Of Children in Workless Households	#	175,300	1,270,500
Percentage Of Children Who Are in Households That Are Workless	#	12.9	10.3

Source: ONS (Office for National Statistics) (Office for National Statistics) annual population survey - households by combined economic activity status

Sample size too small for reliable estimate ([see definitions](#))

Notes: Only includes those households that have at least one person aged 16 to 64.

Children refers to all children aged under 16.

[Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](#)

Out-Of-Work Benefits




Under Universal Credit a broader span of claimants are required to look for work than under Jobseeker's Allowance. As Universal Credit Full Service is rolled out in particular areas, the number of people recorded as being on the Claimant Count is therefore likely to rise.

Claimant count by sex - not seasonally adjusted (September 2023)

	Cheshire East (Numbers)	Cheshire East (%)	Northwest (%)	Great Britain (%)
All People	5,550	2.3	4.1	3.7
Males	3,125	2.6	4.9	4.2
Females	2,425	2.0	3.4	3.2

Source: ONS Claimant count by sex and age

Note: % is the number of claimants as a proportion of resident population of area aged 16-64 and gender

-  [view time-series](#)
-  [compare other areas](#)
-  [query dataset...](#)

The Office of National Statistics shows that there were 5550 people in the Cheshire East authority claiming out of work benefits in September 2023. The largest proportion of claimants are aged between 25 and 49. It is likely that this statistic

	<p>incorporates some of those recorded in the 'Workless Households' categories, but nevertheless the introduction of parking charges could potentially affect users who are on state benefits.</p> <p>Source: Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)</p> <p>Our proposed parking tariffs have been benchmarked against neighbouring local authorities (e.g., Stoke-on-Trent, Greater Manchester and Cheshire West). This shows that our proposals would still provide cheaper parking when compared to neighbouring local authorities.</p>
Gaps in your Information	<p>The council's proposals under the MTFS parking review do not significantly impact anyone with a protected characteristic. Monitoring of parking displacement will take place over a period of time but, drivers/passengers with a Blue Badge are not impacted. There is some further information below in relation to a request for further designated BB parking.</p>

3. What did people tell you?

What did people tell you	
Details and dates of the consultation/s and/or engagement activities	<p>An extended period of the required Statutory Public Consultation took place between 20/9/23 and 6/11/23. Representations which included comments, concerns, support and formal objections were invited from all stakeholders. Statutory notices were placed on street furniture at every affected car park, on-street bays, in newspapers, on our web pages and were made available at all local libraries for inspection.</p> <p>The statutory minimum consultation period for Traffic Regulation Orders and proposed amendments to parking charges is 21 days, the Council has undertaken an extended 6-week consultation period.</p> <p>The main stakeholders who have been formally consulted with, as part of the extended (and statutory) consultation process include:</p>

	<p>Schools, Town and Parish Councils, Members, OSC, Business Reps (e.g., FSB and Chambers) and the emergency services & local supermarket chains (this is not an exhaustive list). The general public also made representations during the consultation period.</p> <p>We have also engaged with the stakeholders by using comms/social media and press releases. We have invited representations via an email inbox and through the website and online channels. There has also been an opportunity for stakeholders to formally write a letter to the Council too. Official signs were put posters up on site (affected car parks and on-street columns) 20/9/23 – 6/11/23.</p> <p>Work has been undertaken in partnership with our comms team.</p> <p>8,384 responses were received.</p> <p>There were some requests for increases to the number of blue badge holder bays in car parks across the borough. This will be reviewed on a case-by-case basis in line with relevant guidance and, where deemed necessary, be incorporated into the parking services maintenance programme.</p>
Gaps in consultation and engagement feedback	<p>A 6-week period of consultation took place. 21 days is the statutory minimum.</p> <p>The proposals attracted protest marches, local, regional and national news coverage and an in-flux of social media comments.</p> <p>There are no perceived gaps in consultation and engagement feedback.</p> <p>Once the representations have been considered, a final set of proposals will be submitted for further consideration by the Highways and Transport Committee in January 2024.</p>

4. Review of information, consultation feedback and equality analysis

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of information used to inform the proposal	What did people tell you? Summary of customer and/or staff feedback	What does this mean? Impacts identified from the information and feedback (actual and potential). These can be either positive, negative or have no impact.
Age	Motorists are above the age of 17. Motorists must hold a valid driving licence which is obtained after passing a driving test and (in the last few years) a written theory test. You must retake this test at regular intervals when they turn 70.	School drop off and pick up of young children could be affected as some walking routes are not appropriate/safe. Requests for free school parking, charges to start later and/or a 30-minute grace period.	Potential negative impact in some areas (Prestbury) where the waling route to the school is inadequate.
Disability	Blue Badge holders are not affected by these proposals as the Council offers free parking to Blue Badge holders. Blue Badge holders may be a driver or passenger and may have a visible or non-visible disability. BB holders may be children.	There were some requests for increases to the number of blue badge holder bays in car parks across the borough. This will be reviewed on a case-by-case basis in line with relevant guidance and, where deemed necessary, be incorporated into the parking services maintenance programme.	No impact – there are still designated Disabled parking bays both on and off-street for Blue Badge holders. Parking remains free for BB holders.
Gender reassignment	N/A		
Pregnancy and maternity	N/A		

Race/ethnicity	N/A		
Religion or belief	N/A		
Sex	N/A		
Sexual orientation	N/A		
Marriage and civil partnership	N/A		

5. Justification, Mitigation and Actions

Mitigation	What can you do?
<p>Please provide justification for the proposal if negative impacts have been identified? Are there any actions that could be undertaken to mitigate, reduce or remove negative impacts?</p> <p>Have all available options been explored? Please include details of alternative options and why they couldn't be considered?</p>	<p>Actions to mitigate any negative impacts or further enhance positive impacts</p> <p>Actions to consider which may mitigate, reduce or remove some negative impacts would be to amend the charging hours to 9 – 6pm. Consider areas on a case-by-case basis where parents/carers may need to park on the car park at drop off and pick up times.</p> <ul style="list-style-type: none"> The Council will receive more parking revenue because of the proposals. This will allow greater enforcement presence in towns where there are parking

<p>Please include details of how positive impacts could be further enhanced, if possible?</p>	<p>issues and more regular maintenance. The Council's intention is always 100% compliance with the parking restrictions.</p> <ul style="list-style-type: none"> • Service users will benefit as the additional parking revenue can be used to maintain car parks to a higher standard and contribute to local transport, road/highway improvement initiatives. The increase in enforcement patrols in each town may also provide a greater sense of security for their vehicle. <p>There were some requests for increases to the number of blue badge holder bays in car parks across the borough. This will be reviewed on a case-by-case basis in line with relevant guidance and, where deemed necessary, be incorporated into the parking services maintenance programme.</p>
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6. Monitoring and Review -

Monitoring and review	How will the impact of the service, service change, decommissioning of the service, strategy, function or procedure be monitored? How will actions to mitigate negative impacts be monitored? Date for review of the EIA
Details of monitoring activities	<p>The impacts of the proposals will be closely monitored – this will be done by analysing complaints, revenues and physical monitoring of the affected areas for any displacement issues. A full set of mitigation measures are being drafted/developed and after a period of monitoring, decisions will be made on whether to progress these which include Residents Parking Schemes, further parking restrictions and/or the removal of parking restrictions.</p> <p>There were some requests for increases to the number of blue badge holder bays in car parks across the borough. This will be reviewed on a case-by-case basis in line with relevant guidance and, where deemed necessary, be incorporated into the parking services maintenance programme.</p>

Date and responsible officer for the review of the EIA	Mark Fleming/Lorraine Martin – 6/11/23 - to be reviewed 6 months on from H & T Committee in Jan 2024.
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7. Sign Off

When you have completed your EIA, it should be sent to the [Equality, Diversity and Inclusion Mailbox](#) for review. If your EIA is approved, it must then be signed off by a senior manager within your Department (Head of Service or above).

Once the EIA has been signed off, please forward a copy to the Equality, Diversity and Inclusion Officer to be published on the website. For Transparency, we are committed to publishing all Equality Impact Assessments relating to public engagement.

Name	Richard Hibbert
Signature	<i>RHibbert</i>
Date	6 December 2023

8. Help and Support

For support and advice please contact EqualityandInclusion@cheshireeast.gov.uk

Equality Impact Assessment (EIA) **Engagement and our equality duty**

Whilst [the Gunning Principles](#) set out the rules for consulting ‘everyone’, additional requirements are in place to avoid discrimination and inequality.

Cheshire East Council is required to comply with the Equality Act 2010 and the Public Sector Equality Duty. The Equality Act 2010 simplified previous anti-discrimination laws with a single piece of legislation. Within the Act, the Public Sector Equality Duty (Section 149) has three aims. It requires public bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act, by consciously thinking about equality when making decisions (such as in developing policy, delivering services and commissioning from others)
- advance equality of opportunity between people who share a protected characteristic and people who do not share it, by removing disadvantages, meeting their specific needs, and encouraging their participation in public life
- foster good relations between people who share a protected characteristic and people who do not

The Equality Duty helps public bodies to deliver their overall objectives for public services, and as such should be approached as a positive opportunity to support good decision-making.

It encourages public bodies to understand how different people will be affected by their activities so that policies and services are appropriate and accessible to all and meet different people’s needs. By understanding the effect of their activities on different people, and how inclusive public services can support and open up people’s opportunities, public bodies are better placed to deliver policies and services that are efficient and effective.

Complying with the Equality Duty may involve treating some people better than others, as far as this is allowed by discrimination law. For example, it may involve providing a service in a way which is appropriate for people who share a protected characteristic, such as providing computer training to all people to help them access information and services.

The Equality Act identifies nine ‘protected characteristics’ and makes it a legal requirement to make sure that people with these characteristics are protected from discrimination:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnerships
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

Applying the equality duty to engagement

If you are developing a new policy, strategy or programme you may need to carry out an Equality Impact Assessment. You may be able to ascertain the impact of your proposal on different characteristics through desk-based research and learning from similar programmes, but you also need to carry out some primary research and engagement. People with protected characteristics are often described as ‘hard to reach’ but you will find everyone can be reached – you just need to tailor your approach, so it is accessible for them.

Contacting the [Equality and Diversity mailbox](#) will help you to understand how you can gain insight as to the impacts of your proposals and will ensure that you help the Council to comply with the Equality Act 2010 and the Public Sector Equality Duty.

Section 1 – Details of the service, service change, decommissioning of the service, strategy, function or procedure

Proposal Title	Going Cashless – the withdrawal of coins as a payment method at the council's pay and display parking machines for a parking space
Date of Assessment	6/11/23 (Previously piloted with an EIA 27/3/2020 - during the Covid pandemic)
Assessment Lead Officer Name	Lorraine Martin
Directorate/Service	PLACE – Strategic Transport & Parking – Parking Services
Details of the service, service change, decommissioning of the service, strategy, function or procedure.	<p>In summary, the Council currently operates some 127 Pay and Display machines across the borough in those car parks that are currently charged. The majority of these accept payment by coinage, chip/pin, contactless with debit/credit cards.</p> <p>The Council also operates a mobile payment app solution (PayByPhone) which negates the need to approach the pay and display machines. This can be used on smartphones running IOS or android systems or other devices including a laptop via the internet.</p> <p>Currently the machines have to be emptied of coins regularly at a cost of approximately £65,000 per annum.</p> <p>Key considerations, in addition to the cost, associated with offering cash as a payment method:</p> <ul style="list-style-type: none"> • Attending to coin jams, 'jackpotting' (this is when the machine is too full or, due to a fault it jettisons out the coins all over the floor) and waiting for service engineers from the suppliers detracts Civil Enforcement staff from other priority duties; and • Since Covid-19 – the majority of retailers, supermarkets and other services are still only accepting debit and credit card payments to assist in the continued reduction of the spread of the virus and to keep costs down. • Theft of the cash from the machines. • Repairs to the machines for 'cash payment issues' can be significant, can render the machine out of use and costly to repair.

Should approval be given in January 2024 by the Highways and Transport Committee to implement parking charges across the towns that are currently free, the cost of purchasing 30-60 new pay and display machines including coinage as a payment option could equate to circa £200,000 plus additional cash collection charges. It is £6.80 per tin collection plus a handling/processing fee based of 67p per £100 collected. The potential cost of cash collection from an additional 60 machines would be circa £30,000 per annum. This means the council is forecasting paying approximately £100,000 per annum for cash collection at all machines if the proposals are implemented. This cost is in addition to ongoing service and maintenance charges per machine (for this type, Elite LS), which amounts to approximately £365 per machine per year.

Nationally, many local Councils have chosen to only accept debit/credit card transactions at their pay and display machines. Others have taken the step to remove/ reduce the number of pay and display machines across their estate by only accepting payment on some car parks and on-street parking places by mobile app only (e.g., Brighton & Hove).

It is therefore appropriate that the Council genuinely considers the removal of a cash option at pay and display machines not only for any new machines (and cashless models are cheaper to purchase) but across our entire estate.

If the cash option was removed, it would still be possible to pay for parking with the following options: Debit/Credit cards via chip and pin or contactless or the use of the PayByPhone App. The app can be downloaded to an IOS or Android device and payment can be made either as a guest or by signing up for an account. Other key considerations for PayByPhone are:

- PayByPhone website – this can be accessed by any web browser, either on a mobile device or computer and payment can be made either as a guest or by signing up for an account. .
- PayByPhone by telephone – users can call PayByPhone and make payment by card. .
- PayByPhone by SMS text – users can text PayByPhone to make payment by card.

The move to cashless and digital parking sessions will also achieve savings through the reduction in the costs of physical revenue collection, machine maintenance and repair. It will also avoid

	<p>potential costs/lost revenue through theft from the machines. Going cashless across the borough means a significant financial saving of up to £100,000 per annum in cash collection fees.</p>
Who is Affected?	<p>Those affected include the actual service users themselves (motorists) who may be residents, workers, commuters, shoppers and visitors to the borough. Some service users will come from outside of the borough.</p> <p>Additionally, service users who may not have either a debit or credit card (neither chip/pin or contactless) or a mobile phone (not necessarily a smart or android device) would be affected.</p> <p>The existing provisions for free parking for Blue Badge holders (Disabled persons) and free Carer permits will be unaffected by these proposals.</p>
Links and impact on other services, strategies, functions or procedures.	<p>The links are various – health, safety, wellbeing and service fulfilment of staff, contractors and the service users and the cost benefits and service efficiencies.</p> <p>The proposals also link to and impact on a number of other services and strategies. This includes staff travel plans, school SMOTS (Sustainable Modes of Travel to School), Local Transport Plans, Town Vitality Plans, Regeneration projects, the effects of the cost-of-living crisis, Air Quality and public health and wellbeing.</p> <p>However, it has a significant impact on the services budget and the council's financial situation MTFS (Medium Term Financial Strategy).</p> <p>The outcomes are deemed to be consistent with the aims and objectives contained within the High-Level Parking Strategy that appends the adopted Local Transport Plan (2019 – 2024).</p>

<p>How does the service, service change, strategy, function or procedure help the Council meet the requirements of the Public Sector Equality Duty?</p>	<p>The Public Sector Equality Duty is a legal requirement contained within the Equality Act 2010 which requires public authorities and others carrying out public functions to have due regard to the need to:</p> <ul style="list-style-type: none"> • Eliminate unlawful discrimination, harassment and victimisation • Advance equality of opportunity between people who share a protected characteristic and those who do not • Foster good relations between people who share a protected characteristic and those who do not <p>The above aims may be more relevant to some proposals than others, and they may be more relevant to some protected characteristics than others.</p> <p>The proposals have been assessed against each of the above aims. The proposals do not impact on the importance of ensuring that anyone classed as within a protected characteristic group is protected from discrimination. The proposals do not discriminate based on any group.</p>
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Section 2- Information – What do you know?

What do you know?	What information (qualitative and quantitative) and/or research have you used to commission/change/decommission the service, strategy, function, or procedure?
<p>Information you used</p>	<p>From analysing the handful of complaints and correspondence directly to the service or the contact centre, as well as statutory consultation responses, there is the potential for the elderly to be affected by this change as some do not have mobile phones. Cheshire East had a higher average (median) age than the North West region as a whole in 2021 (40 years) and a higher average (median) age than England (40 years).</p>

During November-January 2022/23, Cheshire East Council undertook a consultation on its Draft Digital Inclusion Partnership Strategy. In total 136 responses were received. Encouragingly, the majority of respondents (over 60%) rated the vision and ideas within the delivery plan as very good or good. The majority of respondents also agreed (either strongly or tend to) that the priorities set out with the strategy are the right areas for Cheshire East Council to focus on. Three quarters of respondents (75%) described themselves as digitally enabled, 7% would consider themselves digitally averse and 8% would consider themselves digitally excluded.

Access to Bank Accounts

It is possible that the proposals may affect somebody who does not have a bank account. There are approximately 1.5 million people in the UK (United Kingdom) who do not have a bank account. There are at least 9 different banking organisations that offer a basic bank card with Chip and Pin facilities. In an increasingly cashless society, especially since the Covid-19 pandemic, it is becoming more difficult to conduct transactions without a bank account. Prepayment bank cards are also available if necessary.

The Finance Conduct Authority published research estimating that 1.3 million UK adults are 'unbanked', meaning they do not have a bank account.

The unbanked rate in 2021 (4.5%) was the lowest since the survey began in 2009. Between 2019 and 2021, the unbanked rate fell 0.9% corresponding to an increase of approximately 1.2 million banked households. The highest percentage of unbanked people fall into the 18–24-year age group followed by the 75+ age group.

We must consider that motorists pay for petrol/diesel/EV, insurances, MOT's, servicing and road tax. Many of these services are on-line accepting payment by cards only (i.e., require a bank account).

Access to Mobile Phone

There may be a differing impact for older residents who may not have a mobile phone. In 2023, 87% of UK adults owned a smartphone. 96% of 16- to 24-year-olds owned a smartphone, **but just 69% of over-65s own a smartphone.**

There are 66.11 million internet users in the UK, around 98% of the population. 7% of UK households do not have access to the internet at home in 2023. **A quarter (25%) of those aged 65 and over don't have access to the internet at home.**

The table below presents the percentage of the population with access to a mobile phone.

Age	% of Population with a mobile phone
65+	69%
55-64	77%
35-54	95%
25-34	94%
16-24	96%

Source: <https://www.finder.com/uk/mobile-internet-statistics>

Analysis conducted by finder.com

Access to Internet

Office for National Statistics data shows that at the end of 2020, 92% of adults in the UK were recent internet users. Other key points relevant to Cheshire East are:

- Almost all adults aged 16 to 44 years in the UK were recent internet users (99%), compared with 54% of adults aged 75 years and over.
- While there has been little change in internet use for adults aged 16 to 44 years in recent years, the proportion of those aged 75 years and over who are recent internet users nearly doubled since 2013, from 29%, to 54% in 2020.
- 6.3% of adults in the UK had never used the internet in 2020, down from 7.5% in 2019.
- The number of disabled adults who were recent internet users in 2020 reached almost 11 million, 81% of disabled adults; up from just over 10 million (78% of disabled adults) in 2019.

Source: ONS (Office for National Statistics) -

<https://www.ons.gov.uk/businessindustryandtrade/itandinternetindustry/bulletins/internetusers/2020>

In addition, Age UK has undertaken research during 2021, which identified:

- 88% of 50-64 year olds and 75% of 65-74 year olds in England use the internet every day or almost every day.
- 42% of those aged 75+ do not use the internet, making them at most risk of digital exclusion. Additionally, only 15% of this group saying they would like to use the internet more with the most common barrier being a lack of digital skills and trust in the internet.
- While acknowledging the benefits of digital technology, those who cannot, or do not want to be online should be able to access services and support in a way that suits them.

The Covid-19 pandemic enabled some adults to gain new digital skills and enjoy the benefits of being online, but for others the digital divide has become more entrenched as an increasing number of everyday activities and services have moved online.

Source: Age UK - <https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/active-communities/digital-inclusion-in-the-pandemic-final-march-2021.pdf>

Disability

In 2021, 6.5% of Cheshire East residents were identified as being disabled and limited a lot. This figure decreased from 7.8% in 2011. Conversely, just under 1 in 10 people (9.8%) were identified as being disabled and limited a little, compared with 9.5% in 2011. The proportion of Cheshire East residents who were not disabled increased from 82.7% to 83.8%.

There are currently 23,000 blue badge holders in Cheshire East, which entitles them to unlimited free parking in Cheshire East car parks.

Income Deprivation

	In Cheshire East, 8.3% of the population was income-deprived in 2019. Of the 316 local authorities in England (excluding the Isles of Scilly), Cheshire East is ranked 226th most income deprived .
Gaps in your Information	Although impacts for people with individual protected characteristics are identified, if people have multiple protected characteristics, they are likely to be more significantly affected by these changes.

3. What did people tell you?

What did people tell you	What consultation and engagement activities have you already undertaken and what did people tell you? Is there any feedback from other local and/or external regional/national consultations that could be included in your assessment?
Details and dates of the consultation/s and/or engagement activities	<p><u>Cheshire East Council – Cashless Trial (2020)</u></p> <p>During the pandemic, the Council took all reasonable measures to keep our service users safe. A decision was taken to temporarily remove the cash payment option across the borough between June and August 2020. The cashless trial for Cheshire East only continued for approximately 8 weeks with the decision being overturned as complaints were received inferring that it disenfranchised the elderly.</p> <p><u>MTFS Parking Review – Statutory Consultation (September to November 2023)</u></p> <p>152 representations out of 8,384 (1.8%) of representations made during the councils 2023 statutory consultation on the MTFS Parking Review also cited the need for cash payments to be retained.</p> <p><u>National Media</u></p> <p>There is a lot of research and consultation conclusions in the National newspapers on the ‘going cashless’ route.</p>

“National newspapers have run articles professing this argument. Non-Government Organisation (NGO’s) and charities have also supported the claim. Age UK believe pay by phone parking and other automated services present “huge difficulties” for many older people, more than half of whom are deaf or have hearing problems, with large numbers suffering from arthritis, making it hard for them to use mobile technology. Caroline Abrahams, Charity Director has said that “Payment systems are an essential service and must be designed inclusively so that they are easily accessible to everyone.”

However, there are arguments that purport that cashless payment also excludes other groups, such as:

- Motorists without a credit or debit card
- Motorists without a working mobile phone at the time of parking
- Deaf or speech impaired motorists

On their own each payment method has limitations and could result in access issues but the combination of both card and PayByPhone parking limits this impact.

Any impact is likely to be negligible given that it is increasingly difficult to legally buy a car, obtain annual insurance, obtain a driving license, obtain car tax etc., without a bank account or electronic means of payment or by persons for whom English or reading are difficult.

The introduction of pay by phone as an additional payment method can also help improve accessibility for disabled people who may not be able to walk far or to where a pay & display machine is located.

Liaison with the British Parking Association (BPA) and Midland Service Improvement Group (MSIG)

The councils parking services team asked other councils via the BPA and MSIG forums on 23/6/2020 as to whether they were intending to go cashless (or already operated cashless). In November 2023, further research was conducted, and the updated responses are below:

- Rutland – went cashless and progressed to not accepting chip and pin at their machines.
- Allerdale – gone cashless as a result of Covid-19.
- Cotswold District Council (including Forest of Dean and West Oxfordshire District Council) went cashless in 2022

	<ul style="list-style-type: none"> • Oxford are progressively moving towards cashless payments, car park by car park Oct 2023 (5th car park gone cashless) • Telford & Wrekin Council has gone cashless • Tower Hamlets went cashless in November 2019 • Somerset, who had reintroduced charges, have removed the cash facility from all their seafront machines and 50% of their other machines. • BathNES are making a gradual move to cashless but provided the following observations: <ul style="list-style-type: none"> ○ In a particular town centre car park, they did see a reduction in income and an increase in space availability. <i>'I see this as beneficial as the car park suffered from meter feeding and low turnover where some commuters working locally would swap between P&D and cashless. Moving to cashless only, has prevented this as we have controls in place to prevent this.'</i> • Nottingham have gone cashless and are removing pay and display machines gradually.
Gaps in consultation and engagement feedback	<p>There is a national lack of knowledge with regards to the number of actual motorists who do not have a bank account and/or a mobile device. In essence, these would be the only persons affected by this service change. Correspondence would have to be treated delicately but evidence is needed to support their impact. However, to purchase or hire a motorised vehicle in itself usually involves some form of bank transaction. To support the ongoing servicing, road fund licence, MOT and insurances also alludes to bank payment transactions.</p>

4. Review of information, consultation feedback and equality analysis

Protected characteristics groups from the Equality Act 2010	What do you know? Summary of information used to inform the proposal	What did people tell you? Summary of customer and/or staff feedback	What does this mean? Impacts identified from the information and feedback (actual and potential). These can be either positive, negative or have no impact.
Age	<p>We know that there are some limitations for service users in this category. It is estimated that only 69% of those aged above 65 have a mobile phone. Some 25% of users of this age group do not regularly use the internet.</p> <p>However, car owners are likely to pay for their insurance/Tax digitally and for petrol and servicing/MOTs via card payments.</p>	<p>In 2020, representations were received which indicated the elderly motorist was significantly impacted as they did not have a mobile phone.</p> <p>During the 2023 statutory consultation, 152 representations also referenced the need to retain cash (1.8%).</p>	Motorists generally have credit/debit cards as a means of payment for petrol, insurance, servicing and MOTs. If cashless payment was introduced, this would not affect this group as debit/credit card payments via chip and pin and contactless methods will still be accepted.
Disability	These proposals do not affect our disabled users. Blue Badge holders can park for free on any car park without the need to purchase a pay and display ticket.	<p>Concerns from customers raised that those with physical dexterity conditions – such as arthritis cannot use a mobile phone.</p> <p>Concerns from customers raised that some people with certain mental health conditions might struggle to use a mobile phone to make a payment, e.g., someone dealing with severe anxiety.</p>	No specific disproportionate negative impacts identified for this group at this time. If location code is known and account set up, it should be easier for people with mobility-related disabilities to pay via app, phone or text compared to using a machine.
Gender reassignment	0.4% identify with a gender different from their sex registered at birth	No specific disproportionate negative impacts identified for this group at this time.	No specific disproportionate negative impacts identified for this group at this time

Pregnancy and maternity	Figures show there were 3,717 live births in Cheshire East in 2022 – a fall from 3,806 the year before.	Clear and accessible communications to ensure people with mobility issues, those using prams, pushchairs etc are aware of the options available to them.	No specific disproportionate negative impacts identified for this group at this time. Clear and accessible communications to ensure people with mobility issues, those using prams, pushchairs etc are aware of the options available to them.
Race/ethnicity	<p>In 2020, The FCA financial life survey report found that a significant number of people from a Black and Racially Minorities background (4%) do not have a bank account (are unbanked), compared to people from a White UK background (2%).</p> <p>In 2021, 94.4% (376,543) of usual residents in Cheshire East identified their ethnic group within the high-level “White” category, a decrease from 96.6% (357,627) in the 2011.</p>	Digital exclusion may occur from the app, phone, and text options if the user does not have a bank card or uses English as an additional language.	<p>Motorists generally do have credit/debit cards as a means of payment for petrol, insurance, servicing and MOTs. The impact we are proposing does not affect this group as debit/credit card payments will still be accepted.</p> <p>Produce accessible and culturally aware communications to ensure people with English as an additional language are made aware of the options available to them, including the fact that most mobile phones have options for a translator for websites that could be used. Utilise the support and expertise of representative groups to ensure information is as accessible as possible and actions are targeted to ensure a broad spectrum of concerns are addressed. Gather and analyse customer satisfaction data from diverse Black and Racially Minorities groups and faith groups and engage with those community groups to learn about their barriers and ideas for solutions/ mitigations.</p>

Religion or belief	There is no data to suggest this group is affected by this change.	No specific disproportionate impacts identified for this group at this time.	No specific impacts of the scheme identified for this group.
Sex	51% of the population is female and 49% male.	No specific disproportionate impacts identified for this group at this time.	No specific disproportionate impacts identified for this group at this time.
Sexual orientation	<p>All residents aged 16 and over in Cheshire East: 329,471 (100.0%)</p> <p>Straight or Heterosexual: 301,391 (91.5%)</p> <p>Gay or Lesbian: 4,238 (1.3%)</p> <p>Bisexual: 2,982 (0.9%)</p> <p>Pansexual: 265 (0.1%)</p> <p>Asexual: 144 (0.0%)</p> <p>Queer: 50 (0.0%)</p> <p>All other sexual orientations: 420 (0.1%)</p> <p>Not answered: 19,981 (6.1%)</p>	No specific disproportionate impacts identified for this group at this time.	No specific disproportionate impacts identified for this group at this time.
Marriage and civil partnership	<p>Legal partnership status Persons Cheshire East Local Authority, count, %</p> <p>All residents aged 16 and over: 329,473 (100.0%)</p>	No specific disproportionate impacts identified for this group at this time.	No specific disproportionate impacts identified for this group at this time.

	<p>Never married and never registered a civil partnership: 104,002 (31.6%)</p> <p>Married or in a registered civil partnership: 163,794 (49.7%)</p> <p>Married: 163,192 (49.5%)</p> <p>In a registered civil partnership: 602 (0.2%)</p> <p>Separated, but still legally married or still legally in a civil partnership: 6,679 (2.0%)</p> <p>Divorced or civil partnership dissolved: 32,336 (9.8%)</p> <p>Widowed or surviving civil partnership partner: 22,662 (6.9%)</p>		
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5. Justification, Mitigation and Actions

Mitigation	What can you do?
<p>Please provide justification for the proposal if negative impacts have been identified?</p> <p>Are there any actions that could be undertaken to mitigate, reduce or remove negative impacts?</p>	<p>Actions to mitigate any negative impacts or further enhance positive impacts</p> <p>It is important to note that the council is not forcing its service users to use a mobile payment app.</p> <p>The Council takes the concerns seriously in respect of the negative impacts that have been identified on persons within the particular protected characteristics groups.</p> <p><u>Actions to mitigate, reduce or remove the negative impacts</u></p>

<p>Have all available options been explored? Please include details of alternative options and why they couldn't be considered?</p> <p>Please include details of how positive impacts could be further enhanced, if possible?</p>	<p>Motorists can still pay at the machines using debit/credit cards, chip and pin or contactless. They can also use the mobile payment app (currently PayByPhone) which does NOT need to be downloaded. Parking can be paid by just calling up an automated payment line.</p> <p>Motorists can download the app to register or register online to pay for their parking from their mobile phone. Payments can then be made by: Phone: 01158 720250; or Text: 65565.</p> <p>The council will make it clear that a smartphone (internet capability and functions as a minicomputer) or an android device (smartphone that runs the android operating system) are not a requirement to make payment. Payment can be made on approach to the machine with a debit or credit card. Payment can be made using a normal phone. All payment options are clearly displayed on the machine as well as on the Council's web pages.</p> <p>Although some older people, especially those that also fall into other groups with protected characteristics such as disability (e.g., arthritis in hands) or ethnicity (e.g., English as an additional language) may struggle to use these options – they can still use a debit/credit card at the machines.</p> <p>The council will widely promote these changes well in advance of any action and will signpost car park service users to:</p> <ul style="list-style-type: none"> • Agencies and specialist groups which represent older service users and those more local groups across the borough such as Age UK, Action for Elders and MHA Befriending groups (who provide group and face2face support and newsletters); and
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- Senior Citizens support groups, the RVS and Able Community care who offer support to those with low digital skills by promoting initiatives to increase Digital Inclusion such as Good Things Foundation, Citizen's online and Age UK's phone based digital support.

The council will also ensure that there are some user-friendly instruction posters for our service users, helping them to use either the mobile payment/app or debit/credit cards at the machines. These will be communicated to the support network and also put up at the car park locations.

Blue badge (disabled) holders will be unaffected by the recommendations of this report.

The customer contact centre will be there to assist users (and be trained) and provide advice on how to use the alternative methods of payment.

The communication and support strategy will detail: -

1. **Communicate the Change to Customers:** Inform our customers about the newly introduced cashless payment system. Display signage, update our website and social media channels, and train our staff to educate customers about the benefits and simplicity of cashless payments. Encourage them to make the transition and assure them of the security measures in place.
2. **Educate Customers:** Provide clear and concise information about the benefits and convenience of cashless payment methods. Highlight how these methods can save time, enhance security, and streamline the payment process. Emphasize the ease of use and the various payment options available to cater to different customer preferences.
3. **Display Visible Signage:** Place eye-catching signage at our car parks and in our reception areas and pass these onto the local support groups. Use visuals that depict cashless payment symbols and encourage customers to "Go

Cashless.” This will attract attention and serve as a reminder that cashless payments are accepted and encouraged.

4. **Create Awareness through Marketing Channels:** Leverage our website, social media platforms, and email newsletters to spread the word about our cashless payment options. Use these channels to inform customers about the convenience, security, and rewards associated with cashless transactions. Provide step-by-step guides on how to make cashless payments using different methods to make it easier for customers to adopt the technology.
5. **Provide a Seamless and User-Friendly Experience:** Ensure that our cashless payment system is intuitive and easy to navigate. Simplify the payment process by minimizing the number of steps required to complete a transaction. This will enhance the overall customer experience and make customers more likely to choose cashless payment options in the future.
6. **Train and Engage Staff:** Educate our staff about the benefits and functionalities of cashless payment methods. Encourage them to proactively promote and suggest cashless payment options to customers. This personal interaction can help build trust and confidence in the new payment methods.

During the PCN (Penalty Charge Notices) appeals process, we can further educate users on the PayByPhone/Debit/Credit card processes and what services are available to them in the future.

Our libraries are working with the Good Things Foundation to distribute free SIM cards and mobile data to local people facing digital exclusion through not being able to afford sim cards and mobile data. See our libraries page on free SIM cards and mobile data.

Inclusive and accessible communication on all available payment methods and support services and how they can be accessed will be key. Evaluation and decision-making of PCNs (Penalty Charge Notices) will also need to consider diverse barriers and account for inclusive adjustments in decision-making.

	<p>The council will also promote strategies to ‘Bank the Unbanked.’</p> <ul style="list-style-type: none">• Offer the unbanked stepping stones to help ease them into services. These can be prepaid products like a prepaid credit card. This can prove quite useful in convincing many unbanked individuals to start using other offered services, especially when they open an account. This will lead to them having a debit card or pre-paid credit card. <p>Going cashless will lead to a reduction in crime in local areas making them a safer environment for service users to go about their daily business.</p> <p>Cashless payments are safer and more convenient than needing to have the correct coins for the required length of stay.</p> <p>A Council telephone number is provided should motorists need to request assistance or report a fault.</p> <p>Access to a transactional bank account is seen by national Government as crucial. Payment Accounts Regulations 2015 legislate that the nine biggest current account providers in the UK must offer basic bank accounts free to anyone, including those who cannot open a standard current account because they are ineligible or people who don’t use banks.</p> <p>The council will continue to reach out via the libraries to improve digital inclusion and discuss other possible campaigns. Work with PayByPhone to continuously improve accessibility on all of its platforms, including the app, website and helpline/phone options – e.g., looking at whether a textphone or a BSL (British Sign Language) Interpreter option are able to be made available in the future.</p>
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	Increase accessibility and inclusivity of information on the changes and the mechanisms for feeding back views. Provide in Easy Read, Braille, and Large Print versions on request.
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6. Monitoring and Review -

Monitoring and review	How will the impact of the service, service change, decommissioning of the service, strategy, function or procedure be monitored? How will actions to mitigate negative impacts be monitored? Date for review of the EIA
Details of monitoring activities	<p>The impact of the proposals will be closely monitored using icasework (Complaints, FOIA requests, MP's letters etc). Revenue will be monitored and the payment methods for parking spaces will be monitored to see if there is an overall reduction in service users or if the revenue simply changes from one method to another over time.</p> <p>The service change will need to embed to get back to Business as usual before any alterations are made to ensure there are no knee-jerk reactions.</p>
Date and responsible officer for the review of the EIA	The EIA will be reviewed 6 months after implementation of the proposals circa 12 months from any committee decision from Jan 24. Lorraine Martin.

7. Sign Off

When you have completed your EIA, it should be sent to the [Equality, Diversity and Inclusion Mailbox](#) for review. If your EIA is approved, it must then be signed off by a senior manager within your Department (Head of Service or above).

Once the EIA has been signed off, please forward a copy to the Equality, Diversity and Inclusion Officer to be published on the website. For Transparency, we are committed to publishing all Equality Impact Assessments relating to public engagement.

Name	Richard Hibbert
Signature	<i>R.J. Hibbert</i>
Date	6 December 2023

8. Help and Support

For support and advice please contact EqualityandInclusion@cheshireeast.gov.uk

Highways & Transport Committee

25th January 2024

Appendix 6:
Staff and Member Parking
Permit Scheme

Proposals for Consultation

Publication Date:
January 2024

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Purpose of Report

- 1 The purpose of this report is to set out the background to and the current issues with the staff and member permit scheme and to provide recommendations on future changes to the scheme.
- 2 The report includes recommendations that respond to, and improve alignment with, the following Corporate Plan strategic aims and objectives:
 - (a) Open, by addressing issues with the current permit scheme through our recommendations and working towards the council's ambition to become net zero in its operations by 2025;
 - (b) Fair, by maintaining business continuity (allowing services to continue as normal); and
 - (c) Green, by challenging the need for travel, the way that staff and members travel for work and promoting walking, cycling and public transport plus digital solutions as viable alternatives that can reduce the Council's reliance on business travel.

Executive Summary

- 3 Development of the Staff and Members Parking Permit Scheme is an integral part of strengthening the Council's Corporate Travel Plan, which seeks to reduce our reliance on private cars for business purposes. The Travel Plan is intended to support the approach to Council Office Estate rationalisation (WorkplacE) and the Corporate Plan objective to be carbon neutral by 2025.
- 4 Currently, circa 1,400 staff and member permits are issued annually by Cheshire East Council. Permits are generally valid in specific car parks within the borough, for use at times when the permit-holder is on Council business. Elected members make their applications through Democratic Services. Staff who meet the eligibility criteria apply for a permit with approval by the relevant Head of Service.
- 5 The Medium-Term Financial Strategy (2023-27) (MTFS 2023-27), as approved at Council in February 2023, included a savings target of £250,000 from changes to staff and member permits.
- 6 An inter-departmental officer working group was convened to develop options to meet this budget challenge. The findings have informed the recommendations in this report. The working group included representatives from Facilities Management, Human Resources, Finance, Legal, Democratic Services, Highways, Children's services, Adult services, Brighter Future Champions, Communications, PMO and Parking Services. Participation also included the Council's wholly

owned arms-length providers - ANSA, Orbitas, and Everybody Health & Leisure.

- 7 This report sets out the issues with the current staff and member permit scheme and eligibility criteria. It also proposes recommendations that aim to address these issues.
- 8 The recommendations aim to provide a fairer but more robust permit scheme for staff and members that reflects the councils ambition to be net zero in its operations by 2025, while ensuring business continuity.
- 9 The impact of not progressing the proposals on the MTFS revenue savings is also identified, as well as the risks that will need to be managed, and further consultation required, if a decision is made to approve these proposals.

RECOMMENDATIONS

This report recommends that the Councils approach to providing staff and member parking permits is updated, as part of the Corporate Travel Plan, to include:

1. Stop the current permit scheme, which means no permits would be issued under the current terms of use; and
2. Recognising the need for business continuity, the Council will proceed to consult staff, representative organisations and members on the options for a revised parking permit scheme. The preferred option for staff permits would include changes to the eligibility criteria, with revised proposals as follows:
 - (a) The role requires almost daily work-related journeys, which cannot be completed by walking, cycling, bus, rail or car sharing or the use of the Council's EV (Electric Vehicle) pool car scheme; and
 - (b) Your job role requires you to park on a council car park, which is not at your workplace location i.e., you are not primarily 'office based'; and
 - (c) Your job role requires you to supervise staff at other sites where no free staff parking area is located; and
 - (d) The role requires a car to be available often and at short notice.

OR

 - (e) The user has a severe, verifiable mobility restriction making it necessary to utilise a car for work purposes although they do not possess a Blue Badge.

- (f) Alternative options are described at Paragraph 32, and these will provide alternatives for inclusion in the consultation.
 - (g) Additionally, the consultation will include options on the level of charges that are needed to administer the permit scheme and whether these charges fall on the end-user or the relevant Council department.
3. Arrangements will be made to complete staff and member consultation on the options for the scheme, following the adoption of an updated Corporate Travel Plan. This is the subject of an agenda item at Corporate Policy Committee in Spring 2024.

Background

- 10 Parking Services issue some 1,400 staff and member permits per year. 89 annual permits are issued to ANSA and Everybody Health & Leisure. Currently, no permits are issued to Orbitas.
- 11 Staff and member permits are valid in specified car parks within the borough. These permits are issued at no cost to the end-user. An administration cost of £40, covering staff time, stationery and postage, is recharged to the relevant council service.
- 12 For member permits, there is currently a single £40 payment to provide a permit for the duration of their term of office. Elected members are automatically eligible for a parking permit for use while performing their duties for the council.
- 13 The total value of internal recharge payments for staff and member permits is £56,000 annually.
- 14 Eligible staff can apply for a parking permit to help perform their role for the council. Staff applications must be approved by their Head of Service. For members, applications are collated by Democratic Services.
- 15 The current staff eligibility criteria are:
 - (a) The role requires almost daily work-related journeys;
 - (b) The role requires a car to be available often at short or no notice;
 - (c) Work journeys by car amounts to over 2,500 miles per annum; or
 - (d) The user has a severe verifiable mobility restriction making it necessary to bring a car into town.

- 16 A staff permit holder must comply with the first three criteria to be eligible. If a member of staff has a severe verifiable mobility restriction, they do not need to comply with the first three criteria to obtain a permit for work purposes.
- 17 The current eligibility criteria are open to interpretation, meaning that staff who may not necessarily require a permit are able to obtain one. There are also a number of perverse incentives arising from the current eligibility criteria, including a risk that excessive or unnecessary travel is incentivised to retain a pass. Furthermore, there are incentives for car-based commuting arising from provision of a parking permit, which do not exist for other staff such as free parking at their office base. These incentives are likely to lead to outcomes that are contrary to the Councils wider business and sustainability priorities.
- 18 During the 2022/23 financial year, more than one million miles were claimed by council staff and paid on expenses for business use. The current protocols for the issue of parking permits are likely, in part, to be responsible for the scale of annual mileage on company business.
- 19 Although parking permits are issued with terms and conditions making them strictly for use when travelling for work purposes; there remain incentives and anecdotal reports of permits being used outside of working hours. Such use results in a potential loss of parking revenue to the Council, as without a permit drivers would likely use public Pay & Display parking. Also, this benefit-in-kind is available only to those members of staff with access to a car, not to all staff. Accordingly, there is a case for the Council to levy a “convenience fee” from passholders directly rather than recharge to departments. Options for the level of any convenience fee will be a subject for consultation with staff and members,

Consultation and Engagement

- 20 A review of staff and member permits was included in the Councils consultation on its MTFS 2023-27, as Proposal 108 (Parking).
- 21 A cross departmental working group was created to derive a list of options and make the recommendations outlined in this report. This working group comprised representatives from Facilities Management, Human Resources, Finance, Legal, Democratic Services, Infrastructure and Highways, Children’s services, Adult’s services, Brighter Future Champions, Communications Team, ANSA, Orbitas, Everybody Health and Leisure, Programme Management Office and Parking Services.
- 22 Staff and Member consultation will take place subject to a decision by Highways committee on the approach to reviewing permits. Consultation on measures affecting staff and member car parking

permits will also take place with Trade Unions. The consultation will take place over a period of 4 weeks and is expected to cover the following topics:

- (a) Criteria for allocating permits for staff based on the requirements of their job roles;
- (b) Payments and charges for permits – who pays? Level of tariffs?
- (c) Entitlements, exclusions and exemptions

Reasons for Recommendations

- 23 The current staff eligibility criteria are open to interpretation, difficult to enforce (because it is at line manager discretion) and is partially mileage based, which incentivises staff to use their cars for work to ensure that the 2,500 miles per annum threshold is met. This is not aligned with the objectives of the corporate travel plan policy.
- 24 Continuing to incentivise car use for business when it is possible to travel via other more sustainable/ active modes of transport (or not at all) will make it more difficult for the council to achieve its ambitious target of all operations being net zero by 2025.
- 25 The proposed change to eligibility criteria would enable those staff who require a permit for work purposes to still be able to apply for one, allowing business continuity and business as usual for council services.
- 26 The proposed eligibility criteria should make staff and line managers/ Heads of Service challenge the need and method of their business travel.
- 27 A review of parking permit allocations to staff and members is expected to reduce the number of permits issued, with corresponding reductions in the administration costs including specialised stationery and postage.
- 28 Reducing the number of permits issued to staff and members is expected to increase the availability of parking spaces available for the public, particularly in busy town centre car parks, with a corresponding increase in Pay & Display revenue.
- 29 A blue badge holder can park in any council operated off-street car park (in a designated disabled bay or any standard bay) for as long as required, if a blue badge is correctly displayed. Therefore, any staff or member with blue badges does not require a parking permit. which is reflected in the proposed eligibility criteria.
- 30 Any member of staff who does not qualify for a parking permit under the revised eligibility criteria will have access to council car parks, as any

member of the public does, through the purchase a contract permit (season ticket) or by using daily Pay & Display tickets.

Other Options Considered

- 31 Nine options were considered by the working group, and those that do not form part of the preferred option are summarised in the table below.

Option		Impact	Risk
1	Do Nothing – retain current staff and member permit scheme.	MTFS 2023-27 savings would not be achieved. Savings would need to be made from other areas of the highways and transport budget.	No influence on travel behaviour for work purposes. Changes to corporate travel will negatively impact the ability to reach Council's net zero target by 2025. Process would not be aligned with the corporate travel plan policies.
4	Increase annual permit cost to £250 and implement salary sacrifice scheme for staff and members ¹	Likely to achieve savings set out in the MTFS 2023-27. Allows business continuity across council services while increasing net parking revenues overall	Salary sacrifice scheme does not comply with current HMRC regulations. Transfers some parking costs to staff receiving a permit for work purposes, impact on personal budgets. Retains some subsidy for car travel for council workers, which is not fully aligned with the emerging corporate travel plan.
5	Offering staff and member permits at public rates – Staff and members could purchase an annual permit, but at the rate purchased by the public.	Potential to disrupt 'business as usual' for services where staff cannot afford to purchase permits. MTFS 2023-27 savings may not	May adversely impact on recruitment and retention efforts, as there are anecdotal reports of free parking being used as incentives to employ staff. May not be an attractive option as a high number of employees are hybrid workers, only coming into the offices for limited days.

¹ Note that Option 4 is not possible to implement under current HMRC regulations

Option		Impact	Risk
		be achieved because permits are deemed unaffordable.	Adverse impact on industrial / staff relations.
6	A scheme be set up for ANSA & Everybody Health and Leisure for a permit at an annual fee of £250 per annum. Staff and member permits would be stopped as part of this proposal.	<p>MTFS 2023-27 savings would not be achieved due to number of permits.</p> <p>Savings from other areas need to be identified, as this option is insufficient to meet MTFS target.</p> <p>May disrupt 'business as usual' for some services where staff cannot afford to purchase permits.</p>	<p>The 'Management Fees' from the companies would likely to increase to recover these increased costs of operation, potentially offsetting any savings to the Council.</p> <p>The number of permit applications likely to decrease, which would reduce revenues.</p>
7	Retain the existing eligibility criteria but increase the internal recharge cost from £40 to £633 (lower publicly available annual permit fee). Staff and members would not be required to pay for their permit.	<p>MTFS 2023-27 savings would not be achieved as charges only transfer between departments (no net increase).</p> <p>Savings would need to be made from other areas of the H&T budget.</p> <p>More parity between staff and public parking provision.</p>	<p>Issue of fewer permits reduces costs of work-related parking permits.</p> <p>Reduced availability of permits may lead to recruitment and retention issues.</p>

Option		Impact	Risk
8	Council Loan Scheme, where staff and members can purchase an annual permit (at public rates) and repay on a monthly basis directly from a salary.	<p>May disrupt 'business as usual' for some services where staff cannot afford to purchase permits.</p> <p>MTFS 2023-27 savings may not be achieved if permits are deemed unaffordable. Savings need to be made from other H&T budgets.</p>	May not be an attractive option as a high number of employees are hybrid workers, only coming into the offices for limited days.
9	Retain members permits on current terms (£40 internal recharge) for the duration of their term.	<p>Limited impact on MTFS savings due to small number of member permits issued.</p> <p>This option would need to be implemented with others to meet budget targets</p>	<p>Risk of perceived lack of leadership on corporate Travel Plan priorities.</p> <p>Risk of perceived lack of fairness as members treated differently to staff.</p>

Implications and Comments

Legal

- 32 Stopping the current permit scheme and replacing it with a new scheme could potentially lead to grievances and/or breach of contract claims from any employee who might miss out going forward and who could argue a contractual entitlement to the permit (for example if it had been agreed as a benefit for the employee in their recruitment or if it had been consistently provided without the requirement to meet eligibility criteria). It is recommended that further due diligence on this to establish potential risk is undertaken prior to implementation of any change.

- 33 Due diligence has been undertaken and Senior HR business partners have confirmed the following: -

“There is no contractual entitlement to free, subsidised or other car parking at your place of work. Reasonable expenses may be payable for parking at other locations in accordance with the Travel and Expenses Policy”.

If employees are required to pay for parking because they do not meet the new criteria this would need to be communicated with plenty of notice so that employees may prepare for the financial impact this could have.

It is essential that any revised criteria are applied fairly and consistently to avoid challenge.

Consideration needs to be given to this proposal in line with the wider Estates rationalisation project and any potential for cross-over.

Finance

- 34 The MTFS 2023-27 was approved at full council in February 2023. This included a savings target of £250,000 for making changes to the way staff (including ANSA, Orbitas and Everybody Health & Leisure) and members parking permits are provided.
- 35 It is projected that due to the proposed revisions to eligibility criteria, there would be a 50% reduction in the number of staff parking permits.
- 36 Our assessment of financial impacts is based on:
- (a) 20% of staff no longer qualifying for a permit find alternative modes of transport or access free parking
 - (b) 30% of staff utilise P&D car parks.
- 37 Taking account of hybrid working where staff attend offices for 3 days per week over a 47-week period, then there are potentially 210 additional parking spaces being purchased daily.
- 38 At an average daily tariff of £3.20, this equates to additional P&D income of circa £95,000 per year.
- 39 Any shortfall relative to savings targets in the MTFS must be addressed through other measures in the parking review project (MTFS 108).

Policy

- 40 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. • Look at opportunities to bring more income into the borough. 	<ul style="list-style-type: none"> • Collaborate 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. • Reduce impact on the environment. • Be a carbon neutral council by 2025.

- 41 The Local Transport Plan recognises that parking provision has the potential to impact on surrounding areas both negatively and positively. When parking is well managed, it can support thriving businesses, access to services and active social lives; but when not well managed, parking can encourage car travel to areas which suffer unduly from congestion as well as causing other environmental, health and social issues.
- 42 There is currently a heavy reliance on the use of the private car for work purposes, partly due to the existing permit scheme. The emerging corporate travel plan aims to increase the number of journeys made by active and sustainable modes of transport through changing the way that council employees' approach how they travel for work.

Equality, Diversity and Inclusion

- 43 An EIA (Equality Impact Assessment) has been completed which considers the equality implications of this report. These are minimal and do not affect the majority of the protected characteristic categories. Disability has been highlighted as an affected protected characteristic but mitigation regarding Blue Badge holders and staff who have a

severe verifiable mobility restriction making it necessary to bring a car into town is in place.

- 44 An Equality Impact Assessment Initial Screening was produced to support the HLBC (High Level Business Case) that informed the 2023-24 MTFS.

Human Resources

- 45 The proposals contained in the recommendations would have a direct impact on some employees who are currently in receipt of a parking permit. Some employees may be able to argue that the provision of a parking permit is a contractual entitlement, this would need specific advice from legal services, however, as the current scheme requires employees to apply annually this would appear to suggest that entitlement would not be contractual.

If employees are required to pay for parking because they do not meet the new criteria this would be seen as an added financial burden but may encourage uptake of other travel options.

Senior HR business partners have since confirmed the following: -

“There is no contractual entitlement to free, subsidised or other car parking at your place of work. Reasonable expenses may be payable for parking at other locations in accordance with the Travel and Expenses Policy”.

Risk Management

- 46 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 / CLT.
- 47 Trade Unions – whilst parking permits are not part of anyone’s contract of employment, terms and conditions or statement of written particulars, Unison advised that it is good practice to have a conversation with them because if changes affect an individual, then sooner or later they may approach their Union so forewarned is forearmed and they understand the background and context
- 48 If the recommendations are not supported, the MTFS savings will not be achieved.

Rural Communities

- 49 There are no implications that are specific to rural communities.

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

- 50 There are no specific implications for Children and Young People because the proposals would enable business continuity across all council services.

Public Health

- 51 The proposals are likely to have a positive overall impact on the health and wellbeing of Cheshire East staff and members as it will incentivise them to travel via more sustainable or active modes of transport.
- 52 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

- 53 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.
- 54 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.

Access to Information	
Contact Officers:	<p>Richard Hibbert, Head of Strategic Transport and Parking</p> <p>Richard.hibbert@cheshireeast.gov.uk</p> <p>Lorraine Rushton, Parking Services Manager</p> <p>Lorraine.Rushton@cheshireeast.gov.uk</p>

Appendices:	None
Background Papers:	Cheshire East Travel Planning: Final Report – December 2023

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Appendix 7 - Schedule of Priority Mitigation Measures

Highways and Transport Committee

25th January 2024

Publication Date:

January 2024

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Priority Mitigations

A parking report for each town was published for the duration of the statutory consultation period. A displacement assessment was presented as an appendix to each report, which set out the potential need for mitigations in each town using a Red, Amber, Green (RAG) system.

Areas assessed as 'red' represented mitigation measures that were likely to be required and if so, should be prioritised. Those assessed as 'amber' were less likely to be required but would still be subject to monitoring from the council.

Proposed measures are intended to mitigate the long-term parking displacement impact of the proposals once driver behaviours have normalised.

This appendix sets out the monitoring process that the council will commit to undertaking, as well as the reasons for the proposed priority mitigation measures (i.e. those areas that were assessed as red). Areas assessed as amber are provided in Appendix 1.

Crewe, Congleton, Macclesfield and Sandbach are the only towns where priority mitigation measures were proposed.

Monitoring Process

All areas highlighted in each parking report will be surveyed by council officers prior to the implementation of the proposals. If the proposals are implemented, the council will undertake monitoring of these areas to determine whether mitigation measures are still required, for a six-month period.

Monitoring will comprise officers counting the number of vehicles parked in these areas on different days of the week and at different times of day.

Observations made after implementation would be compared with those taken before implementation to determine if the proposals have adversely impacted these areas.

Where impacts are identified, actions to implement the mitigation measures would be prioritised. **All mitigation measures will be subject to their own statutory consultation.**

The measures outlined for each town were based on technical assessments of the likelihood of displaced parking plus local knowledge of parking activity. The main purpose of the monitoring process is to validate these assessments and substantiate a statement of reasons for making additional Traffic Regulation Orders. There are expected to be instances where a mitigation measure identified in the preliminary analyses is revised as a result of further monitoring and consultation, prior to confirmation of a preferred solution.

Crewe

Table 1 presents the initial proposal for priority mitigation measures in Crewe.

Table 1: Initial proposal for priority mitigation measures in Crewe

Road name	Mitigation measure (initial proposal)	Need for the measure
Thomas Street	<ul style="list-style-type: none"> Time limited parking bays (duration to be confirmed). West side between Sheppard Close and Thomas Street Car Park entrance. 	<ul style="list-style-type: none"> Currently, vehicles park on Thomas Street instead of within the car park to access the footfall club, Cumberland Arena and town centre. Encourage better use of the car park for longer stays, without permanently restricting the on-street parking space along Thomas Road.
Brierley Street	<ul style="list-style-type: none"> Prohibition of waiting Mon-Fri 8.30am - 4.30pm (single yellow line). East side from its junction with North Stafford Street to its junction with Wallis Street (School Keep Clear to be retained). Residents parking bays. 	<ul style="list-style-type: none"> Existing parking along both sides of Brierley Street significantly narrows the carriageway. Prohibiting waiting between 8.30am and 4.30pm Monday to Friday will help improve safety around the school. The proposal also enables residents to continue parking along the western side of the street.
Wallis Street	<ul style="list-style-type: none"> Prohibition of waiting at all times (double yellow lines). South side from its junction with Mirion Street for its entire length. 	<ul style="list-style-type: none"> Existing parking along both sides of Wallis Street significantly narrows the carriageway. Implementing double yellow lines on the southern side of the street will help improve safety around the school.

Congleton

Table 2 presents the initial proposal for priority mitigation measures in Congleton.

Table 2: Initial proposal for priority mitigation measures in Congleton

Road name	Mitigation measure (initial proposal)	Need for the measure
North Street	<ul style="list-style-type: none"> Prohibition of waiting at all times (double yellow lines), both sides from its junction with Antrobus Street for a distance of 25 metres in a northerly direction. Residents parking zone. 	<ul style="list-style-type: none"> Assessment has highlighted that North Street could come under more pressure from displaced vehicles. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic. Double yellow lines are proposed at the Antrobus Street/ North Street junction to restrict parking close to the junction.
River Street	<ul style="list-style-type: none"> Prohibition of waiting at all times (double yellow lines). Both side from its junction with Antrobus Street for a distance of 16 metres in a northerly direction. Residents parking zone. 	<ul style="list-style-type: none"> Assessment has highlighted that River Street could come under more pressure from displaced vehicles. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic. Double yellow lines are proposed at the Antrobus Street/ River Street junction to restrict parking close to the junction.
South Street	<ul style="list-style-type: none"> Residents parking zone. 	<ul style="list-style-type: none"> Assessment has highlighted that South Street could come under more pressure from displaced vehicles. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Holford Street	<ul style="list-style-type: none"> Residents parking zone. 	<ul style="list-style-type: none"> Assessment has highlighted that Holford Street could come under more pressure from displaced vehicles. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Antrobus Street	<ul style="list-style-type: none"> Prohibition of waiting at all times (double yellow lines). Parking restriction (junction protection) to be introduced on junction with North Street and River Street 10 metres each way. 	<ul style="list-style-type: none"> Assessment has highlighted that Antrobus Street could come under more pressure from displaced vehicles. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic. Double yellow lines are proposed at the Antrobus Street/ North Street and Antrobus

Road name	Mitigation measure (initial proposal)	Need for the measure
	<ul style="list-style-type: none"> Residents parking bays. 	Street/ River Street junctions to restrict parking close to the junction.

Macclesfield

Table 3 presents the initial proposal for priority mitigation measures in Macclesfield.

Table 3: Initial proposal for priority mitigation measures in Macclesfield

Road name	Mitigation measure (initial proposal)	Need for measure
Bridge Street (south of Church Street West)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Churchill Way, Grosvenor multi-storey car park (MSCP) and Exchange Street car parks, particularly for shorter stays where tariffs are proposed to increase. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Bridge Street (north of Church Street West)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Churchill Way, Grosvenor MSCP and Exchange Street car parks, particularly for shorter stays where tariffs are proposed to increase. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Bridge Street (south of Great King Street)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Churchill Way and Exchange Street car parks, particularly for shorter stays where tariffs are proposed to increase. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Church Street West	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Churchill Way, Grosvenor MSCP and Exchange Street car parks, particularly for shorter stays where tariffs are proposed to increase.

Road name	Mitigation measure (initial proposal)	Need for measure
		<ul style="list-style-type: none"> Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Charlotte Street West	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Churchill Way, Grosvenor MSCP and Exchange Street car parks, particularly for shorter stays where tariffs are proposed to increase. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
George Street (north of Pickford Street)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Pickford Street and Sunderland Street car parks, particularly for shorter stays where tariffs are proposed to increase. Potential for some displacement from Old Library, Park Green and Parsonage Street car parks where long stay parking is proposed to be removed. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
George Street (between Pickford Street and Brook Street)	<ul style="list-style-type: none"> Monday to Saturday, 8am to 6pm: 30 mins, no return within 1 hour (shared bay with residents parking) 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Pickford Street and Sunderland Street car parks, particularly for shorter stays where tariffs are proposed to increase. Potential for some displacement from Old Library, Park Green and Parsonage Street car parks where long stay parking is proposed to be removed. A shared bay with residents parking is proposed on this section of George Street to facilitate access to the church and businesses and also ensure residents can park near to their homes.
Pickford Street (East)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted the potential for displaced vehicles from Pickford Street and Sunderland Street

Road name	Mitigation measure (initial proposal)	Need for measure
of George Street)		<p>car parks, particularly for shorter stays where tariffs are proposed to increase.</p> <ul style="list-style-type: none"> • Potential for some displacement from Old Library, Park Green and Parsonage Street car parks where long stay parking is proposed to be removed. • Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Waterloo Street West	<ul style="list-style-type: none"> • Monday to Saturday, 8am to 6pm: 1 hour, no return within 1 hour (shared bay with residents parking) 	<ul style="list-style-type: none"> • Assessment has highlighted the potential for displaced vehicles from Churchill Way car park particularly for shorter stays where tariffs are proposed to increase. • A shared bay with residents parking is proposed on this section of George Street to facilitate access to the church and also ensure residents can park near to their homes.
Water Street	<ul style="list-style-type: none"> • Residents parking bays. 	<ul style="list-style-type: none"> • Assessment has highlighted the potential for displaced vehicles from Churchill Way car park particularly for shorter stays where tariffs are proposed to increase. • Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.

Sandbach

Table 4 presents the initial proposal for priority mitigation measures in Sandbach.

Table 4: Initial proposal for priority mitigation measures in Sandbach

Road name	Mitigation measure (initial proposal)	Need for measure
Chapel Street	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted that Chapel Street could come under more pressure from displaced vehicles. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Welles Street (north of Cross Street)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted that the proposals may further reduce the availability of parking on Scotch Common and Little Common car parks. Welles Street is likely to become more desirable for parking. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Green Street (south of Cross Street)	<ul style="list-style-type: none"> Limited parking bays. Existing bays to change to: Mon-Sat 8am to 6pm. 1 hour. No return within 2 hours. 	<ul style="list-style-type: none"> Assessment has highlighted that the proposals may further reduce the availability of parking on Scotch Common and Little Common car parks. Green Street is likely to become more desirable for parking. Amending the periods of operation to 8am to 6pm, Monday to Saturday would align with the proposed charging periods in off-street car parks. Limited waiting bays can be enforced over the same period as off-street car parks to better manage on-street parking and encourage more turnover.
Green Street (north of Cross Street)	<ul style="list-style-type: none"> Residents parking bays. 	<ul style="list-style-type: none"> Assessment has highlighted that the proposals may further reduce the availability of parking on Scotch

Road name	Mitigation measure (initial proposal)	Need for measure
		<p>Common and Little Common car parks.</p> <ul style="list-style-type: none"> Green Street is likely to become more desirable for parking. Residents parking zone is proposed to help residents park near to their homes due to potential for increased traffic.
Congleton Road	<ul style="list-style-type: none"> Limited parking bays. Existing bays to change to: Mon-Sat 8am to 6pm. 1 hour. No return within 2 hours. 	<ul style="list-style-type: none"> Assessment has highlighted that the proposals may further reduce the availability of parking on Scotch Common and Little Common car parks. The existing limited waiting bays on Congleton Road between Green Street and Commons Mill are likely to become more desirable for parking. Although limited waiting bays are provided, there is no time restriction, which means the council cannot enforce a maximum length of stay. Therefore, restrictions are proposed to be implemented in line with other streets to encourage turnover and better manage on-street parking.
Cross Street	<ul style="list-style-type: none"> Replace single yellow line with double yellow lines. Both sides for whole length. 	<ul style="list-style-type: none"> Parked vehicles narrow the carriageway to one effective traffic lane. This means that vehicles turning into/ out of Cross Street have to position themselves in the middle of the road, which could cause a collision. Assessment has highlighted that the proposals may further reduce the availability of parking on Scotch Common and Little Common car parks and put greater pressure on Cross Street.
Crown Bank	<ul style="list-style-type: none"> Double yellow lines between Hawk Street and Well Bank. 	<ul style="list-style-type: none"> There are no waiting restrictions along Crown Bank. The proposals would encourage more people to park by the kerbside to avoid paying for parking.

Road name	Mitigation measure (initial proposal)	Need for measure
		<ul style="list-style-type: none"> Introducing double yellow lines will restrict parking along Crown Bank, making it easier to access/ egress parking spaces and also provide a wider carriageway for emergency vehicles to travel through.
Hawk Street	<ul style="list-style-type: none"> Double yellow lines between Crown Bank and Well Bank. 	<ul style="list-style-type: none"> There are no waiting restrictions along Hawk Street. The proposals would encourage more people to park by the kerbside to avoid paying for parking. Introducing double yellow lines will restrict parking along Hawk Street, making it easier to access/ egress parking spaces and also provide a wider carriageway for emergency vehicles to travel through.
Well Bank	<ul style="list-style-type: none"> Double yellow lines for its whole length. 	<ul style="list-style-type: none"> Well Bank is partially restricted by double yellow lines. The proposals would encourage more people to park by the kerbside, where it is unrestricted, to avoid paying for parking. Introducing double yellow lines will restrict parking along Hawk Street, making it easier to access/ egress parking spaces and also provide a wider carriageway for emergency vehicles to travel through.

Appendix 1 – amber mitigations

This appendix presents the mitigations that were assessed as amber on a town-by-town basis. These areas will be subject to monitoring by the council as set out in the Monitoring Process section.

Alderley Edge

Table 5 presents the initial proposal for amber mitigation measures in Alderley Edge. Eaton Drive and Redesmere Drive (on the Lakes and Eaton Drive estates) have been added to the list of potential mitigations following representations made during statutory consultation.

Table 5: Initial proposal for amber mitigation measures in Alderley Edge

Road name	Mitigation measure (initial proposal)	Need for measure
Ryleys Lane	Prohibition of waiting at all times (double yellow lines) south side from its junction with Redesmere Drive for a distance of 110 metres in a westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Ryleys Lane could come under more pressure from displaced vehicles avoiding proposed parking charges at Ryleys Lane car park.
Church Lane	Prohibition of waiting Mon-Fri 8am – 6pm (single yellow line). South side from its junction with Ryleys Lane for a distance of 85 metres in a westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Church Lane could come under more pressure from displaced vehicles avoiding proposed parking charges at Ryleys Lane car park.
Eaton Drive	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Concerns raised via representations that displaced traffic from Ryleys Lane car park will increase pressure on this street.
Redesmere Drive	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Concerns raised via representations that displaced traffic from Ryleys Lane car park will increase pressure on this street.

Alsager

Table 6 presents the initial proposal for amber mitigation measures in Alsager. Ashmore's Lane and Fields Road have been added to the list of potential mitigations following representations made during statutory consultation.

Table 6: Initial proposal for amber mitigation measures in Alsager

Road name	Mitigation measure (initial proposal)	Need for measure
Church Road	Double yellow lines. East side - from its junction with Crewe Road to its junction with Lodge Road.	<ul style="list-style-type: none"> Assessment has highlighted that Church Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Fairview car park.
Station Road	Double yellow lines. Both sides - from its junction with Cross Street to its junction with Brookhouse Road.	<ul style="list-style-type: none"> Assessment has highlighted that Station Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Station Road and/ or Well Lane car parks.
Cross Street	<p>Single yellow lines. Mon-Fri 8.30am - 4.30pm. East side - whole length (keep double yellow lines).</p> <p>Residents parking bays.</p>	<ul style="list-style-type: none"> Assessment has highlighted that Station Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Station Road and/ or Well Lane car parks. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Well Lane	Double yellow lines. East side - from its junction with Station Road for a distance of 20 metres in a southerly direction. West side whole length up to school keep clear.	<ul style="list-style-type: none"> Assessment has highlighted that Station Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Station Road and/ or Well Lane car parks.
The Avenue	Double yellow lines. Both sides - from its junction with Sandbach Road North for a distance of 30 metres in a south westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Church Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Fairview car park.
Wesley Avenue / Shady Grove	<p>One way - direction to be determined after consultation.</p> <p>Residents parking bays.</p>	<ul style="list-style-type: none"> Assessment has highlighted that Church Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Fairview car park.

Road name	Mitigation measure (initial proposal)	Need for measure
		<ul style="list-style-type: none"> Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Oak Avenue	Double yellow lines. Both sides - from its junction with Birch Avenue for a distance of 10 metres in a westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Church Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Fanny's Croft car park.
Ashmore's Lane	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Concerns raised via representations that displaced traffic from Fairview car park will increase pressure on this street.
Fields Road	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Concerns raised via representations that displaced traffic from Fairview car park will increase pressure on this street.

Audlem

Table 7 presents the initial proposal for amber mitigation measures in Audlem.

Table 7: Initial proposal for amber mitigation measures in Audlem

Road name	Mitigation measure (initial proposal)	Need for measure
Windmill Drive	Single yellow lines. Mon-Fri 8.30am - 4.30pm. Both sides - from Whitchurch Road to Chapel Close.	<ul style="list-style-type: none"> Assessment has highlighted that Windmill Drive could come under more pressure from displaced vehicles avoiding proposed parking charges at Cheshire Street car park.
Tollgate Drive	Double yellow lines. Both sides - from Whitchurch Road for a distance of 30 metres in a northerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Tollgate Drive could come under more pressure from displaced vehicles avoiding proposed parking charges at Cheshire Street car park.

Bollington

Table 8 presents the initial proposal for amber mitigation measures in Bollington.

Table 8: Initial proposal for amber mitigation measures in Bollington

Road name	Mitigation measure (initial proposal)	Need for measure
High Street	Double yellow lines. East side - from its junction with Water Street to its junction with Fern Bank Rise. Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Water Street	Double yellow lines. North side - between High Street and John Street. Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Park Street	Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Oldham Street	Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Market Place	Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park.

Road name	Mitigation measure (initial proposal)	Need for measure
		<ul style="list-style-type: none"> Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Church Street	<p>Double yellow lines. West side - from Palmerston Street to Vine Street.</p> <p>Residents parking bays.</p>	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Hamson Drive	Double yellow lines. West side - from Palmerston Street for a distance of 58 metres in a north-westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Pool Bank car park.

Congleton

There are no amber mitigation measures proposed for Congleton.

Crewe

Table 9 presents the initial proposal for amber mitigation measures in Crewe.

Table 9: Initial proposal for amber mitigation measures in Crewe

Road name	Mitigation measure (initial proposal)	Need for measure
Sheppard Close	Prohibition of waiting at all times (double yellow lines). North side for the entire length. Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Sheppard Close could come under more pressure from displaced vehicles avoiding proposed parking charges at Thomas Street car park and the proposal to restrict parking on Thomas Street. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Mirion Street	Prohibition of waiting Mon-Fri 8.30am - 4.30pm (single yellow line). West side from its junction with Wallis Street for a distance of 44 metres north to its junction with Earle Street. Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Mirion Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Thomas Street car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Greystone Park	Prohibition of waiting at all times (double yellow lines). Both sides from its junction with Earle Street for a distance of 10 metres in a northerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Greystone Park could come under more pressure from displaced vehicles avoiding proposed parking charges at Thomas Street car park.

Disley

Table 10 presents the initial proposal for amber mitigation measures in Disley.

Table 10: Initial proposal for amber mitigation measures in Disley

Road name	Mitigation measure (initial proposal)	Need for measure
Dane Bank Drive	Double yellow lines. Both sides - from Buxton Old Road for a distance of 61 metres in a north-easterly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Dane Bank Avenue could come under more pressure from displaced vehicles avoiding proposed parking charges at Community Centre car park.
Jacksons Edge Road	Double yellow lines. South side - from Lower Lea to Homestand Road. Single yellow lines. Mon-Fri 8.30am - 4.30pm. Both sides - from Homestand Road for a distance of 81 metres in a north-westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Jacksons Edge Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Community Centre car park.

Handforth

Table 11 presents the initial proposal for amber mitigation measures in Handforth.

Table 11: Initial proposal for amber mitigation measures in Handforth

Road name	Mitigation measure (initial proposal)	Need for measure
Sagars Road	Double yellow lines. South side - from Wilmslow Road to The Link.	<ul style="list-style-type: none"> Assessment has highlighted that Sagars Road could come under more pressure from displaced vehicles avoiding proposed parking charges at School Road, Wilmslow Road and Handforth Library car parks.
School Road	Single yellow lines. Mon-Fri 8.30am - 4.30pm. Both sides - whole length.	<ul style="list-style-type: none"> Assessment has highlighted that School Road could come under more pressure from displaced vehicles avoiding proposed parking charges at School Road car park.
Meriton Road	Double yellow lines. Both sides - from Wilmslow Road for a distance of 33 metres in a westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Greystone Park could come under more pressure from displaced

Road name	Mitigation measure (initial proposal)	Need for measure
		vehicles avoiding proposed parking charges at School Road car park.

Haslington

Table 12 presents the initial proposal for amber mitigation measures in Haslington.

Table 12: Initial proposal for amber mitigation measures in Haslington

Road name	Mitigation measure (initial proposal)	Need for measure
St Matthews Close	Double yellow lines. Both sides - from Waterloo Road for a distance of 50 metres in a north-easterly direction.	<ul style="list-style-type: none"> Assessment has highlighted that St Matthews Close could come under more pressure from displaced vehicles avoiding proposed parking charges at Waterloo Road car park.

Holmes Chapel

Table 13 presents the initial proposal for amber mitigation measures in Holmes Chapel.

Table 13: Initial proposal for amber mitigation measures in Holmes Chapel

Road name	Mitigation measure (initial proposal)	Need for measure
Sutton Oaks (London Road layby opposite health centre)	<p>Double yellow lines - limited parking bay Monday to Saturday, 8am to 6pm. 1 hour. No return within 2 hours.</p> <p>Double yellow lines - both sides whole length up to proposed parking bays.</p>	<ul style="list-style-type: none"> Assessment has highlighted that Sutton Oaks could come under more pressure from displaced vehicles avoiding proposed parking charges at London Road and Parkway car parks.
Alumbrook Avenue	Double yellow lines. Both sides - from Sandiford Road for a distance of 23 metres in a westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Alumbrook Avenue could come under more pressure from displaced vehicles avoiding proposed parking charges at London Road car parks.

Knutsford

Table 14 presents the initial proposal for amber mitigation measures in Knutsford.

Table 14: Initial proposal for amber mitigation measures in Knutsford

Road name	Mitigation measure (initial proposal)	Need for measure
Queen Street / George Street	Prohibition of waiting at all times (double yellow lines). Alternated parking restrictions to avoid parking on both sides of the road. Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Queen Street and George Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Tatton Street car park and/ or on-street parking restrictions. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.

Macclesfield

Table 15 presents the initial proposal for amber mitigation measures in Macclesfield.

Table 15: Initial proposal for amber mitigation measures in Macclesfield

Road name	Mitigation measure (initial proposal)	Need for measure
Athey Street	Prohibition of waiting at all times (double yellow lines). South side from its junction with Lyon Street 10 metres each way.	<ul style="list-style-type: none"> Assessment has highlighted that Athey Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Churchill Way car park particularly for short stays.
Lyon Street	Residents parking zone	<ul style="list-style-type: none"> Assessment has highlighted that Lyon Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Churchill Way car park particularly for short stays. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Whiston Street	Prohibition of waiting at all times (double yellow lines). North side from its junction with Bond Street for a distance of 10 metres in a	<ul style="list-style-type: none"> Assessment has highlighted that Whiston Street could come under more pressure from displaced vehicles avoiding proposed parking

Road name	Mitigation measure (initial proposal)	Need for measure
	westerly direction. North side from its junction with Lyon Street for a distance of 10 metres in an easterly direction.	charges at Churchill Way car park particularly for short stays.
Bond Street	Residents parking bays	<ul style="list-style-type: none"> Assessment has highlighted that Bond Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Churchill Way car park particularly for short stays. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Henderson Street	Extend existing prohibition of waiting Mon-Sat 8am-6pm (single yellow line) for a distance of 30 metres in a westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Henderson Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Churchill Way car park particularly for short stays.
Newton Street	Residents parking bays	<ul style="list-style-type: none"> Assessment has highlighted that Henderson Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Churchill Way car park particularly for short stays. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Station Street	Prohibition of waiting at all times (double yellow lines). West side from its junction with Hibel Road for a distance of 80 metres in a northerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Station Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Hibel Road car park and/or Jordangate MSCP.
Brock Street	Prohibition of waiting at all times (double yellow lines). Junction protection (10 metres) with Pearle Street (south & north). Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Brock Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Hibel Road car park and/or Jordangate MSCP. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.

Road name	Mitigation measure (initial proposal)	Need for measure
Pearle Street	Prohibition of waiting at all times (double yellow lines). Junction protection (10 metres) with Brock Street (east & west). Residents parking bays	<ul style="list-style-type: none"> Assessment has highlighted that Pearle Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Hibel Road car park and/or Jordangate MSCP. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Pownall Street	Prohibition of waiting at all times (double yellow lines). East side from its junction with Pearle Street for a distance of 10 metres in a south-easterly direction. Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Pownall Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Hibel Road car park and/or Jordangate MSCP. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Coare Street	Prohibition of waiting at all times (double yellow lines). Junction protection (10 metres) with Brock Street (north and south). Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Coare Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Hibel Road car park and/or Jordangate MSCP. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.

Middlewich

Table 16 presents the initial proposal for amber mitigation measures in Middlewich.

Table 16: Initial proposal for amber mitigation measures in Middlewich

Road name	Mitigation measure (initial proposal)	Need for measure
West Street	Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that West Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Southway car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Beech Street	Residents parking bays.	<ul style="list-style-type: none"> Assessment has highlighted that Beech Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Southway and Civic Way car parks. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
King Edward Street	Single yellow line. Mon-Fri 8.30am - 4.30pm. South side - from St Ann's Road for a distance of 93 metres in an easterly direction.	<ul style="list-style-type: none"> Assessment has highlighted that King Edward Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Southway and Civic Way car parks, particularly during the school run.

Nantwich

Table 17 presents the initial proposal for amber mitigation measures in Nantwich. Station View has been added to the list of potential mitigations following representations made during statutory consultation.

Table 17: Initial proposal for amber mitigation measures in Nantwich

Road name	Mitigation measure (initial proposal)	Need for measure
The Blankney	Prohibition of waiting at all times (double yellow lines). Both side from its junction with Waterlode for a	<ul style="list-style-type: none"> Assessment has highlighted that The Blankney could come under more pressure from displaced

Road name	Mitigation measure (initial proposal)	Need for measure
	distance of 25 metres in a southerly direction.	vehicles avoiding proposed parking charges at Love Lane car park.
Shrewbridge Crescent	Prohibition of waiting Mon-Fri 8.30am - 4.30pm (single yellow line). East side from bend for its whole length	<ul style="list-style-type: none"> Assessment has highlighted that Shrewbridge Crescent could come under more pressure from displaced vehicles avoiding proposed parking charges at Love Lane car park.
Shrewbridge Road	Prohibition of waiting at all times (double yellow lines). 30 metres each way from railway crossing.	<ul style="list-style-type: none"> Assessment has highlighted that Shrewbridge Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Love Lane car park.
The Beeches	Prohibition of waiting at all times (double yellow lines). North side from its junction with Churches Court for a distance of 55 metres in an easterly direction.	<ul style="list-style-type: none"> Assessment has highlighted that The Beeches could come under more pressure from displaced vehicles avoiding proposed parking charges at Love Lane car park.
Volunteer Fields	Prohibition of waiting at all times (double yellow lines). East side from a distance of 60 metres of its junction of Beam Street to a distance of 50 metres in a northerly direction. Junction protection (10 metres each way) at its junction with Volunteer Avenue, Bowyer Avenue and Cowfields.	<ul style="list-style-type: none"> Assessment has highlighted that Volunteer Fields could come under more pressure from displaced vehicles avoiding proposed parking charges at Civic Hall and Dysart Buildings car park.
Station View	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Concerns raised via representations that displaced traffic from Love Lane car park will increase pressure on this street.

Poynton

Table 18 presents the initial proposal for amber mitigation measures in Poynton.

Table 18: Initial proposal for amber mitigation measures in Poynton

Road name	Mitigation measure (initial proposal)	Need for measure
Parklands Way	Double yellow lines. Both sides - from a distance of 10 metres west of its junction with School Lane for a distance of 52 metres in an easterly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Parklands Way could come under more pressure from displaced vehicles avoiding proposed parking charges at Civic Hall car park.
School Lane	Double yellow lines. Both sides - from its junction with Parklands Way for a distance of 10 metres in a northerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that School Lane could come under more pressure from displaced vehicles avoiding proposed parking charges at Civic Hall car park.
Clumber Road	Double yellow lines. East side - from its junction with Park Lane for a distance of 30 metres in a south-westerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Clumber Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Civic Hall car park.

Prestbury

Table 19 presents the initial proposal for amber mitigation measures in Alsager. Badger Road, Bridge Green and Scott Road have been added to the list of potential mitigations following representations made during statutory consultation.

Table 19: Initial proposal for amber mitigation measures in Prestbury

Road name	Mitigation measure (initial proposal)	Need for measure
Bollin Grove	Double yellow lines. Both sides - from Pearl Street to Bollin Mews.	<ul style="list-style-type: none"> Assessment has highlighted that Bollin Grove could come under more pressure from displaced vehicles avoiding proposed parking charges at Springfields car park, particularly during the school run.
Badger Road	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Assessment has highlighted that Bollin Grove could come under more pressure from displaced vehicles avoiding proposed parking charges at Springfields car park, particularly during the school run.
Bridge Green	To be confirmed, added to the monitoring list following	<ul style="list-style-type: none"> Assessment has highlighted that Bollin Grove could come under more

Road name	Mitigation measure (initial proposal)	Need for measure
	a review of representations made during statutory consultation.	pressure from displaced vehicles avoiding proposed parking charges at Springfields car park, particularly during the school run.
Scott Road	To be confirmed, added to the monitoring list following a review of representations made during statutory consultation.	<ul style="list-style-type: none"> Assessment has highlighted that Bollin Grove could come under more pressure from displaced vehicles avoiding proposed parking charges at Springfields car park, particularly during the school run.

Sandbach

Table 20 presents the initial proposal for amber mitigation measures in Sandbach.

Table 20: Initial proposal for amber mitigation measures in Sandbach

Road name	Mitigation measure (initial proposal)	Need for measure
Old Middlewich Road	Limited parking bays. Existing bays to change to: Mon-Sat 8am to 6pm. 1 hour. No return within 2 hours.	<ul style="list-style-type: none"> Assessment has highlighted that Old Middlewich Road could come under more pressure from displaced vehicles avoiding proposed parking charges at Chapel Street, Westfields and Brookhouse Road car parks and/ or on-street parking restrictions.
Platt Avenue	Single yellow lines. Mon-Fri 8.30am - 4.30pm. Both sides - from a distance of 12 metres north of its junction with Middlewich Road for a distance of 46 metres in a northerly direction.	<ul style="list-style-type: none"> Assessment has highlighted that Platt Avenue could come under more pressure from displaced vehicles avoiding proposed parking charges at Chapel Street and Westfields car parks, particularly during the school run.
Bold Street	Limited parking bays. Existing bays to change to: Mon-Sat 8am to 6pm. 1 hour. No return within 2 hours.	<ul style="list-style-type: none"> Assessment has highlighted that Bold Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Chapel Street, Westfields and Brookhouse Road car parks and/ or on-street parking restrictions.
High Street	Replace single yellow line with double yellow lines from George's Walk to Hightown.	<ul style="list-style-type: none"> Assessment has highlighted that High Street could come under more pressure from displaced vehicles avoiding proposed parking charges at Brookhouse Road, Crown Bank, Hawk Street and Well Bank car parks and/ or on-street parking restrictions.

Shavington

There are no mitigation measures (red or amber) proposed for Shavington.

Wilmslow

Table 21 presents the initial proposal for amber mitigation measures in Wilmslow. The roads with a '(Y)' were included as mitigation measures in the current Wilmslow Parking Strategy.

Table 21: Initial proposal for amber mitigation measures in Wilmslow

Road name	Mitigation measure (initial proposal)	Need for measure
Old Road (Y)	Residents parking zone. (Traffic Regulation Order for no motor vehicles except for access, and double yellow lines, already in place)	<ul style="list-style-type: none"> Assessment has highlighted that Old Road could come under more pressure from displaced vehicles avoiding proposals for The Carrs car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
River Street (Y)	Residents parking zone	<ul style="list-style-type: none"> Assessment has highlighted that Old Road could come under more pressure from displaced vehicles avoiding proposals for The Carrs car park. Residents parking zone is proposed as a potential measure to help residents park near to their homes due to potential for increased traffic.
Hawthorn Walk	Road with double yellow lines on one side and residents parking on the other	<ul style="list-style-type: none"> Assessment has highlighted that Hawthorn Walk could come under more pressure from displaced vehicles avoiding proposals for Spring Street MSCP.
Davehall Avenue and Gable Avenue	Prohibition of waiting at all times (double yellow lines). Junction protection 10 metres each way at the junction of Davehall Road and Gable Avenue.	<ul style="list-style-type: none"> Assessment has highlighted that Davehall Avenue and Gable Avenue could come under more pressure from displaced vehicles avoiding proposals for Spring Street MSCP.
Park Road	Prohibition of waiting at all times (double yellow lines). Junction protection 10 metres each way at the junction with Altrincham Road.	<ul style="list-style-type: none"> Assessment has highlighted that Park Road could come under more pressure from displaced vehicles avoiding proposals for Spring Street MSCP.
Buckingham Road (Y)	Prohibition of waiting at all times (double yellow lines). Introduction of parking restrictions at the junction	<ul style="list-style-type: none"> Assessment has highlighted that Buckingham Road could come under more pressure from

Road name	Mitigation measure (initial proposal)	Need for measure
	with Westward Road (20 metres each way).	displaced vehicles avoiding proposals for Spring Street MSCP.
Bourne Street (Y)	Prohibition of waiting at all times (double yellow lines). West side from its junction with Altrincham Road to Westward Road. Limited parking bay (Mon-Sat 9am to 5pm 2 hrs within 1 hr). East side from its junction with Altrincham Road to Westward Road.	<ul style="list-style-type: none"> Assessment has highlighted that Bourne Street could come under more pressure from displaced vehicles avoiding proposals for Spring Street MSCP.
Alma Lane (Y)	Prohibition of waiting at all times (double yellow lines). Parking restriction from Simpson Street to Beech Lane/Lindfield Estate.	<ul style="list-style-type: none"> Assessment has highlighted that Alma Lane could come under more pressure from displaced vehicles avoiding proposals for Spring Street MSCP.



Appendix 8 - Draft Implementation Plan

Highways and Transport Committee

25th January 2024

Publication Date:

January 2024

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Draft Implementation Plan 3

Draft Implementation Plan

This appendix presents a high-level draft implementation plan, which aims to outline the timescales for implementing the proposals across the four MTFS parking initiatives, which are:

- **Initiative 1** – 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.
- **Initiative 2** – To review parking tariffs at council-operated car parks to develop proposals to adjust for inflation, since the previous adjustment to tariffs in 2018.
- **Initiative 3** – 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.
- **Initiative 4** – To pilot a system of Demand Responsive Parking Charges at a number of locations including the new Royal Arcade car park in Crewe, plus sites in Macclesfield and Wilmslow to assess whether such an approach has wider applications across the parking service.

Table 1 presents the draft implementation plan for Initiatives 1 to 3. The draft implementation plan for Demand Responsive Parking Charges (Initiative 4) is presented in Table 2.

Table 1: Draft implementation plan for the introduction of parking charges in free towns, changes to existing tariffs and staff and member permits

Item	January 2024	February 2024	March 2024	April 2024	May 2024	June 2024	July 2024	August 2024	September 2024	October 2024	November 2024	December 2024
H&T Committee Decision												
Engage and negotiate with Town/ Parish Councils who are interested in a potential asset transfer												
Introduction of Parking Charges in Free Towns												
Notice of Making (statutory minimum of 21 days), including preparation and posting of notices												
Purchasing of all equipment, including pay and display machines, feeder pillars, signage, posts etc												
Electrical connections (where required)												
Complete maintenance works (where required)												
Implement proposals												
Changes to Existing Tariffs in Charged Towns												
Notice of Making (statutory minimum of 21 days), including preparation and posting of notices												
Resurfacing/ maintenance (where required)												
Reconfigure existing pay and display machines and implement proposals												
Staff/ Member Permits												
Undertake a consultation with staff, members and trade unions on proposals												
Review representations made during consultation												
Report for Corporate Policy committee – Corporate Travel Plan												

Item	January 2024	February 2024	March 2024	April 2024	May 2024	June 2024	July 2024	August 2024	September 2024	October 2024	November 2024	December 2024
Committee decision												
Implement proposals												

Table 2: Draft implementation plan for the trial and roll out of demand responsive parking charges

Item	January 2024	February 2024	March 2024	April 2024	May 2024	June 2024	July 2024	August 2024	September 2024	October 2024	November 2024	December 2024	January 2025	February 2025	March 2025	April 2025	May 2025	June 2025	July 2025	August 2025	September 2025	October 2025
H&T Committee Decision																						
Engage and negotiate with Town/ Parish Councils who are interested in a potential asset transfer																						
Demand Responsive Parking Charges																						
Implement first trial at the new Royal Arcade multi-storey car park in Crewe																						
Monitoring report (6 months and 12 months) to take onboard feedback from users																						
Assess business case for other suitable car parks to trial demand responsive parking charges outside of Crewe																						
Roll out initiative at further trial sites																						



Appendix 9 - Summary Cost Estimates and Revenue Projections

Highways and Transport Committee

25th January 2024

Publication Date:

January 2024

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Introduction

This document sets out a summary of the projected capital costs required to implement the proposals on a town-by-town basis. The payback period is also presented in this document to demonstrate the economic case for implementing the proposals. The council considers a payback period of 10 years or less to be appropriate.

Capital costs presented in this report include maintenance (where required) and all the following items required to implement the proposals:

- Lighting columns for boards and pay and display machines.
- Feeder pillars to connect pay and display machines to the electrical network.
- Electrical connection – cost of connecting items that require power to the existing District Network Operator (DNO) network.
- Ducting and cabling for electrics.
- Pay and display machine(s).
- Terms and conditions entry sign.
- Tariff notice board, located behind the pay and display machine that sets out how much parking costs in each car park.
- Pay and display signs to make users aware of the requirement to pay.
- Poles to mount signs and boards on.
- Notices for blue badge holder parking only.
- Reconfiguration of existing pay and display machines to operate proposed tariffs.

Town by Town Summary

The projected annual net revenues are taken from each town strategy report and rounded to the nearest hundred pounds in each section. These projected revenues exclude VAT. Capital costs have also been calculated and are rounded to the nearest hundred pounds in each section, excluding VAT.

The capital costs exclude mitigations at this stage.

Alderley Edge

Table 1 presents the projected annual net revenue, capital cost and payback period for each car park in Alderley Edge. This shows that both car parks are projected to payback the cost of implementing the proposals within one year.

Table 1: Projected annual net revenue, capital cost and payback period for car parks in Alderley Edge

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
South Street	£40,700.00	£2,600.00	0.06

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Ryleys Lane	£51,400.00	£16,000.00	0.31

Alsager

Table 2 presents the projected annual net revenue, capital cost and payback period for each car park in Alsager. This shows that Fairview, Fanny's Croft and Station Road car parks are projected to payback the cost of implementing the proposals within one year. Well Lane car park is projected to take one-and-a-half years to payback the cost of implementing the proposals.

Table 2: Projected annual net revenue, capital cost and payback period for car parks in Alsager

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Fairview	£440,000.00	£24,400.00	0.06
Fanny's Croft	£19,000.00	£12,800.00	0.67
Station Road	£79,000.00	£21,500.00	0.27
Well Lane	£14,300.00	£20,300.00	1.42

Audlem

Table 3 presents the projected annual net revenue, capital cost and payback period for Cheshire Street car park. This shows that it is projected to payback the cost of implementing the proposals within one year.

Table 3: Projected annual net revenue, capital cost and payback period for Cheshire Street car park in Audlem

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Cheshire Street	£25,400.00	£13,000.00	0.51

Bollington

Table 4 presents the projected annual net revenue, capital cost and payback period for Pool Bank car park. This shows that it is projected to payback the cost of implementing the proposals within one year.

Table 4: Projected annual net revenue, capital cost and payback period for Pool Bank car park in Bollington

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Pool Bank	£51,300.00	£14,900.00	0.29

Congleton

Table 5 presents the projected annual net revenue, capital cost and payback period for each car park in Congleton. This shows that all car parks, with the exception of Roe Street, are projected to payback the cost of implementing the proposals within one year. Roe Street car park is projected to take just over two-and-a-half years to payback the cost of implementing the proposals.

With the exception of Roe Street car park, the capital costs include reconfiguring the existing pay and display machines in each car park only.

Table 5: Projected annual net revenue, capital cost and payback period for car parks in Congleton

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Antrobus Street	£90,700.00	£200.00	0.00
Back Park Street	£56,600.00	£200.00	0.00
Blake Street and Egerton Street	Free car park	Free car park	Free car park
Chapel Street	£13,800.00	£200.00	0.01
Fairground	£52,200.00	£200.00	0.00
Park Street	£6,800.00	£200.00	0.03
Princess Street	£15,200.00	£200.00	0.01
Roe Street	£4,400.00	£11,900.00	2.70
Rood Hill	Free car park	Free car park	Free car park
Rope Walk	Free car park	Free car park	Free car park
Royle Street	Free car park	Free car park	Free car park
Thomas Street	Free car park	Free car park	Free car park
West Street	£118,300.00	£200.00	0.00

Crewe

Table 6 presents the projected annual net revenue, capital cost and payback period for each car park in Crewe. This shows that all car parks, with the exception of Wellington Square and Wood Street, are projected to payback the cost of implementing the proposals within one year. Wellington Square and Wood Street car parks are projected to take just over two years and just over one-and-a-half years respectively to payback the cost of implementing the proposals.

The table excludes Oak Street car park, which has been disposed of by the council to enable development of the Youth Zone.

Table 6: Projected annual net revenue, capital cost and payback period for car parks in Crewe

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Browning Street	Free car park	Free car park	Free car park

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Chester Street	£9,600.00	£200.00	0.02
Civic Library	£111,100.00	£400.00	0.00
Cotterill East	£6,100.00	£200.00	0.03
Cotterill Street West	£2,200.00	£1,300.00	0.59
Delamere Street	£108,900.00	£400.00	0.00
Edleston Road	£9,600.00	£400.00	0.04
Edward Street	Free car park	Free car park	Free car park
Gatefield Street	£15,900.00	£400.00	0.03
Holly Bank	£15,700.00	£400.00	0.03
Hope Street	£5,100.00	£400.00	0.08
Lord Street	Free car park	Free car park	Free car park
Market Street	Blue badge holders only	Blue badge holders only	Blue badge holders only
Pedley Street	£28,900.00	£200.00	0.01
Railway Street	£51,000.00	£200.00	0.00
South Street	Free car park	Free car park	Free car park
Thomas Street	£8,100.00	£400.00	0.05
Union Street	Free car park	Free car park	Free car park
Victoria Centre	£325,900.00	£400.00	0.00
Wellington Square	£5,900.00	£12,400.00	2.10
West Street	Free car park	Free car park	Free car park
Wood Street	£800.00	£1,300.00	1.63
Wood Street East	£3,900.00	£400.00	0.10
Wrexham Terrace	£19,300.00	£400.00	0.02

Disley

Table 7 presents the projected annual net revenue, capital cost and payback period for each car park in Disley. This shows that Community Centre car park is projected to payback the cost of implementing the proposals within one year. However, Station Approach car park would take just over five years to payback the cost of implementing the proposals.

Table 7: Projected annual net revenue, capital cost and payback period for car parks in Disley

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Community Centre	£16,300.00	£12,100.00	0.74
Station Approach	£2,400.00	£12,100.00	5.04

Handforth

Table 8 presents the projected annual net revenue, capital cost and payback period for each car park in Handforth. This shows that all car parks, with the exception of Handforth Library, are projected to payback the cost of implementing the proposals

within one year. Handforth Library car park is projected to take just over one year to payback the cost of implementing the proposals.

Table 8: Projected annual net revenue, capital cost and payback period for car parks in Handforth

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Handforth Library	£11,800.00	£12,100.00	1.03
School Road	£40,300.00	£12,600.00	0.31
Wilmslow Road	£62,100.00	£12,700.00	0.20

Haslington

Table 9 presents the projected annual net revenue, capital cost and payback period for Waterloo Road car park. This shows that it is projected to take over 10 years to payback the cost of implementing the proposals.

Table 9: Projected annual net revenue, capital cost and payback period for Waterloo Road car park in Haslington

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Waterloo Road	£1,100.00	£11,900.00	10.82

Holmes Chapel

Table 10 presents the projected annual net revenue, capital cost and payback period for each car park in Holmes Chapel. This shows that both car parks are projected to payback the cost of implementing the proposals within one year.

Table 10: Projected annual net revenue, capital cost and payback period for car parks in Holmes Chapel

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
London Road	£40,300.00	£12,400.00	0.31
Parkway	£17,800.00	£12,400.00	0.70

Knutsford

Table 11 presents the projected annual net revenue, capital cost and payback period for each car park in Knutsford. This shows that all car parks are projected to payback the cost of implementing the proposals within one year.

Table 11: Projected annual net revenue, capital cost and payback period for car parks in Knutsford

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
King Street	£139,600.00	£400.00	0.00
Old Market Place	£6,800.00	£400.00	0.06
Princess Street	£58,100.00	£400.00	0.01
Silk Mill Street	£40,700.00	£400.00	0.01
Tatton Street	£79,600.00	£3,100.00	0.04

Macclesfield

Table 12 presents the projected annual net revenue, capital cost and payback period for each car park in Macclesfield. This shows that all car parks are projected to payback the cost of implementing the proposals within one year.

The capital costs include reconfiguring the existing pay and display machines in each car park only.

Table 12: Projected annual net revenue, capital cost and payback period for car parks in Macclesfield

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Broken Cross	Free car park	Free car park	Free car park
Christchurch	£24,800.00	£200.00	0.01
Churchill Way	£219,900.00	£200.00	0.00
Commercial Road	£18,100.00	£200.00	0.01
Duke Street	£94,200.00	£200.00	0.00
Exchange Street	£161,700.00	£200.00	0.00
Gas Road	£25,800.00	£200.00	0.01
Grosvenor MSCP	£90,700.00	£200.00	0.00
Hibel Road	£1,600.00	£200.00	0.13
Jordangate MSCP	£40,100.00	£200.00	0.00
Kennedy Avenue	Free car park	Free car park	Free car park
Macclesfield Railway Station	£102,500.00	£200.00	0.00
Old Library	£9,600.00	£200.00	0.02
Park Green	£9,900.00	£200.00	0.02
Parsonage Street	£16,700.00	£200.00	0.01
Pickford Street	£72,400.00	£200.00	0.00
Princes Way	Free car park	Free car park	Free car park
Sunderland Street	£22,600.00	£200.00	0.01
Town Hall	£15,500.00	£200.00	0.01
Waters Green	£56,300.00	£200.00	0.00
Whalley Hayes	£106,900.00	£200.00	0.00

Church Street, Waters Green On-Street Parking Place - Single Yellow Line Restriction

The proposal to remove the existing on-street parking place (capacity for approximately three cars) at the bottom of Church Street by Waters Green car park and replace with a single yellow line restriction is projected to cost approximately £1,400.

Although this change to on-street parking places will not generate any revenue for the council, it will improve road safety and also be covered by the projected surplus for Macclesfield.

Middlewich

Table 13 presents the projected annual net revenue, capital cost and payback period for each car park in Middlewich. This shows that all car parks, with the exception of Seabank, are projected to payback the cost of implementing the proposals within one year. Seabank car park is projected to take just over two years to payback the cost of implementing the proposals.

Table 13: Projected annual net revenue, capital cost and payback period for car parks in Middlewich

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Civic Way	£33,400.00	£13,100.00	0.39
Seabank	£6,100.00	£12,600.00	2.07
Southway	£23,900.00	£12,400.00	0.52

Nantwich

Table 14 presents the projected annual net revenue, capital cost and payback period for each car park in Nantwich. This shows that all car parks are projected to payback the cost of implementing the proposals within one year.

The capital costs include reconfiguring the existing pay and display machines in each car park only.

Table 14: Projected annual net revenue, capital cost and payback period for car parks in Nantwich

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Bowling Green	£72,500.00	£200.00	0.00
Church Lane	£41,800.00	£200.00	0.00
Civic Hall	£178,600.00	£200.00	0.00
Dysart Buildings	£21,600.00	£200.00	0.01
First Wood Street	£55,800.00	£200.00	0.00
Love Lane	£158,100.00	£200.00	0.00

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Market Area	£5,300.00	£200.00	0.04
Snow Hill	£286,900.00	£200.00	0.00

Poynton

Table 15 presents the projected annual net revenue, capital cost and payback period for Civic Hall car park. This shows that it is projected to payback the cost of implementing the proposals within one year.

Table 15: Projected annual net revenue, capital cost and payback period for Civic Hall car park in Poynton

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Civic Hall	£31,300.00	£18,300.00	0.58

Prestbury

Table 16 presents the projected annual net revenue, capital cost and payback period for each car park in Prestbury. This shows that both car parks are projected to payback the cost of implementing the proposals within one year.

Table 16: Projected annual net revenue, capital cost and payback period for car parks in Prestbury

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
The Shirleys	£81,100.00	£12,700.00	0.16
Springfields	£61,300.00	£12,500.00	0.20

Sandbach

Table 17 presents the projected annual net revenue, capital cost and payback period for each car park in Sandbach. This shows that all car parks, with the exception of Crown Bank, are projected to payback the cost of implementing the proposals within one year.

The capital cost for Crown Bank car park includes equipment that it would share with Hawk Street and Well Bank car parks, which is why the cost is much higher. This includes a Pay & Display machine, feeder pillar, signage, poles etc. If the capital cost were split evenly across the three car parks, this would show that the payback period for implementing the proposals at this car park would also be under one year.

Table 17: Projected annual net revenue, capital cost and payback period for car parks in Sandbach

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Brookhouse Road	£120,100.00	£17,900.00	0.15
Chapel Street	£56,600.00	£12,700.00	0.22
Crown Bank	£7,800.00	£11,700.00	1.50
Hawk Street	£7,800.00	£400.00	0.05
Well Bank	£9,900.00	£200.00	0.02
Westfields	£58,000.00	£12,800.00	0.22

M6 Junction 17 Parking Place

The projected capital cost for implementing the proposed £3.40 flat rate tariff at the parking place located by M6 Junction 17 is £1,100. The capital cost is lower than other free car parks because this is proposed to operate as a PaybyPhone (app only) car park.

No utilisation data was available for this car park, but anecdotal evidence suggests this car park is well used. Assuming that the car park averaged being half full (six vehicles), the council would generate a projected annual net revenue of approximately £5,000. This means the payback period would be within one year.

Shavington

Table 18 presents the projected annual net revenue, capital cost and payback period for Queen Street car park. This shows that it is projected to payback the cost of implementing the proposals within two-and-a-half years.

Table 18: Projected annual net revenue, capital cost and payback period for Queen Street car park in Shavington

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Queen Street	£5,700.00	£12,400.00	2.18

Wilmslow

The capital costs include reconfiguring the existing pay and display machines in each car park only.

Table 19 presents the projected annual net revenue, capital cost and payback period for each car park in Wilmslow. This shows that all car parks are projected to payback the cost of implementing the proposals within one year.

The capital costs include reconfiguring the existing pay and display machines in each car park only.

Table 19: Projected annual net revenue, capital cost and payback period for car parks in Wilmslow

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Broadway Meadow	£95,000.00	£200.00	0.00
Rex/ Hoopers	£140,200.00	£200.00	0.00
South Drive	£255,900.00	£200.00	0.00
Spring Street MSCP	£197,800.00	£200.00	0.00
The Carrs	£43,900.00	£200.00	0.00

On-Street Parking Places

This section presents the capital costs for proposed changes to on-street parking places in Wilmslow.

Although the proposed changes to on-street parking places will not generate any revenue for the council, it will improve road safety and also be covered by the projected surplus for Wilmslow.

Alderley Road Service Road North – Double Yellow Line Restriction

The proposal to replace the existing single yellow line restriction with a double yellow line restriction on Alderley Road Service Road North, between Green Lane and the Service Road is projected to cost approximately £2,200.

Alderley Road Service Road South – Double Yellow Line Restriction

The proposal to introduce double yellow lines on the unrestricted section of road between Parkway and Broadway on Alderley Road Service Road South is projected to cost approximately £2,200.



Appendix 10 – 2023/24 Business Rates by Car Park

Highways and Transport Committee

25th January 2024

Publication Date:

January 2024

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Introduction

This document sets out the business rates for each car park during the 2023/24 financial year, which are the latest available at the time of the committee report. The business rates have been rounded to the nearest one hundred pounds.

Business Rates

Table 1 presents the 2023/24 business rates for the councils car park estate.

Table 1: 2023/ 24 annual business rates for the car park estate

Town	Car Park	2023/ 24 Business Rate
Alderley Edge	South Street	£7,900
Alderley Edge	Ryleys Lane	£6,400
Alderley Edge	Total	£14,300
Alsager	Fairview	£10,400
Alsager	Fanny's Croft	£1,600
Alsager	Station Road	£3,000
Alsager	Well Lane	£800
Alsager	Total	£15,800
Audlem	Cheshire Street	£2,700
Bollington	Pool Bank	£3,000
Congleton	Antrobus Street	£4,800
Congleton	Back Park Street	£5,000
Congleton	Blake Street and Egerton Street	£800
Congleton	Chapel Street	£3,200
Congleton	Fairground	£4,800
Congleton	Park Street	£2,500
Congleton	Princess Street	£4,500
Congleton	Roe Street	£1,800
Congleton	Rood Hill	£400
Congleton	Rope Walk	£500
Congleton	Royle Street	£1,400
Congleton	Thomas Street	£3,200
Congleton	West Street	£10,500
Congleton	Total	£43,400
Crewe	Browning Street	£4,500
Crewe	Chester Street	£9,800
Crewe	Civic Library	£12,400
Crewe	Cotterill East	£2,000
Crewe	Cotterill Street West	£600
Crewe	Delamere Street	£21,000
Crewe	Edleston Road	£2,400
Crewe	Edward Street	TBC*
Crewe	Gatefield Street	£3,200
Crewe	Holly Bank	£4,600

Town	Car Park	2023/ 24 Business Rate
Crewe	Hope Street	£3,800
Crewe	Lord Street	£800
Crewe	Market Street	TBC*
Crewe	Pedley Street	£10,600
Crewe	Railway Street	£11,100
Crewe	South Street	£3,100
Crewe	Thomas Street	£8,400
Crewe	Union Street	£900
Crewe	Victoria Centre	£64,700
Crewe	Wellington Square	£1,500
Crewe	West Street	£1,000
Crewe	Wood Street	£1,500
Crewe	Wood Street East	
Crewe	Wrexham Terrace	£5,000
Crewe	Total	£172,900
Disley	Community Centre	TBC*
Disley	Station Approach	£1,500
Disley	Total	£1,500*
Handforth	Handforth Library	TBC*
Handforth	School Road	£6,100
Handforth	Wilmslow Road	£7,500
Handforth	Total	£13,600*
Haslington	Waterloo Road	£500
Holmes Chapel	London Road	TBC*
Holmes Chapel	Parkway	TBC*
Holmes Chapel	Total	TBC*
Knutsford	King Street	£23,300
Knutsford	Old Market Place	£2,500
Knutsford	Princess Street	£11,000
Knutsford	Silk Mill Street	£6,700
Knutsford	Tatton Street	£28,100
Knutsford	Total	£71,600
Macclesfield	Broken Cross	TBC*
Macclesfield	Christchurch	£9,000
Macclesfield	Churchill Way	£42,800
Macclesfield	Commercial Road	£3,900
Macclesfield	Duke Street	£25,000
Macclesfield	Exchange Street	£36,000
Macclesfield	Gas Road	£6,700
Macclesfield	Grosvenor MSCP	£19,100
Macclesfield	Hibel Road	£1,700
Macclesfield	Jordangate MSCP	£13,600
Macclesfield	Kennedy Avenue	£1,500
Macclesfield	Macclesfield Railway Station	£14,300
Macclesfield	Old Library	£3,300
Macclesfield	Park Green	£2,800
Macclesfield	Parsonage Street	£3,700

Town	Car Park	2023/ 24 Business Rate
Macclesfield	Pickford Street	£14,700
Macclesfield	Princes Way	£1,100
Macclesfield	Sunderland Street	£6,200
Macclesfield	Town Hall	£12,200
Macclesfield	Waters Green	£8,400
Macclesfield	Whalley Hayes	£29,700
Macclesfield	Total	£255,700
Middlewich	Civic Way	£4,200
Middlewich	Seabank	£1,500
Middlewich	Southway	£3,900
Middlewich	Total	£9,600
Nantwich	Bowling Green	£9,400
Nantwich	Church Lane	£5,700
Nantwich	Civic Hall	£24,950
Nantwich	Dysart Buildings	£3,300
Nantwich	First Wood Street	£5,200
Nantwich	Love Lane	£20,300
Nantwich	Market Area	TBC*
Nantwich	Snow Hill	£37,500
Nantwich	Total	£106,350
Poynton	Civic Hall	£14,200
Prestbury	The Shirleys	£4,400
Prestbury	Springfields	£4,400
Prestbury	Total	£8,800
Sandbach	Brookhouse Road	£8,600
Sandbach	Chapel Street	TBC*
Sandbach	Crown Bank	£900
Sandbach	Hawk Street	£900
Sandbach	M6 Junction 17 Parking Place	£600
Sandbach	Well Bank	£1,100
Sandbach	Westfields	£26,600
Sandbach	Total	£38,700
Shavington	Queen Street	£500
Wilmslow	Broadway Meadow	£39,700
Wilmslow	Rex/ Hoopers	£17,300
Wilmslow	South Drive	£54,800
Wilmslow	Spring Street MSCP	£24,200
Wilmslow	The Carrs	£1,600
Wilmslow	Total	£137,600

*Awaiting the outcome of a business rates assessment being conducted by the Valuation Office Agency (<https://www.gov.uk/government/organisations/valuation-office-agency>).

Summary

Table 2 summarises the 2023/24 annual business rates by town based on the information available at the time of writing. It also summarises the total number of car parks by town as well as whether the town predominantly provides free parking.

This shows that the council spends over £900,000 per year on business rates. This is before costs associated with operating and enforcing each car park are taken into consideration. It also shows that the council spends in excess of £100,000 per annum on business rates for free car parks.

Table 2: Summary of 2023/24 annual business rates by town and village

Town	Total Number of Car Parks	Free Town (Y/N)	Total Business Rate
Alderley Edge	2	No	£14,300
Alsager	4	Yes	£15,800
Audlem	1	Yes	£2,700
Bollington	1	Yes	£3,000
Congleton	13	No	£43,400
Crewe	24	No	£172,900*
Disley	2	Yes	£1,500*
Handforth	3	Yes	£13,600*
Haslington	1	Yes	£500
Holmes Chapel	2	Yes	TBC*
Knutsford	5	No	£71,600
Macclesfield	21	No	£255,700*
Middlewich	3	Yes	£9,600
Nantwich	8	No	£106,350*
Poynton	1	Yes	£14,200
Prestbury	2	Yes	£8,800
Sandbach	6	Yes	£38,700*
Shavington	1	Yes	£500
Wilmslow	5	No	£137,600
Total			£910,750

*Awaiting the outcome of a business rates assessment being conducted by the Valuation Office Agency (<https://www.gov.uk/government/organisations/valuation-office-agency>).

OPEN

Highways and Transport Committee

25 January 2024

Notice of Motion – £2 Bus Fare Cap

Report of: Tom Moody, Director of Infrastructure & Highways

Report Reference No: HTC/40/23-24

Ward(s) Affected: All

Purpose of Report

- 1 The purpose of this report is to outline a response to the Notice of Motion proposed at Full Council on 18th October 2023 that stated: -

“This Council asks the Director of Highways and Infrastructure to develop and launch a publicity strategy to locally promote the extension and usage of the £2 bus fare cap.”
- 2 This report explains what the national £2 bus fare cap seeks to achieve and the funding sources that the Department for Transport has made available for its implementation.
- 3 This report also details the effects of the £2 fare cap locally, particularly for operators participating in the Cheshire East Enhanced Partnership for buses, whilst explaining how the partnership will help in responding to the Notice of Motion to Council.

Executive Summary

- 4 The Notice of Motion to Council relates to the national £2 fare cap applying to local bus services. First launched for 3 months, the scheme has proven hugely popular and was extended by Government until 31 October 2023, as part of a post-pandemic recovery plan for local bus networks. The fare cap contributed to a fall of 7.4% in bus fares across England, outside London, last year.
- 5 On 23rd October 2023, the Department for Transport announced that, using part of the savings from HS2, the £2 fare will be extended until the end of December 2024.

- 6 Nationally, over 140 bus operators running more than 5,000 routes are participating in the scheme. In Cheshire East, all bus companies operating scheduled local bus services are participating in the £2 fare cap scheme.
- 7 The Department for Transport monitors the effectiveness of the £2 Fare Cap to assess its impact in growing patronage. The evaluation will continue over the coming months and provide richer conclusions on its effects along with a value-for-money evaluation of the scheme in early 2024.
- 8 Evidence to date is that there is a high level of public awareness of the national fare cap, including locally, with the £2 single fare reported to be the most popular ticket purchase by bus users. Further details about the national scheme can be found at the link: [Bus services: grants and funding - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/bus-services-grants-and-funding).
- 9 The Council hosts an Enhanced Partnership with local bus operators, which provides a regular forum to consider measures to promote greater use of local bus services. At a recent meeting of the Partnership Board, the proposals for deploying the next tranche of Bus Service Improvement Plan Plus (BSIP+) funding awarded to Cheshire East (see Agenda Item on Supported Local Buses). This programme for the current financial year, plus equivalent programmes for future years, provide opportunity to promote the Fare Cap further.

RECOMMENDATIONS

The Highways and Transport Committee is recommended to:

1. Note the update on the £2 Fare Cap applying to local buses in England.
2. Endorse that the Council continues to work in partnership with local bus operators to publicise the fare cap.
3. Note the high level of public awareness of the fare cap and comment on the potential future opportunities for the Council to promote it further.

Background

- 10 A Notice of Motion was submitted to Council on 18/10/2023 that stated:
-

“This Council asks the Director of Highways and Infrastructure to develop and launch a publicity strategy to locally promote the extension and usage of the £2 bus fare cap.”

- 11 The Department for Transport (DfT) monitors the effectiveness of the £2 Fare Cap to assess its impact in growing patronage. The evaluation will continue over the coming months and provide richer conclusions on its effects along with a value-for-money evaluation of the scheme in early 2024.
- 12 Initial findings from the DfT’s monitoring, after the first 2 months of the scheme, were as follows:

Around two-thirds of people reported some degree of awareness of the £2 fare cap

This is supported by the findings from the separate Transport Focus survey carried out in March 2023 that found over half of people (59%) were aware of the £2 fare cap and a further 12% were somewhat aware. Transport Focus also found a slight increase in awareness between January and March 2023.

Patronage appears to be continuing to recover following the COVID-19 pandemic and early evidence suggests the £2 fare cap may be playing a role in this recovery

Analysis for January and February 2023 suggests year-on-year patronage has increased by 20%. While it is currently too early to determine the contribution of the £2 fare cap to any patronage change, indicative signs suggest it is playing a role in increasing or maintaining patronage:

There has been an increase in the number and proportion of single bus journeys

Preliminary analysis suggests that more than 50 million single tickets were sold over January and February 2023, over 34 million (around two-thirds) of which would benefit from the £2 bus fare cap.

Single tickets accounted for a higher proportion of ticket sales in January/February 2023 compared to 2022. This suggests that some passengers are switching between ticket types to save money.

People making additional bus trips with the £2 bus fare cap in place are likely to be existing bus users and make a small number of additional trips

Overall, 10% of respondents to the survey report taking more journeys by bus since the £2 fare cap was introduced.

Of those, 40% reported between 1 to 2 additional bus trips per week and a similar proportion (38%) reported between 3 to 5 additional bus trips.

Frequent bus users are more likely to report undertaking more journeys by bus, since the £2 fare cap was introduced, than infrequent bus users.

The scheme is perceived as making a positive impact on the cost of living

Around 30% of respondents to the survey said that the £2 fare cap has had a positive impact on their disposable income. The latest Transport Focus survey found that 8 in 10 respondents agreed that the fare cap will help people with the cost of living.

- 13 In the current financial year, Cheshire East Council has been awarded £1.187m in BSIP+ funding. This is intended to enable the Council to work with local bus operators to improve local bus services, offering better quality services to meet local needs. This can include promotion of a range of tickets and incentives. A similar value allocation is available in 2024/25.
- 14 The Councils Enhanced Partnership Board for local bus services has considered how this funding may be used to promote bus use in Cheshire East. The key components of an initial programme are reported to Committee in a separate report (for decision), comprising:

Initiative 1	Develop a “Buses in Cheshire East” website, to provide a one-stop shop for bus service information.
Initiative 2	Trial a young person’s concessionary fare pass, providing cheaper bus fares for 16-19 year olds within Cheshire East. Also, develop a concessionary fare offers for Cheshire East Care-leavers (16-25 years) by working alongside officers in Childrens Social Care.
Initiative 3	Introduce a multi-operator ticket in Macclesfield and surrounding area, with the subsequent development of a similar Crewe-area product if the concept in Macclesfield proves to be successful.

Initiative 4	Promote the Greater Manchester 'System One' ticketing options available to residents in the north of Cheshire East, enabling them the purchase access to local public transport services throughout Greater Manchester.
Initiative 5	Develop 'hub stops' along the service 38 route (Macclesfield – Crewe), to complement the introduction of new vehicles by the bus operator. This will demonstrate improved quality and a better bus passenger experience on a core inter-urban route within Cheshire East. The approach will provide a template for other key bus routes to be improved with funding in future years.
Initiative 6	Local bus service enhancements – deliver minor service adjustments put forward by operators and elected representatives (Cheshire East Council and Town & Parish Councils) and prioritised in conjunction with the Enhanced Partnership Board.

A number of these initiatives provide opportunities to further promote the Fare Cap.

- 15 Additionally, the Council's corporate communications team and strategic transport team will work together to promote the £2 bus fare cap, using a range of media, including:
 - (a) Promote via social media and add to our content schedule. We can look to use the government social media assets.
 - (b) Include in our All-member Bulletins.
 - (c) Include in the town and parish council newsletter we issue.
 - (d) Promote internally via Team Voice.
 - (e) Promote via local bus user groups.
 - (f) Increase public awareness advertising on vehicles operating on routes in Cheshire East, including advertising on vehicles in the council's municipal fleets e.g. Flexilink and ANSA vehicles.
- 16 Committee is requested to note the high level of public awareness of the fare cap and comment on these potential future opportunities for the Council to promote it further.

- 17 The National £2 Fare Cap is not funded, nor has any plans to be funded, directly by the local authority. Bus operators are reimbursed for costs arising from participation in the scheme directly from the Department for Transport.

Consultation and Engagement

- 18 Engagement with the local bus operators and passenger groups has been facilitated by recent meetings of the Cheshire East Enhanced Partnership Forum (26th October 2023) and the Enhanced Partnership Board (15th November 2023).

Reasons for Recommendations

- 19 The local bus network in Cheshire East currently benefits from local operators participating in the national fare cap scheme.
- 20 The Department for Transport has made additional funding available to support local bus services (BSIP+ funding) as part of a post-pandemic strategy for patronage to recover. This funding may, in part, be used to promote and publicise the fare cap.
- 21 The council and its partners in the Cheshire East Enhanced Bus Partnership are supportive of measures to promote local bus routes, including the £2 Fare Cap.

Other Options Considered

- 22 Other options considered are summarised in the following table.
- 23 Options appraisal:

Option	Impact	Risk
1) Do nothing	Rely in current levels of awareness of the fare cap, including through any awareness campaigns nationally or locally by bus operators.	Lower levels of awareness locally than desirable, especially for people who are not regular bus users.
2) Local publicity and promotional campaign including web site, social media, at stop and on bus advertising. (Preferred option)	Increased awareness of the fare cap in Cheshire East, supported by local operators in the Enhanced Partnership, potentially leading to greater uptake of the	Need to avoid any duplication of messaging with periodic national (DfT) or operator campaigns.

	scheme especially by people who use buses infrequently.	
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Implications and Comments

Monitoring Officer/Legal

- 24 There are no legal implications because this report is a response to a Notice of Motion and the report is merely for noting.

Section 151 Officer/Finance

- 25 The introduction of a fare cap reduces the income from bus fares. However, this is not a matter for the council's budget as it is dealt with by the DfT and bus operators based on national formulae.
- 26 The BSIP+ funding is a separate grant to the council to "improve local bus services and promote patronage". The council can use some of this grant to promote the fare cap.

Policy

- 27 This report has no current policy implications.

Equality, Diversity and Inclusion

- 28 There are no equality implications because of this response to the Notice of Motion.

Human Resources

- 29 There are no Human Resource implications because of this response to the Notice of Motion.

Risk Management

- 30 There are no risk management implications because of this Notice of Motion.

Rural Communities

- 31 There are no specific implications because of this Notice of Motion.

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

- 32 There are no specific implications because of this Notice of Motion.

Public Health

- 33 The result of this Notice of Motion has no direct implications on Public Health, that being either: -
- a positive, neutral or negative overall impact on the health and wellbeing of Cheshire East residents
 - a greater (positive or negative) impact on some groups compared to others (e.g., rural vs urban; younger vs older; poorer vs more affluent; etc.)

Climate Change

- 34 The result of this response to the Notice of Motion will continue to help the council to reduce its carbon footprint and achieve environmental sustainability by reducing energy consumption and promoting healthy lifestyles. No additional cash collections are envisaged, thus reducing carbon footprint of the service.

Access to Information	
Contact Officer:	Richard Hibbert Head of Strategic Transport & Parking Richard.hibbert@cheshireeast.gov.uk
Appendices:	None
Background Papers:	

OPEN

Highways and Transport Committee

25 January 2024

Infrastructure and Highways Services: 2023-4 Mid-Year Review

Report of: Tom Moody, Director of Infrastructure and Highways

Report Reference No: HTC/07/23-24

Ward(s) Affected: All wards

Purpose of Report

- 1 This report gives an update on performance to mid-year across Infrastructure and Highways services for 2023-4.

Executive Summary

- 2 Infrastructure and Highways is part of the Place Directorate and consists of four service areas: (i) Highways, (ii) Infrastructure, (iii) High Speed 2 and (iv) Strategic Transport and Parking.
- 3 Services are delivered using a mixed delivery model of directly employed Council staff and commissioned work through Cheshire East Highways (CEH) and its suppliers. A summary of what each service is responsible for is in Appendix 1. This report contains details of performance by service area to mid-year for 2023-4.

RECOMMENDATIONS

The Highways and Transport Committee is recommended to:

1. Note the performance of Infrastructure and Highways Service to mid-year 2023-4; and
2. Note the on-going work of the Highways Service to support delivering the Council's Brighter Futures customer strategy.

Background

- 4 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 infrastructure projects.
- 5 The Cheshire East Council (CEC) 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; and
 - To be carbon neutral by 2025.
- 6 A summary of the key priorities and aims in the [Corporate Plan](#) 2021-25 for Infrastructure and Highways is shown in Appendix 2.

Highway Services

- 7 Appendix 3 contains information on:
 - (a) Service performance to date with the delivery of revenue and capital funded activities and projects for the first half of 2023-4; and
 - (b) The Performance Management Framework, which measures key outputs of the Highways Service Contract with CEH.
- 8 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.
- 9 These reports are a key part of the monthly contract monitoring processes undertaken by the Council working with CEH as the service delivery partner.
- 10 Overall, the service continues to operate well, despite continuing pressures in terms the available revenue and capital budgets. These pressures result from the high levels of UK inflation experienced over the last 18 months (with causes including aftermath of COVID-19, war in Ukraine and food / energy price rises.
- 11 As a service area, materials costs in Highways are sensitive to increases in fuel prices. Consequently, materials such as the bitumen (a by-product of crude oil that is used in surfacing and surface treatment materials) rose as much as 20% in the same period. To a degree, this increase has been offset

by reductions in the cost of treatments such as surface dressing, but there has still been an overall impact as budgets have not increased at the same rate as inflation. In December 2022 the Council approved additional capital funding to address estimated inflation.

Road repairs

- 12 The Council has a three-level approach to road repairs:
 - (a) Level 1: Pothole and other repairs to keep the network safe and serviceable;
 - (b) Level 2: Patching to maintain and protect the network; and
 - (c) Level 3: Resurfacing to improve the network.
- 13 Operational expenditure works ("Level 1") to address urgent defects ("Category 1 Defects") is forecast to be £3.3m in 2023-4 (against a £2.1m budget) This compares to £2.7m actually spent in 2022-3 (against £2.4m budget). Despite the reduction in budget, we are working to manage the cost pressure by capitalising costs.
- 14 12,252 surfacing defects have been repaired to the end of October 2023 (Quarter 2). This is expected to rise in Quarters 3 and 4 due to cold / wet weather. In 2022-3 there were 20,076 similar repairs for the full year.
- 15 We are continuing to see an increasing number of urgent defects (potholes) across the network where safety repairs are required. This is a direct result of previous real and actual terms reductions in government funding. During the second half of the financial year there is also more frequent adverse weather and higher rainfall, which both contribute to the requirements for maintenance.
- 16 The Council has sought to mitigate the reduction in government funding by investing £19m over four years across the service, with a proportion in large area patching works ("Level 2") to proactively address this. These works contribute significantly to alleviating the issue of the number of surfacing defects arising.
- 17 A number of audits have been undertaken across works and services led by the new Quality Assurance Engineer in the CEC team. This has identified both good practice and opportunities for improvement. Different materials for pothole repairs are being trialled to consider both cost and durability and develop a detailed specification for repairs.

Tree maintenance

- 18 The Council recently developed an organisation-wide Tree Risk Management Strategy (TRMS), covering all its tree stock, including highway trees.
- 19 In line with the TRMS and the highway-specific Code of Practice for Highway Tree Safety Inspections, the department will have completed an initial inspection of the entire highway network by end of this financial year. This is

partially funded from a corporate allocation. Completion of the initial inspection will help to determine the budget requirements moving forward.

Highway improvement schemes

- 20 Work on a number of key schemes has been completed in the first two quarters in 2023-4, including:
- (a) **Active Travel Improvements** – Improved cycle lane and footways along Hurdsfield Road, Macclesfield have been nearly completed to improve connectivity between Middlewood Way and the town centre. Work has also commenced along Wilmslow Road, Handforth to install a new shared footway/cycleway. The scheme aims to improve the existing walking and cycling route along the B5358 Wilmslow Road, Handforth to Stockport.
 - (b) **Safer Roads Fund, A537 Macclesfield to Buxton** – This project is replacing the average speed camera system with a new system, including extending coverage towards Macclesfield. Improvements to the roadside barriers have been completed and the final commissioning of the cameras is underway.

Winter maintenance services

- 21 From October 2023 a number of minor revisions to the gritting network were implemented due to bus route changes.

Flood risk management

- 22 The Flood Risk Management Team has been restructured to address issues of resource and capacity. This has resulted in removal of the backlog of 350 outstanding responses as Statutory Consultee on planning applications.
- 23 Additionally, we have provided supplementary resource to enable the first of what will be a number of funding applications to the Environment Agency and other funding pots to secure additional funding to address flooding issues to properties. In October, we were successful in being allocated £20k to secure property level flood protection for two properties.
- 24 The Committee has a more detailed report on the actions of the Lead Local Flood Authority team elsewhere on this agenda.

Customers, engagement and social value

- 25 Work has continued to implement the refreshed Service Improvement Plan to ensure that more effective ways of working continue to be developed and implemented. We continue to work hard on improving customer experience as part of the Council's Brighter Futures Transformation Programme. This continues to look at improvements in the way we manage and respond to customer enquiries and complaints, including improvements to:
- (a) Information on the website – enabling customers to find information easily;

- (b) The 'friendly text' automatic updates sent following reports in the Fix My Street system; and
 - (c) Visibility and management of enquiries and complaints to ensure timely responses are received.
- 26 Subscribers to the quarterly electronic newsletter have increased from 1,644 in April 2023 to 2,101 in November 2023. The newsletter provides updates on delivery, forthcoming events and social value initiatives.
- 27 The re-launched version of the annual work programme has been updated on the Council's website. This is designed to be easier to navigate and more informative. It is updated each month to show progress. A link is provided in the newsletter and can also be found [here](#).
- 28 Through CEH, we have delivered a number of other benefits to the Council:
- (a) Savings delivered through tendering, negotiating and market testing in the supply chain;
 - (b) Efficiencies through collaboration and shared road space;
 - (c) Collection of increased revenue from fees and charges related to permitting and street works;
 - (d) Recovery of money from claims where drivers have damaged highway assets;
 - (e) Generating social value through local employment and supplier spend, recruiting apprentices and graduates, work experience placements and volunteering projects in our local communities; and
 - (f) Raising money for local charities and causes.

Infrastructure Services

- 29 **Congleton Link Road** (£91m) was opened in April 2021. It is the largest project ever delivered by the Council. The scheme remains in a period of post-monitoring evaluation to assess how successfully it is meeting its objectives.
- 30 **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.
- 31 Work commenced in May 2022 to construct the **North-West Crewe** major highway scheme. Revised Drainage strategy (due to drainage changes proposed by adjacent housing developers during construction stage) and adverse wet weather has mainly affected progress with groundworks and drainage works recently, which has delayed scheme completion to mid-2024. Increased costs due to utility delays, contaminated landfill, adverse weather and hazardous waste will require a report to Council to recommend approval

of a fully funded Supplementary Capital Estimate to increase the scheme budget. The scheme will enable delivery of large strategic housing sites (approximately 1,350 units) near Leighton Hospital.

- 32 **Middlewich Eastern Bypass** - In September 2023, this Committee approved the Full Business Case (FBC) for submission to the Department for Transport (DfT) for final funding approval. A subsequent S151 Officer letter to DfT, submitted with the FBC, confirmed the Council intends to forward fund the full scheme costs. The DfT have now informed the council of a delay to this decision and it is not now expected until early 2024. Consideration is now being given to bringing forward some early contractor enabling works to start in January 2024 before the investment decision so that the current construction programme and budget can still be met.
- 33 Scheme development work has also continued on the **A500 Dualling** scheme that will enable delivery of planned growth and strategic access to Crewe railway station. The impact of the cancellation of HS2 on the objective, funding and programming of this scheme is currently being assessed.
- 34 **Flowerpot Junction Improvement** – Based on progress with ongoing negotiations, the CPO Committee report is planned to go to April committee which will enable the land acquisition and construction programme in 2025. The cost of the scheme remains same as approved within MTFS 2023-27.
- 35 **Flag Lane, Crewe, Junction Improvement** – As part of the Future High Street Fund programme, opened in August 2023, Flag Lane Link significantly improves access to the town centre and reduces congestion / journey times in and out of Crewe. It links Dunwoody Way to Delamere Street via Flag Lane. This project received an ACTive Travel Crewe Award for its innovative approach to managing cyclists and other users whilst the works were being delivered. It was delivered ahead of schedule and below budget.
- 36 Work is continuing to support the Council's Regeneration Service to deliver the **Southern Gateway** (High Street Link) scheme in Crewe. Subject to land assembly, work is planned to commence on site in early Spring 2024.

HS2 Programme

- 37 During this mid-year, the service mainly focused on the progression of the HS2 assurances secured through the first round of petitioning as well as preparing, submitting and negotiating the Council's petition against the second additional provision of the Bill, AP2.
- 38 The Council is awaiting further information from Government on what the decision means for the hybrid bill process given their intention to potentially use the bill to secure the powers to deliver key sections of Northern Powerhouse Rail. The Council has written to the Prime Minister and Government Ministers seeking discussions around a fair and equitable deal for Cheshire East.

Parking Services

- 39 A borough-wide review of parking provision has been undertaken, which will be used to inform further assessments across the borough, including the car park charging strategy. A set of proposals were subject to a 6-week statutory consultation in October/November. Analysis of responses to this consultation will inform recommendations to Committee, in January 2024, on changes to parking provision with a view to make the regime more equitable across the borough.
- 40 Recruitment and retention of Enforcement Officers is an ongoing pressure on the Parking Service. 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. In accordance with the Council's policies on Job Evaluation, the roles within the parking teams have been re-evaluated leading to improved grades. It is expected that these changes will alleviate some of the recruitment / retention pressures in parking services.
- 41 The Council's Annual Monitoring Report 2021/22 was the overall winner for the North-West region of this year's national Promoting Awareness of Civil Enforcement through Reporting (PACER) Awards. Work has started to prepare the Council's updated annual monitoring report.
- 42 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.

Strategic Transport

- 43 The final Borough-wide Electric Vehicle Charging Infrastructure Strategy was approved at Highways Committee in July 2023. This strategy will form an important element of the Council's framework for investment in electric vehicle infrastructure across the borough.
- 44 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.
- 45 The Council has prepared a business case to Government's Local Electric Vehicle Infrastructure (LEVI) fund. This was submitted to the office of Zero

Emission Vehicles at the end of November. Work to procure a partner to supply, install and manage EV infrastructure is on-going and will be the subject of a further briefings to Highways Committee when bids have been received and reviewed.

Walking and Cycling

- 46 Cycling infrastructure schemes are being implemented in accordance with the Councils adopted Local Cycling & Walking Improvement Plans. The Wilmslow Station – Royal London scheme was completed and is now open. Work continues on the Crewe – Leighton – Nantwich Greenway scheme and on development of plans for a Bollin Valley Greenway in the north of the borough, linking a number of towns and key employment sites with a route that is to be integrated into regional/national networks of leisure trails.
- 47 Government announced additional funding through the Active Travel Programme which is being used to develop schemes at Manchester Rd, Wilmslow and Manchester Road, Tytherington. Consultations have taken place on these Active Travel schemes with feedback informing on-going work to deliver the schemes, especially the southern part of the route in Wilmslow where amended proposals for traffic arrangements have been brought forward ready for consultation under guidance of Active Travel England. Construction work on both schemes will commence subject to confirmation of funding from Active Travel England.
- 48 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 to deliver this scheme is now substantially complete, with only provisions at the entrance to the Tesco superstore still to be finalised.
- 49 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.

Public Transport

- 50 The pandemic 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 substantially recovered to pre-pandemic levels This has been enhanced by a number of national initiatives including the £2 fare cap. There is a more persistent reduction in concessionary travel, which remains at circa 79% of pre-pandemic levels.
- 51 The Council published its first Bus Service Improvement Plan (BSIP), in response to the National Bus Strategy. On 27th October 2023, Government confirmed the third tranche of funding awarded to BSIP's with Cheshire East Council due to received £1.187M for 2023/24 and a further £3.455M for

2024/25. Department for Transport are expected to publish further guidance to councils on how these funds may be used.

- 52 The Council is receiving higher prices for contracted services as a result of inflation and will face budgetary challenges when central government funding comes to an end. To inform these future decisions, the Council consulted on an updated set of local bus support criteria, followed by a report to Committee in November 2023 which agreed to include these changes in the prioritisation framework.
- 53 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. The current funding for Go-Too services is in its final year and without any additional award, the Council will need to determine how the service will be taken forward beyond the current funding allocation. We anticipate this decision will need to be integrated into a wider review of the Council's expenditure on supporting local bus services, following the review of MTFS for 2024/25.
- 54 The Council has formally launched an Enhanced Quality Partnership with the bus industry in Cheshire East. Government had indicated that this arrangement would be a pre-requisite for future funding awards for local bus. The EP Board meets on a quarterly basis whilst the first EP Forum met at Alderley Park in October 2023, engaging operators, user groups, councillors and business representatives in conversations about the role of the local bus network.

Consultation and Engagement

- 55 No consultation has taken place specifically on this report as it is intended to be a mid-year review for 2023-4 relating to Infrastructure and Highway services. It is worth noting that across the four service areas (Highways, Infrastructure, HS2 and Strategic Transport and Parking) that consultation is carried out where appropriate and required by legislation.

Reasons for Recommendations

- 56 To provide an update to Committee on performance across Infrastructure and Highways services for mid-year 2023-4.

Other Options Considered

- 57 Not applicable. This report is to update Committee on performance to mid-year 2023-4.

Implications and Comments

Monitoring Officer/Legal

58 There are no legal implications arising from this report.

Section 151 Officer/Finance

59 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.

60 This report considers performance for 2023-4. 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

61 This report provides an update of performance in support of policy implications from the [Corporate Plan](#) 2021-5. Details of how each of the services in Infrastructure and Highways links to the Corporate Plan are shown in Appendix 2.

Equality, Diversity and Inclusion

62 There are no equalities implications arising from this report.

Human Resources

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

Risk Management

64 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

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 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.
- 69 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 and well-being as part of our response to the climate challenge.
- 70 Infrastructure and Highways Services continues to be committed to the Council's 2025 carbon neutral target. The Carbon Neutral Board has four key work packages seeking to deliver net zero carbon. Infrastructure and Highways Services are a key contributor to the Fleet and Street Lighting work package and involved in the Nature Based In setting work package.
- 71 The services are also actively working to reduce their 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 / re-used materials and reduction in use of virgin aggregates, changes in working arrangements and travel patterns.
- 72 Infrastructure and Highways Services 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 Moddy, Director of Infrastructure and Highways Services Thomas.Moody@CheshireEast.gov.uk
Appendices:	Appendix 1: Summary of the scope of Infrastructure and Highways Services Appendix 2: Corporate Plan 2021-25: Summary of Key Priorities and Aims for Infrastructure and Highways Appendix 3: Performance Management Framework
Background Papers:	None.

OPEN

Summary of the scope of Infrastructure and Highways Services**Highways**

- 73 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 - the Council's statutory duty to manage traffic on its highway network and the impacts on the networks of neighbouring traffic authorities;
 - New Roads and Street works Act 1991 – managing street works and reinstatements by utilities; and
 - Flood Water Management Act 2010 – including the Council's statutory role as to manage flood risk in Cheshire East as Lead Local Flood Authority and its responsibility for Ordinary Watercourses.
- 74 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.
- 75 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

- 100,454 gullies
- 4,500 illuminated signs and bollards
- 5.8 million m2 of grass verge

Infrastructure

- 76 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.
- 77 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.
- 78 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.

HS2

- 79 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.
- 80 On 4th October 2023, the Prime Minister announced that the HS2 route, north of Birmingham would be scrapped. This was a devastating blow to Cheshire East who were set to benefit from HS2 services to Crewe and Macclesfield. The Prime Minister also announced that the money that would have been spent of HS2 Phases 2a and 2b would instead be reinvested back into other transport schemes across the North and the UK. However, the plans for Network North, also released on 4th October, failed to mention Cheshire East or the significant impacts of the decision on the borough.
- 81 The Council's HS2 Programme service is now focused on seeking a fair and equitable deal from Government and seeking to secure appropriate mitigations against the impacts of the decision to cancel HS2 in the north. The programme will also include the Council's response to Northern Powerhouse

Rail, which has secured funding via Network North, and passes through the Borough in the North.

Strategic Transport and Planning

- 82 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.

- 83 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.

- 84 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.

- 85 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).

- 86 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 Council's 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.

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Corporate Plan 2021-25: Summary of Key Priorities and Aims for Infrastructure and Highways

The following table demonstrates how the work of Infrastructure and Highways links to Priorities and Aims in the 2021-5 [Corporate Plan](#).

Service Area	Priority	Aims
Highway Services	A transport network that is safe and promotes active travel	Safer and well-maintained roads
Infrastructure Services	A transport network that is safe and promotes active travel	Successful delivery of the major infrastructure programme
HS2	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
Parking Services	To increase parking provision close to local transport hubs	Broadway Meadow multi-storey car park (MSCP) Complete Local Transport Plan parking reviews
Strategic Transport	Investment in electric vehicle infrastructure in our key service centres	Secure supplier and install charging points in Cheshire East car parks

Service Area	Priority	Aims
Walking and Cycling	To promote uptake of cycling in our local service centres	<p>Installation of cycle storage facilities in Cheshire East car parks</p> <p>Invest in new cycle routes and improve existing ones</p> <p>Prohibit parking in existing cycle lanes</p>
	More residents to use walking routes	<p>Promote existing routes and nature trails</p> <p>Create new walking routes between service centres</p>
Public Transport	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	<p>Submit proposals to Rural Transport Fund</p> <p>Quality bus partnerships with operators and town councils</p>
	To encourage an increase in the use of public transport (especially buses)	<p>Operators work together to share real time information</p> <p>Bus routes planned to provide multi-modal connectivity</p> <p>Cheshire East bus app developed</p>

Cheshire East Highways 2023/24 Performance Management Framework																		
Indicator Reference	Indicator Name	Indicator Type	Reporting Frequency	Description of Indicator	Target %	Apr-23	May-23	Jun-23	Q1	Jul-23	Aug-23	Sep-23	Q2	Cumulative % score to date	Comments			
Operational Performance Indicators																		
1.1	Safety Inspections	Asset Management	Monthly	This indicator measures the distance (in kilometres) of safety inspections carried out to timetable.	97.0%	100%	100%	100%	100%	100%	100%	100%	100.0%	100.0%	Measure on track.			
1.2	Category 'Emergency' Defects	Asset Management	Monthly	This indicator measures the restoration of the highway network to a safe condition within timeframe. 1 hour of notification (2 hours outside normal working hours of 8.00 hours - 17.00 hours Monday to Friday). 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.	96.0%	97.0%	100%	98.1%	98.1%	98.9%	96.9%	100%	98.6%	98.3%	Measure on track.			
1.3	Category 1-2H defects (2 - 5 working days)	Asset Management	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	96.0%	91.7%	95.4%	92.0%	93.1%	94.6%	96.0%	94.3%	95.0%	93.6%	Performance has improved and is now very close to getting back on track.			
1.4	Category 2M defects (20 working days)	Asset Management	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.	96.0%	95.3%	98.1%	95.3%	96.2%	95.3%	97.5%	98.0%	96.7%	96.5%	Measure on track.			
1.5	Number of annual sample inspections of utility works successfully completed	Asset Management	Quarterly	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	100.0%	99.6%			99.6%	99.9%			99.9%	99.7%	Measure on track.			
1.6	Structures - General Inspections	Asset Management	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 2023/24 financial year.	100.0%	100%	100%	100%	100%	100%	100%	100%	100%	100.0%	Measure on track.			
1.7	Emergency Response - Traffic signal emergencies	Asset Management	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.	100.0%	100%	100%	100%	100%	100%	100%	100%	100%	100.0%	Measure on track.			
1.8	Gully Programme - % of visits completed	Asset Management	Quarterly	This indicator is designed to monitor the delivery of the target gully cleanse programme within the contract year.	90.0%	94.1%			94.1%	101.2%			101.2%	98.8%	Measure on track.			
Strategic Performance Indicators																		
2.1	Carbon Reduction within Highways Service Depots	Council Priorities	Quarterly	This indicator measures the energy usage (diesel usage for vehicles (Fleet) / electricity for depots and offices / waste data) within the Highway Service.	467.69 tonnes	92.35 tonnes			92.35 tonnes	88.90 tonnes			88.90 tonnes	181.25 tonnes	Measure on track.			
2.2	Recycling (Landfill)	Council Priorities	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.	97.0%	100%			100%	100%			100%	100.0%	Measure on track.			
2.3	Structures - Principal Inspections	Asset Management	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 2023/24 approved Business Plan.	100.0%	100%	100%	100%	100%	100%	100%	105%	101.6%	101.4%	Measure on track.			
2.4	Customer Journey Analysis	Customer	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.	75.0%	42.5%	54.5%	74.5%	57.2%	63.8%	75.9%	67.7%	69.1%	63.1%	The team is continuing to work towards the actions identified throughout the Performance Improvement Plan.			
Service Indicators																		
3.1	LLFA Planning Applications (Flood)	Council Priorities	Quarterly	This indicator is designed to monitor the time taken to respond to statutory planning applications received by the LLFA within the contract year. The objective is to ensure that a statutory response is provided within the 21-day period.	70.0%	39.4%			39.4%	86.4%			86.4%	66.0%	Performance has improved and is now very close to getting back on track.			
3.2	Condition of Street Lighting - Structural	Asset Management	Quarterly	This indicator measures the percentage of Street Lighting 'structural' columns which are identified as in a good condition from successful inspections undertaken as part of the 6 year cycle. Inspections are carried out as part of Highway Infrastructure Asset Management Plan.	98.0%	98.5%			98.5%	98.5%			98.5%	98.5%	Measure on track.			
3.3	Condition of Street Lighting - Electrical	Asset Management	Quarterly	This indicator measures the percentage of Street Lighting 'electrical' columns which are identified as in a good condition from successful inspections undertaken as part of the 6 year cycle. Inspections are carried out as part of Highway Infrastructure Asset Management Plan.	80.0%	82.0%			82.0%	76.6%			76.6%	78.4%	We are currently on programme for completing the testing however we have now fallen below target. This is out of our control as it is asset condition.			
3.4	Condition of Illuminated signs - Structural	Asset Management	Quarterly	This indicator measures the percentage of Illuminated Signs 'structural' which are identified as in a good condition from successful inspections undertaken as part of the 6 year cycle. Inspections are carried out as part of Highway Infrastructure Asset Management Plan.	85.0%	100%			100%	94.7%			94.7%	96.1%	Measure on track.			
3.5	Condition of Illuminated signs - Electrical	Asset Management	Quarterly	This indicator measures the percentage of Illuminated Signs 'electrical' which are identified as in a good condition from successful inspections undertaken as part of the 6 year cycle. Inspections are carried out as part of Highway Infrastructure Asset Management Plan.	65.0%	66.7%			66.7%	60.7%			60.7%	62.5%	We are currently behind programme for testing and below target for condition.			
3.6	Condition of Traffic Signals - Average	Asset Management	Annual	This indicator measures the average condition of the Traffic Signal asset.	90.0%	Data to be uploaded April 2024									N/A	End of year sign off. Data due April 2024		
3.7	Condition of Principal Roads	Asset Management	Annual	This indicator identifies the percentage of principal roads (A road carriageways) where maintenance should be considered.	4.0%	Data to be uploaded February 2024									N/A	End of year sign off. Data due February 2024		
3.8	Condition of Non-Principal Roads	Asset Management	Annual	This indicator identifies the percentage of non-principal roads (B & C road carriageways) where maintenance should be considered.	5.0%	Data to be uploaded February 2024									N/A	End of year sign off. Data due February 2024		

3.9	Condition of Unclassified Roads	Asset Management	Annual	This indicator identifies the percentage of unclassified roads where maintenance should be considered.	12.0%	Data to be uploaded February 2024				N/A	End of year sign off. Data due February 2024
3.10	Condition of Footways	Asset Management	Annual	This measure identifies the percentage of footways where maintenance should be considered.	32.0%	Data to be uploaded February 2024				N/A	End of year sign off. Data due February 2024
3.11	Condition of Structures - Average	Asset Management	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).	90.0%	Data to be uploaded April 2024				N/A	End of year sign off. Data due April 2024
3.12	Customer Satisfaction with Highways Service - NHT Survey	Customer	Annual	This indicator monitors the customer satisfaction within the Highway services by utilising the national NHT survey.	46.0%	Data to be uploaded February 2024				N/A	End of year sign off. Data due February 2024
3.13	Customer Satisfaction with Highways Service - Members	Customer	Annual	This indicator monitors Cheshire East Members satisfaction within Highway services via the annual Members Survey.	46.0%	Data to be uploaded end of financial year Data to be uploaded February 2024				N/A	End of year sign off. Data due February 2024
3.14	Customer Satisfaction with Highways Service - Town & Parish Councils	Customer	Annual	This indicator monitors Cheshire East Members satisfaction within Highway services via the annual Town & Parish Survey.	46.0%					N/A	End of year sign off. Data due February 2024
3.15	Formal Correspondence & Complaints - % responded to within timeframe	Customer	Monthly	This indicator assesses the number and percentage of Formal Correspondence and Complaints received and responded to within timeframes.	90.0%	Under Review	Pending update	Under review	Pending update	Pending update	PIN submitted for Q1&Q2 performance data.

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Highways and Transport Committee

25 January 2024

Lead Local Flood Authority 2023-24 Mid-Year Review

Report of: Tom Moody, Director of Highways and Transport

Report Reference No: HTC/08/23-24

Ward(s) Affected: All Wards

Purpose of Report

- 1 This report gives an update on activity in relation to Cheshire East Council's (CEC's) role as Lead Local Flood Authority for Quarter 1 and 2 (mid-year) 2023-24.

Executive Summary

- 2 Since 2010 CEC 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 Quarter 1 and 2 2023/24 relating to its specific statutory duties and other permissive powers including:
 - Preparing and maintaining a Local Flood Risk Management Strategy;
 - Investigating internal / business flooding;
 - Reporting on significant flood events;
 - Providing consent on activities on ordinary watercourses;
 - Providing planning advice as a statutory consultee (flooding, drainage and Sustainable Urban Drainage Systems (SuDS));
 - 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; and
- 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 Quarter 1 and 2 (mid-year) 2022/23.

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 transposed 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 (from a 1 in 100 year event) and 2,885 from Fluvial Risk (Flood Zone 2 and 3).
- 7 Surface water flooding is known as Pluvial flooding 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 flooding 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. CEC is responsible for Ordinary Watercourses and the Environment Agency is responsible for Main Rivers, details available at [Statutory Main River Map \(arcgis.com\)](https://arcgis.com)
- 9 CEC is a key party in the Regional Flood and Coastal Committee (RFCC). Since 2010 CEC has been a Lead Local Flood Authority (LLFA) having powers and statutory duties to manage and co-ordinate local flood risk management activities. CEC 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 and National Highways, and businesses, 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). The Environment Agency is responsible for managing flood risk in relation to “statutory main rivers” – Examples in Cheshire East include The River Bollin, Fowle Brook.

Lead Local Flood Authority Statutory Responsibilities

- 11 As a Lead Local Flood Authority, CEC continues to deliver its statutory duties and obligations under the Flood and Water Management Act 2010. The following paragraphs detail this against CEC’s statutory duties as LLFA.
- 12 **Preparing and Maintaining a Local Flood Risk Management Strategy** - Section 9 of the Flood and Water Management Act requires CEC to create and maintain a local flood risk management strategy. CEC’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 in 2024/25.
- 13 **Investigating internal / business flooding** – The LLFA has a duty to record and investigate flooding events where people or property, businesses or critical infrastructure were involved.
- 14 In Quarter 1 and 2 there were 49 new and ongoing investigations, with 6 properties confirmed to have internal property level funding.
- 15 Where there are a number of flooding incidents to investigate, these are prioritised within the available resource, taking into account where the potential risk to the community as a whole is highest.
- 16 **Reporting on significant flood events** - Where the impact of flooding is significant, a formal flood investigation is carried out known as a Section 19 investigation. “Significant” for Cheshire East means:
 - (a) five or more properties suffering significant internal flooding in an urban area; or
 - (b) two or more properties in a rural area in any one catchment.

To date, four bespoke Section 19 reports have produced. Two have been published (denoted by an * below) and two are completing final review before publication.

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); and
- Storm Christoph 2021 (linked to flooding 20-21 January 2021).

17 The reports for Weaver Catchment and Storm Christoph are currently being reviewed for final approval. All reports once approved can be viewed at <https://www.cheshireeast.gov.uk/planning/flooding/floods-and-flood-risk/flood-investigations.aspx>.

18 **Providing 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:

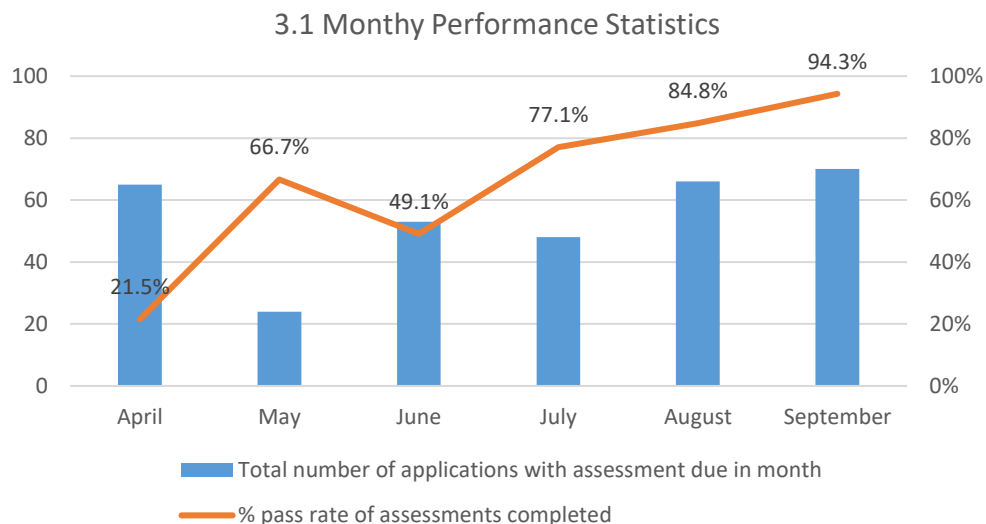
- any development within eight metres of a watercourse;
- work on structures and features on or next to the watercourse;
- work on the watercourse itself; and / or
- diversions to the watercourse.

19 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; and
- you might need consent even just for repairs or maintenance work.

20 At the mid-year point, 13 consents have been issued. Our processes are being updated and streamlined to be more efficient and cost effective this will include online applications and payment systems.

- 21 **Providing planning advice as a statutory consultee (flooding, drainage and SuDS)** – The LLFA 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](#).
- 22 At the mid-year point, 331 comments were made by the CEC as LLFA on planning consultations received by CEC. There were challenges with resources within the team to respond to planning consultations within the statutory timeframe in 2022/23, which was impacting on decision making on applications.
- 23 In response to these challenges the LLFA have been working with the Local Planning Authority this financial year to prioritise current workloads and to reduce / remove the consultee backlog. Measures are now in place to respond to any outstanding applications and to deal with new applications received. This has included successfully addressing resourcing within the team, including obtaining additional temporary resource, as well as improvements to processes to filtering and managing the requests received. This is supported by ongoing workshops and drop-in sessions with planning officers to further improve the processes and engagement with the flood team around providing responses as statutory consultee.
- 24 A new performance indicator has been established and implemented for 2023/24. This measures on a monthly basis the length of time for planning application responses. The statutory duty is to provide a response to the Local Planning Authority within 21 calendar days of receiving the consultation. Updates to performance will be reported through the mid-year and end of year reports to Highways and Transport Committee.
- 25 The LLFA has made good progress in addressing the challenge that existed in 2022/23 and this can be seen through the performance against the new performance indicator. In April, the pass rate of assessments completed was 21%; this had risen to 94.3% by the mid-year point in September.



26

27 **Maintaining a register of assets** – these are physical features that have a significant effect on flood risk across the Borough. They 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. Critical Assets are those physical features that, if they were to flood, present a significant risk to life, property or infrastructure.

28 **Carrying out physical works to manage local flood risks in Cheshire East** – The capital budget for drainage in 2023/24 has been split into two distinct allocations so that there are specific allocations for dealing with (i) flood risk issues and (ii) highway drainage. This is helping to improve delivery of capital projects by having clearer lines of accountability for delivery and prioritisation of funding. The following schemes are programmed for delivery in 2023/24 to mitigate flood risk issues:

- Nantwich Road, Bunbury - root cut, cleanse and line a section of ordinary watercourse along the highway to re-instate the full capacity, to alleviate property and highway flooding.
- Moss Lane, Styal – Investigate, trace and cleanse the full route of the culverted watercourse to outfall. Possible repair or replacement of any damaged / collapsed / undersized sections. Where possible to reinstate flow and prevent flooding of properties and the highway.

- London Road, Calveley – extensive drainage works within highway and third-party land comprising investigation, design and delivery to alleviate ongoing flooding issues within the area.
- 29 CEC 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.
- 30 CEC currently has indicative allocations for Poynton Brook and its tributaries. The LLFA team are in further discussion with the Environment Agency concerning eligibility for grant in aid and developing a funding application for works already completed in this area. These work programmes are kept under review via the Cheshire and Mid-Mersey Flood Partnership, to ensure local priorities based on risk is refreshed annually. CEC is looking to submit funding applications (where appropriate) facilitated by the resolution of resource challenges faced in 2022/23.
- 31 The LLFA team has recently successfully applied and secured the maximum £20k in Quick Win bids from the Local Levy. This will provide flood resilience measures this financial year to two separate households with elderly and vulnerable residents.
- 32 The LLFA team has also submitted two initial bids for Natural Flood Management funding for Lindow Community School, Wilmslow and Weston Skatepark, Macclesfield. It will be developing these collaboratively with support from internal and external stakeholders.
- 33 In addition to the statutory duties detailed above, CEC has permissive powers to:
- Enforce the Land Drainage Act 1991 where applicable;
 - Designate Features; and
 - Make byelaws.
- 34 To mid-year, no formal / legal action has been issued to enforce the Land Drainage Act 1991, but various investigations are ongoing and eight formal letters were issued under the Act.
- 35 **Co-ordinating activity with other local bodies and communities through public consultation, scrutiny and delivery planning -** During flooding, service responses are provided by CEC both as Lead Local Flood Authority and Highways Authority. The response is

delivered by Cheshire East Highways, who under the Highway Service Contract provide a 24/7, 365-day-a-year.

- 36 In the first six months of the year there were no named storms that have had a significant impact on the borough. However, there was a weather event 10/11th June which caused flooding to six properties.
- 37 **Co-operating with other Risk Management Authorities to improve effectiveness, delivery and efficiencies** - To tackle flood risk in an integrated way across the region, CEC is a member of the Cheshire Mid-Mersey Partnership, which is one of five in the north west of England.
- 38 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 and Coastal Committee (NW RFCC) which meets quarterly with Member and officer attendance.
- 39 Members of the flood team also attend operational and strategic level meetings with United Utilities which are held quarterly.

Sustainable Drainage System

- 40 CEC is committed to ensuring that new developments adopt sustainable approaches to surface water management. The flood risk team has contributed to new guidance, produced by CEC in its role as Lead Local Flood Authority and Local Planning Authority - the Sustainable Drainage Systems Supplemental Planning Document (SuDS SPD). Its principal purpose is to provide guidance on how planning approval applications can comply with policy requirements set out in the National Planning Policy Framework and the Cheshire East Local Plan.
- 41 A SuDS works with the landscape of its site, using a system of components to deliver more natural water management. This 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.
- 42 Internal consultation of the SuDS SPD completed in May 2023 and this will then follow with consultation through the Local Plan Consultees, including the LLFA, for formal adoption later in 2023/24.

- 43 In addition to the above, it has been announced nationally 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 CEC;
 - 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. These types of projects include delivery of major new road, rail and utility infrastructure that has regional or national importance. For example, Vyrnwy Aqueduct Modernisation Programme supplying water from Wales to Liverpool via Cheshire.
 - Applications for approval could be made to the SAB directly or through CEC combined with the planning application. A fee will be payable and there will be rights of appeal against refusal.
- 44 The impact of implementing Schedule 3 has been assessed and the implications considered by the LLFA team drawing on experience and reports on the introduction of Schedule 3 in Wales in 2019. As a result, a High Level Business Case (HLBC) has been developed and submitted by the Highways Service for consideration as part of the corporate Medium-Term Financial Strategy (MTFS) process. The HLBC sets out the need to build and equip the LLFA team to deliver the new statutory functions placed upon CEC
- 45 The implementation of Schedule 3 impacts CEC more widely than just within Highways and the LLFA team and it is important for other service areas to understand and prepare for the new duties and work together to best address the changes. As part of this the LLFA have developed a Powerpoint presentation on Schedule 3 and are organising meetings to present this to services, management teams, ward members and this Committee.

Consultation and Engagement

- 46 This report is a mid-year review of the activity of CEC in discharging its duties as Lead Local Flood Authority in 2023/24 and a full year report

will follow with the Committee's work programme. No consultation has taken place specifically on this report; consultation takes place as part of the individual schemes that are reported upon here.

Reasons for Recommendations

- 47 To provide a mid-year update to Committee on activity relating to CEC's role as Lead Local Flood Authority for 2023/24
- 48 To facilitate monitoring of the activities CEC 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

- 49 Not applicable.

Implications and Comments

Monitoring Officer/Legal

- 50 There are no legal implications for the recommendations of this review report.
- 51 Legal advice is sought for specific locations to ensure our approach is consistent and compliant when corresponding on property flooding. To mid-year there have been four such locations across the borough.

Section 151 Officer/Finance

- 52 There are no financial implications arising from the recommendations of this review report.
- 53 This review report considers activity undertaken to the mid-year point for 2023/24 relating to CEC's role as LLFA. The budget for this activity is held within the Highways Service within Highways and Infrastructure.

Policy

- 54 This review 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 to mid-year point for 2023/24 relating to CEC's role as Lead Local Flood Authority	The statutory duties placed upon CEC as Lead Local Flood Authority all contribute to mitigating flood risk and the impact on people as a result of flooding	Flood risk mitigation promotes the use of Sustainable Drainage in providing solutions to development and contributes to a thriving and sustainable place to live

Equality, Diversity and Inclusion

- 55 There are no specific equalities implications arising from the recommendations of this review report.

Human Resources

- 56 There are no human resources implications arising from the recommendations of this review report.

Risk Management

- 57 CEC has a statutory duty as LLFA. 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. Repeat events and severe flooding may result from:
- Insufficient investment and failing to carry out works;
 - Failing to maximise investment by co-ordinating with Risk Management Authorities; and
 - Not improving effectiveness, efficiency and delivery.

Rural Communities

- 58 There are no implications for rural communities arising from the recommendations of this review report.

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

- 59 There are no implications for children and young people arising from the recommendations of this review report.

Public Health

- 60 There are no implications for public health arising from the recommendations of this review report.

Climate Change

- 61 The recommendations of this review report have no direct implications for climate change in itself.
- 62 However, it is acknowledged that climate change contributes to extreme weather events such as heatwaves, droughts and floods, making them more intense. These all impact on the issue of flooding and land drainage and the actions of CEC reported on here contribute to its response to the issue of climate change.

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

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OPEN

Highways and Transport Committee

Thursday, 25 January 2024

Third Financial Review 2023/24

Report of: Alex Thompson, Director of Finance and Customer Services (s151 Officer)

Report Reference No: HTC/20/23-24

Ward(s) Affected: All Wards

Purpose of Report

- 1 This report provides Members with the third review of the Cheshire East Council forecast outturn for the financial year 2023/24. Members are being asked to consider the serious financial challenges being experienced by the Council (and other councils) and to recognise the important activities aimed at minimising the impact on services.
- 2 Members of the Committee are being asked to consider the financial performance of the Services relevant to their terms of reference.

Executive Summary

- 3 The Council operates a financial cycle of planning, monitoring and reporting. This review is part of the monitoring cycle and provides a forecast outturn position for the 2023/24 financial year. The information in this report also supports planning for next year's budget. This report supports the Council priority of being an open and enabling organisation, ensuring that there is transparency in all aspects of Council decision making.
- 4 The full report was received by Finance Sub Committee on 11 January 2024. Service Committees will receive the sections relevant to their committee (see Appendices).

RECOMMENDATIONS

The Highways and Transport Committee:

1. Consider the report of the Finance Sub Committee: [Finance Sub Committee, 11th January, 2024](#)
2. Consider the factors leading to a forecast Net Revenue financial underspend of £0.2m against a revised budget of £11.2m (1.8%), for Highways and Transport Committee services.
3. Consider the forecast and any further mitigations to be identified.
4. Consider the in-year forecast Capital Spending of £68.1m against an approved MTFS budget of £63.9m, in respect of Highways and Transport Committee projects.
5. Scrutinise the contents of Annex 1 and Appendix 6 and note that any financial mitigation decisions requiring approval will be made in line with relevant delegations.

Reasons for Recommendations

- 5 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.
- 6 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:	Alex Thompson, Director of Finance and Customer Services (s151 Officer) alex.thompson@cheshireeast.gov.uk Paul Goodwin, Head of Finance & Deputy Chief Finance Officer paul.goodwin@cheshireeast.gov.uk
Appendices:	1 Third Financial Review 2023/24 2 Annex 1 – Third Financial Review 2023/24
Background Papers:	Medium Term Financial Strategy 2023-27 First Financial Review 2023/24 Second Financial Review 2023/24

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OPEN

Finance Sub Committee

11 January 2024

Third Financial Review 2023/24

Report of: Alex Thompson, Director of Finance and Customer Services

Report Reference No: FSC/29/23-24

Ward(s) Affected: All Wards

Purpose of Report

- 1 This report provides Members with the third review of the Cheshire East Council forecast outturn for the financial year 2023/24. Members are being asked to consider the serious financial challenges being experienced by the Council (and other councils) and to recognise the important activities aimed at minimising the impact on services.
- 2 The report highlights the ongoing negative impact of high inflation, rising interest rates and increasing demand for services since the Council set its budget in February 2023. Annex 1 of the report highlights in detail what the Council is forecasting to achieve as part of the 2023/24 budget. Tables include updates to items identified in the MTFS plus further items identified in-year.
- 3 Reporting the financial forecast outturn 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 requests Member approval for amendments to the Council's budget in-line with authorisation levels within the Constitution.

Executive Summary

- 5 The Council operates a financial cycle of planning, monitoring and reporting. This review is part of the monitoring cycle and provides a forecast outturn position for the 2023/24 financial year. The information

in this report also supports planning for next year's budget. This report supports the Council priority of being an open and enabling organisation, ensuring that there is transparency in all aspects of Council decision making.

- 6 The Council set its 2023/24 annual budget in February 2023. The budget was balanced, as required by statute, and included important assumptions about spending in the year. The budget is part of the Medium-Term Financial Strategy (MTFS) 2023 to 2027.
- 7 The MTFS for 2023/24 included £70m of service growth and £42m of service savings. The equivalent figures for 2022/23 were £21m of growth and £7m of savings. This highlights the challenge of delivering the 2023/24 budget even before the impact of increased demand, prevailing high inflation and rising interest rates.
- 8 Prices, and demand, for services to support children and adults that require Council services continue to rise, reflecting complexity of care needs and market conditions.
- 9 The third financial review of 2023/24 is forecasting a pressure of £13.0m by 31 March 2024, an improvement of £5.7m compared to second financial review.
- 10 Improvements since second financial review include:
 - (a) Increased use of flexible capital receipts.
 - (b) Increased income.
 - (c) Holding vacant posts.
 - (d) Reducing non-essential spend.
- 11 As the Council continues to monitor the position closely, the aim is to reduce the financial pressure to Nil in 2023/24. This will ensure that the Council's reserves will be protected for future years.
- 12 The Council's General Fund Reserve balance is currently at £14.1m. A forecast outturn of £13.0m deficit would nearly eradicate the Council's remaining General Fund Reserve balance, severely reducing the ability of the Council to produce a balanced MTFS for the next financial year(s). There is also limited scope in the Council's other earmarked reserves to help mitigate the current forecast pressure as they have been set aside for specific purposes such as: funding the capital programme, future changes in funding Local Authorities by central government, and Insurance claims.
- 13 The Reserves balances are still lower than the Council would like, so the Council will be looking at opportunities to increase the General Fund Reserve, or to not draw down on an earmarked reserve where that is

possible, to ensure the Council has a robust level of reserves moving forward and is financially resilient.

- 14 In October 2023, the Cheshire East Budget Response Team (CEBERT) was set up to lead on coordinating this work across the organisation. Weekly meetings are chaired by the Chief Executive with updates relating to the workstreams identified in the review. These workstreams include Establishment Management, Spending Control Panel, Pricing Strategies and Capital Spending. The impact of this work, as well as focused activity on services within each committee is reflected in Annex 1. The Chief Executive has arranged for frequent Member updates on progress.
- 15 The financial pressures being experienced by Cheshire East Council are not unique. A recent [Local Government Association \(LGA\) Survey](#) reported that almost one in five council leaders and chief executives in England surveyed think it is very or fairly likely that their chief finance officer will need to issue a Section 114 notice this year or next due to a lack of funding to keep key services running. The LGA estimates that councils in England face a £4 billion funding gap over the next two years just to keep services standing still.
- 16 The LGA survey of council leaders and chief executives also reported:
 - (a) Half are not confident they will have enough funding to fulfil their legal duties next year (2024/25). This includes the delivery of statutory services.
 - (b) Nearly two thirds of council leaders and chief executives said there were no announcements in the Autumn Statement that they thought would help them deal with their council's financial position.
- 17 The LGA said the circumstances that have led to a Section 114 notice so far have been unique to each local area and the pressures they face. However, all those that have had to curb spending in this way have faced the same underlying pressures - councils' core spending power falling by 27 per cent in real terms from 2010/11 to 2023/24, the impact of the pandemic, rising demand for services, in particular statutory services like social care and homelessness support, and the extra costs to provide them.
- 18 The UK Parliament's Levelling Up, Housing and Communities Committee opened up a new inquiry [Financial distress in local authorities](#) in early November 2023 to "examine the current landscape of financial resilience in local authorities in England, what lessons can be learned from the recent issuers of section 114 notices, and how the various responsible bodies are fulfilling their responsibilities to ensure effective and sustainable local government". The Committee has

considered oral and written evidence on the subject over various hearings in November/December 2023. It is usual for a report to be published following such an inquiry.

- 19 Local authorities that have committed, or are likely to commit to, financial activities beyond their legal means must issue a s.114 notice. This has already happened for various reasons at eight local authorities to date (Birmingham, Northamptonshire, Nottingham, Northumberland, Croydon, Woking, Thurrock, and Slough). The pressures quoted in these councils are between £35m and £1.5bn.
- 20 Please see Financial Implications section for risks and consequences relating to a s.114 notice.
- 21 Press articles continue to report that more councils are concerned about further s.114 notices being issued. Further Councils identified since [Second Financial Review](#) include Dudley, Hampshire and Windsor and Maidenhead. The pressures quoted in these councils reported range from £8.5m to £47m.
- 22 Local authorities, including Cheshire East Council, therefore continue to liaise with Government departments over the severity of so many emerging financial issues. The Council achieves this liaison either directly or through professional or political networks. The focus of this lobbying for Cheshire East Council is on the following important local issues:
 - (a) High needs / special educational needs deficit.
 - (b) Capital Funding and HS2.
 - (c) Children's Services.
 - (d) Local Government Settlement.
- 23 **Annex 1: Third Financial Review 2023/24**
- 24 **Financial Stability:** Provides information on the overall financial stability and resilience of the Council. It demonstrates how spending in 2023/24 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.
- 25 **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 Highways and Transport Committee.

Appendix 7 Finance Sub-Committee.

Appendix 7a Update to the Treasury Management Strategy.

Appendix 7b Update to the Investment Strategy.

RECOMMENDATIONS

The Finance Sub Committee:

1. Consider the factors leading to a forecast adverse Net Revenue financial pressure of £13.0m against a revised budget of £353.1m (3.7%).
2. Consider the forecast and further mitigations needing to be identified, aimed at bringing spending back in-line with budget.
3. Consider the in-year forecast Capital Spending of £171.1m against an approved MTFS budget of £214.7m, due to slippage that has been re-profiled into future years.
4. Scrutinise the contents of Annex 1 and each of the appendices and note that any financial mitigation decisions requiring approval will be made in-line with relevant delegations.
5. Approve fully funded supplementary revenue estimates over £500,000 up to £1,000,000 in accordance with Financial Procedure Rules as detailed in **Appendix 2 Children and Families Committee, Section 2 Corporate Grants Register, Table 3.**
6. Approve fully funded supplementary revenue estimates over £500,000 up to £1,000,000 in accordance with Financial Procedure Rules as detailed in **Appendix 5 Environment and Communities Committee, Section 2 Corporate Grants Register, Table 2.**
7. As recommended by the Economy and Growth Committee on the 12th September 2023, approve a virement of £6.8m from the North Cheshire Garden Village project to create a separate project for the S106 Development obligations that is required by the Local Planning Authority to fund the initial infrastructure works on the site. As detailed in **Appendix 7 Finance Sub Committee, Section 5 Capital Strategy, Table 5.**

Background

- 26 Managing performance is essential to the achievement of outcomes. This is especially important in evidencing the achievement of value for money across an organisation the size of Cheshire East Council. The Council is the third largest local authority in the Northwest of England, responsible for approximately 500 services, supporting over 398,000 local people. Gross annual spending is over £750m, with a revised net revenue budget for 2023/24 of £353.1m.
- 27 The management structure of the Council is organised into four directorates: Adults, Health and Integration; Children's Services; Place; and Corporate Services. The Council's reporting structure provides forecasts of a potential year-end outturn within each directorate during the year, as well as highlighting activity carried out in support of each outcome contained within the Corporate Plan.
- 28 The political structure of the Council is organised into six committees, with a single sub-committee, all with financial responsibilities acutely aligned to the management structure. Performance against the 2023/24 Budget within each Committee, and the sub-committee, is outlined in Table 1 below.

Table 1 – Revenue Outturn Forecast split by the Six Service Committees and the Finance Sub-Committee

2023/24	Revised Budget	Forecast Outturn	Forecast Variance FR3	Forecast Variance FR2	Movement from FR2 to FR3
	(NET) £m	£m	£m	£m	£m
Service Committee					
Adults and Health	136.5	141.5	5.0	4.7	0.3
Children and Families	80.3	90.3	10.0	10.8	(0.8)
Corporate Policy	41.7	40.7	(1.0)	(0.5)	(0.5)
Economy and Growth	24.8	22.0	(2.8)	(1.9)	(0.9)
Environment and Communities	48.7	51.8	3.1	3.5	(0.4)
Highways and Transport	11.2	11.0	(0.2)	1.2	(1.4)
Sub-Committee					
Finance Sub	(343.2)	(344.3)	(1.1)	0.9	(2.0)
TOTAL	-	13.0	13.0	18.7	(5.7)

National Key issues causing the pressures

- 29 The national economic position of the UK has seen prevailing high inflation. The Office for Budget Responsibility (OBR) forecast, in March 2023, that inflation should reduce to 2.9% by quarter 4 of 2023.

However, that forecast has been updated (in November 2023) to 4.8%. The Council is affected by inflation in wages (for Council staff and staff of contracted services), utilities and fuel. But the Council cannot inflate in-year income from Council Tax, Business Rates or Government Grants. The forecast impact of additional pay inflation above the estimates in February is £2.8m.

- 30 The national economic position of the UK is seeing increasing interest rates. In January 2023, when the current MTFS was drafted, interest rates were at 3.5%. Current interest rates are 5.25%. The Council has loans of £303m, mainly acquired to support important Highway and Regeneration schemes, and is therefore exposed to financial pressure from increasing borrowing costs. The Council is receiving more money from investments, but this does not offer adequate compensation. Interest rates are forecast to reduce once inflation is controlled which means a shift to long-term borrowing at this point is not a favourable option.
- 31 In November 2023, the Chancellor presented the Autumn Statement. There were no direct announcements on funding for Local Government that changed the announcements already made. The Chancellor will use the new powers to de-couple the business rates multipliers, to freeze the small business rating multiplier, and to index the standard multiplier. This will complicate the settlement, but it will not significantly affect the funding that is received by local authorities.
- 32 Details of the funding allocations for each local authority will be confirmed at the provisional settlement due w/c 18th December 2023 but will mainly focus on allocations for 2024/25. Council tax referendum limits were confirmed as part of the Policy Statement 2024/25 made on 5th December. Limits for “core” Band D council tax have been set once again at 2.99% for base increases, plus 2% ringfenced for Adult Social Care. The Policy Statement also confirmed the continuation of the New Homes Bonus grant for another year, again, attracting no legacy payments.
- 33 Demand for public services, particularly those that are required to support the health and wellbeing of local residents, has increased since the pandemic. Temporary grants associated with the pandemic have ended though. The Council is experiencing demand for care for more individuals, which is driving up costs, as well as experiencing more complex demand that requires more hours of support in each case.

Consultation and Engagement

- 34 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

- 35 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.
- 36 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.
- 37 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.
- 38 In approving the Cheshire East Council Medium-Term Financial Strategy Members of the Council had regard to the robustness of estimates and adequacy of reserves as reported by the s.151 Officer. The s.151 Officer's report highlighted the importance of each element of the MTFS and the requirement to achieve all the proposals within it. The recommendations of this report highlight the need for ongoing activity to manage the financial pressure being experienced by the Council.

Other Options Considered

- 39 None. This report is important to ensure Members of the Committee are sighted on the financial pressure the Council is facing and the activity to date to try and mitigate this issue. Activity is required to ensure the Council balances its expenditure and income without serious impact on essential Council services.
- 40 Do nothing. Impact – Members are not updated on the financial position of the Council. Risks – Not abiding by the Constitution to provide regular reports.

Implications and Comments

Monitoring Officer/Legal

- 41 The legal implications surrounding the process of setting the 2023 to 2027 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 for 2023/24. Implications arising from individual proposals regarding service growth and savings have and will continue to be the subject of ongoing advice and support.
- 42 Implications arising directly from this report relating to the internal processes of approving supplementary estimates and virements referred to are governed by the Constitution and in particular the Finance Procedure Rules.
- 43 In relation to the proposed review to ensure that all available resources are directed towards the delivery of statutory functions, savings and efficiency plans, it should be noted that local authorities are creatures of statute. They are created by statute and are regulated through the legislative regime and whilst they have in more recent times been given a general power of competence, this must operate within that regime. Within the statutory framework there are specific obligations placed upon a local authority to support communities. These duties encompass general and specific duties and there is often significant local discretion in respect of how those services or duties are discharged. These will need to be assessed and advised on as each circumstance is considered.

Section 151 Officer/Finance

- 44 The Council's financial resources are agreed by Council and aligned to the achievement of stated outcomes for local residents and communities. Monitoring and managing performance helps to ensure that resources are used effectively, and that business planning and financial decision making are made in the right context.
- 45 Reserve levels are agreed, by Council, in February each year and are based on a risk assessment that considers the financial challenges facing the Council. If spending associated with in-year delivery of services is not contained within original forecasts for such activity it may be necessary to vire funds from reserves.
- 46 The unplanned use of financial reserves could require the Council to deliver a greater level of future savings to replenish reserve balances and/ or revise the level of risks associated with the development of the Reserves Strategy in future.

- 47 As part of the process to produce this report, senior officers review expenditure and income across all services to support the development of mitigation plans that will return the outturn to a balanced position at year-end.
- 48 Forecasts contained within this review provide important information in the process of developing the Medium-Term Financial Strategy. Analysis of variances during the year will identify whether such performance is likely to continue, and this enables more robust estimates to be established.
- 49 The risk associated with the scale of these challenges is that the Council could act illegally, triggering the requirement for a s.114 report from the Chief Financial Officer. Illegal behaviour in this context could materialise from two distinct sources:
- i) Spending decisions could be made that exceed the available resources of the Council. This would unbalance the budget, which is unlawful.
 - ii) Spending decisions to restrict or hide pressures could be made that avoid an immediate deficit, but in fact are based on unlawful activity.
- 50 The consequences of the Council undermining a budget with illegal activity, or planned illegal activity, is the requirement to issue a s.114 report. Under these circumstances statutory services will continue and existing contracts and commitments must be honoured. But any spending that is not essential or which can be postponed must not take place.
- 51 Further consequences would be highly likely and could include the appointment of Commissioners from the DLUHC, and potential restrictions on the decision-making powers of local leaders.

Policy

- 52 This report is a backward look at Council activities and predicts the year-end position. It supports the Corporate Plan aim Open and priority to be an open and enabling organisation.
- 53 The forecast outturn position, ongoing considerations for future years, and the impact on general reserves will be fed into the assumptions underpinning the 2024 to 2028 Medium-Term Financial Strategy.
- 54 The approval of supplementary estimates and virements are governed by the Finance Procedure Rules section of the Constitution.

Equality, Diversity and Inclusion

- 55 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

- 56 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

- 57 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

- 58 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)

- 59 The report provides details of service provision across the borough and notes the pressure on Children in Care.

Public Health

- 60 This report is a backward look at Council activities at the third review and provides the forecast 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

- 61 There are no direct implications for climate change.

Access to Information	
Contact Officer:	<p>Alex Thompson</p> <p>Director of Finance and Customer Services (Section 151 Officer)</p> <p>alex.thompson@cheshireeast.gov.uk</p> <p>01270 685876</p>
Appendices:	<p>Annex 1 including:</p> <p>Section 1 provides information on the overall financial stability and resilience of the Council. Further details are contained in the appendices.</p> <p>Appendix 1 Adults and Health Committee.</p> <p>Appendix 2 Children and Families Committee.</p> <p>Appendix 3 Corporate Policy Committee.</p> <p>Appendix 4 Economy and Growth Committee.</p> <p>Appendix 5 Environment and Communities Committee.</p> <p>Appendix 6 Highways and Transport Committee.</p> <p>Appendix 7 Finance Sub-Committee.</p> <p>Appendix 7a Update to the Treasury Management Strategy.</p> <p>Appendix 7b Update to the Investment Strategy.</p>
Background Papers:	<p>The following are links to key background documents:</p> <p>Medium Term Financial Strategy 2023-2027</p> <p>First Financial Review</p> <p>Second Financial Review</p>



Third Financial Review 2023/24

January 2024

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 £750m.

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 and interest rates. 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 is resulting in a forecast outturn of £13.0m against a net revenue budget of £353.1m. The most significant impact is within the rising costs of Children's Social Care. Further activity is required to identify other mitigating measures.

When the 2023/24 budget was set, in February 2023, it was highlighted that the use of reserves was not sustainable in the medium term. Net spending therefore needs to be contained within the estimates of expenditure that form the budget. The forecasts at first review highlight pressures due to demand, inflation, interest rates and pay negotiations. These will almost certainly affect the medium term finances of the Council. This situation must be addressed now and as part of the MTFS process for 2024 to 2028.

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 2023/24.

The **Financial Stability** section provides information on the overall financial stability and resilience of the Council. It demonstrates how spending in 2023/24 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** Highways and Transport Committee.
- **Appendix 7** Finance Sub-Committee.
- **Appendix 7a** Update to the Treasury Management Strategy.
- **Appendix 7b** Update to the Investment Strategy.

Alex Thompson

Director of Finance and Customer Services
(Section 151 Officer)

Contents

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2023/24 Outturn Forecast - Financial Position

2023/24	Revised Budget (NET) £m	Forecast Outturn £m	Forecast Variance £m	For further information please see the following sections
SERVICE DIRECTORATES				
Adults, Health and Integration	136.5	141.5	5.0	Appendix 1
Children's Services	80.3	90.3	10.0	Appendix 2
Place - Directorate/Growth & Enterprise	24.8	22.0	(2.8)	Appendix 4
Place - Environment & Neighbourhood Services	48.7	51.8	3.1	Appendix 5
Place - Highways & Infrastructure	11.2	11.0	(0.2)	Appendix 6
Corporate Services	41.7	40.7	(1.0)	Appendix 3
Total Services Net Expenditure	343.2	357.3	14.1	
CENTRAL BUDGETS				
Capital Financing	19.0	19.0	-	Appendix 7 Section 5
Transfer to/(from) Earmarked Reserves	(7.4)	(7.4)	-	Appendix 7 Section 6
Transfer from MTFs Earmarked Reserve	-	-	-	Appendix 7 Section 6
Corporate Contributions / Central Budgets	(1.7)	(2.8)	(1.1)	Appendix 7
TOTAL NET EXPENDITURE	353.1	366.1	13.0	
Business Rates Retention Scheme	(55.3)	(55.3)	-	Appendix 7 Section 2
Specific Grants	(26.8)	(26.8)	-	Appendix 7 Section 3
Council Tax	(271.1)	(271.1)	-	Appendix 7 Section 2
Net Funding	(353.1)	(353.1)	-	
NET (SURPLUS) / DEFICIT	-	13.0	13.0	

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 inflation, the legacy impact of the Coronavirus pandemic on people and on the economy 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. The affects of inflation on contracts, utilities and wage levels are affecting costs across all services.
3. **Table 1** provides a service summary of financial performance. The current forecast is that services will be £14.1m over budget in the current year which includes mitigating actions identified to date. The 2023/24 Approved Budget Policy Changes and Forecast Variances provide further details and changes to service net budgets since the Medium-Term Financial Strategy (Section 2 in the **Appendices 1-6**).
4. It also shows that central budgets are forecast to be £1.1m below budget resulting in an overall forecast outturn of £13.0m against a net revenue budget of £353.1m.
5. Further items impacting on the level of the Council's balances are detailed in **Appendix 7**.

Table 1 - Service Revenue Outturn Forecasts

2023/24	Revised Budget	Forecast Outturn	Forecast Variance	Forecast Variance FR1	Movement from FR2 to FR3
	(NET)				
	£m	£m	£m	£000	£000
SERVICE DIRECTORATES					
Adult Social Care - Operations	137.9	142.9	4.9	4.7	0.3
Commissioning	(1.4)	(1.4)	0.1	0.1	0.0
Public Health	-	-	-	-	-
Adults and Health Committee	136.5	141.5	5.0	4.7	0.3
Directorate	0.7	0.5	(0.2)	0.1	(0.3)
Children's Social Care	49.0	58.1	9.2	9.4	(0.3)
Strong Start, Family Help and Integration	7.4	6.4	(1.0)	(0.6)	(0.4)
Education & 14-19 Skills	23.2	25.2	2.0	1.8	0.2
Children and Families Committee	80.3	90.3	10.0	10.8	(0.8)
Directorate	0.3	0.1	(0.2)	(0.2)	-
Growth & Enterprise	24.5	21.9	(2.6)	(1.7)	(0.9)
Economy and Growth Committee	24.8	22.0	(2.8)	(1.9)	(0.9)
Environment & Neighbourhood Services	48.7	51.8	3.1	3.5	(0.4)
Environment and Communities Committee	48.7	51.8	3.1	3.5	(0.4)
Highways & Infrastructure	11.2	11.0	(0.2)	1.2	(1.3)
Highways and Transport Committee	11.2	11.0	(0.2)	1.2	(1.3)
Directorate	0.6	0.3	(0.26)	(0.1)	(0.2)
Finance & Customer Services	13.3	13.1	(0.19)	0.2	(0.3)
Governance & Compliance Services	10.8	10.4	(0.37)	(0.4)	0.1
Communications	0.7	0.7	0.01	0.0	0.0
HR	2.6	2.2	(0.35)	(0.2)	(0.1)
ICT	11.8	12.1	0.28	0.4	(0.1)
Policy & Change	2.0	1.9	(0.08)	(0.3)	0.2
Corporate Policy Committee	41.7	40.7	(1.0)	(0.5)	(0.5)
TOTAL SERVICES NET EXPENDITURE	343.2	357.3	14.1	17.8	(3.6)
CENTRAL BUDGETS					
Capital Financing	19.0	19.0	-	0.4	(0.4)
Transfer to/(from) Earmarked Reserves	(7.4)	(7.4)	-	-	-
Corporate Contributions / Central Budgets	(1.7)	(2.8)	(1.1)	0.5	(1.6)
Finance Sub-Committee - Central Budgets	9.9	8.8	(1.1)	0.9	(2.0)
TOTAL NET EXPENDITURE	353.1	366.1	13.0	18.7	(5.7)
Business Rates Retention Scheme	(55.3)	(55.3)	-	-	-
Specific Grants	(26.8)	(26.8)	-	-	-
Council Tax	(271.1)	(271.1)	-	-	-
Finance Sub-Committee - Net Funding	(353.1)	(353.1)	-	-	-
NET (SURPLUS) / DEFICIT	-	13.0	13.0	18.7	(5.7)
General Reserves Balance					
2023/24 Budget					
£m					
Opening Balance April 2023	14.1	Actual			
2023/24 Impact on Reserves (see above)	(13.0)	Forecast			
Closing Balance March 2024	1.1	Forecast			

Appendices to Third Financial Review 2023/24

January 2024

Appendix 6: Highways and Transport Committee

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- 5. Capital Strategy
- 6. Reserves Strategy

Appendix 6

Highways and Transport Committee

1. Changes to Revenue Budget 2023/24 since Second Financial Review

	Second Review Revised Net Budget	Adjustments to FR2 Budget	Third Review Revised Net Budget	Unringfenced Grants to be Actioned
	£000	£000	£000	£000
Highways & Infrastructure	11,180	-	11,180	13
Highways and Transport Committee	11,180	-	11,180	13

Note the unringfenced grants to be actioned column includes the expenditure part of centrally held unringfenced grants. These budget adjustments will take place once all third quarter approvals have been given.

Highways and Transport Committee

2. 2023/24 Approved Budget Policy Changes and Forecast Variances

Forecast Outturn Commentary:

Highways & Infrastructure are reporting an underspend of £0.2m against a net budget of £11.2m. This is a £1.4m improvement over the forecast reported at the second finance review. The main reasons for the change are:

- Increased income and holding vacancies within the Parking service (-£0.4m)
- The release of a reserve and reduced expenditure for HS2 (-£0.5m)
- Holding vacant posts and additional income from Infrastructure (-£0.3m)
- Highways staffing savings (-£0.1m)
- Strategic Transport savings (-£0.1m).

The programme of parking initiatives to deliver the parking savings from the 2023/24 MTFS is being considered by Highways and Transport Committee in January 2024. If agreed, they will be implemented from April 2024. This is forecast to be a pressure of £1.6m in the current year accounts. There are £0.3m of pressures within Strategic Transport relating to an unachievable historic saving from the ASDV review and pressures within Ansa Transport. The pay rise above budget rates is forecast to lead to an additional pressure in-year of £0.1m. There are staffing savings across the majority of services as vacancies are held to help with the overall financial position. Higher income levels in Highways are also helping to offset increased energy costs due the time required to implement the energy saving for Street Lighting MTFS proposal. Due to wet weather conditions experienced recently there has been a significant increase in road defects (potholes) applying pressure to highways budgets.

Some in-year mitigations are included in the forecast outturn position reflecting the partial release of the flooding and depot reserves. Further mitigations to be determined include stopping non-essential spending, continued vacancy management and lobbying government on recognition of inflation on highway schemes funded from grants.

MTFS Ref No	Detailed List of Service Budget Changes	2023/24 £m	2023/24 Variance £m	Commentary
	Highways and Transport Committee	-0.842**		** Totals will not match to MTFS as Place Restructuring items all moved under E&G. No.98 moved to H&T.
98	Move to a single contractor to maintain all Council owned green spaces	-0.075	-	Works are continuing to migrate the grounds maintenance functions from highways to with ANSA Environmental Services Ltd as the single provider of these services. There is a slippage on delivery to 2024/25. This is being mitigated within Highways.
102	Pay inflation	0.265	0.094	The total cost of pay inflation will exceed 5% based on national pay negotiations. This may be mitigated through management of vacancies.
103	Local Bus	0.080	0.250	Additional government funding to support local bus allocation to be determined with local Operators and H&T representatives.
104	Highways	-0.579	-	Budget adjustment on track as a result of a number of internal changes including greater capitalisation of highways maintenance works.
105	Energy saving measures from streetlights	-0.242	0.242	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 realise energy savings. This will need to be added to the capital programme est. £7–£10m. September consultation. The £0.242m saving is expected to be made in 2024/25 if the capital investment is made.
106	Pension Costs Adjustment	-0.172	-	On track, subject to ongoing monitoring, dependent on in-year staffing costs.
108	Parking	-0.119	1.575	Town by town analysis on parking well underway to inform consultation exercise. Car park usage monitoring now complete. The majority of the £1.575m income is expected in 2024/25 subject to committee decision.
	Increased Highways income to mitigate the energy saving from		-0.242	

	streetlights savings pressure			
	Parking Savings		-0.699	Staffing vacancies, reduced expenditure and increased income.
	Highways Savings		-0.394	Partial releases of depot reserve and flooding reserves plus staffing savings.
	HS2 Savings		-0.583	Partial release of reserve plus staffing savings and reduced expenditure.
	Infrastructure Savings		-0.304	Staff savings and increased income.
	Ansa Transport		0.091	Pay inflation plus unmitigated pressure.
	Strategic Transport Savings		-0.216	Staffing savings and improvement in concessionary fares.
	TOTAL FORECAST VARIANCE		-0.186	
	Further Mitigating Actions		TBD	Stop non-essential spend and continued vacancy management. Lobby government on recognition of inflation on highway schemes funded from grants.
	REVISED FORECAST VARIANCE		-0.186	

Highways and Transport Committee

3. Corporate Grants Register

- 3.1 Cheshire East Council receives two main types of Government grants; specific purpose grants and general use grants. Specific purpose grants are held within the relevant service with a corresponding expenditure budget. Whereas general use grants are held in central budgets with a corresponding expenditure budget within the allocated service area.
- 3.2 Spending in relation to specific purpose grants must be in line with the purpose for which it is provided.
- 3.3 The increase in specific purpose grants mainly relates to the Local Electric Vehicle Infrastructure grant. Details of increases in specific purpose and general use grants are provided in **Table 2** and **Table 3**.
- 3.4 **Table 1** provides a detailed listing of all Highways & Transport related grants, their movements between the reporting period and the treatment of the grant.
- 3.5 **Table 2** shows additional **specific purpose** grant allocations that have been received which are £500,000 or less and are for noting only.
- 3.6 **Table 3** shows additional **general use** grant allocations that have been received which are £500,000 or less and are for noting only.

Table 1 – Corporate Grants Register

Grants 2023/24	Original Budget	Revised Forecast Mid-Year	Revised Forecast FR3	Change from Mid-Year Forecast	Treatment of Grant
	2023/24 £000	2023/24 £000	2023/24 £000	2023/24 £000	Notes 2 - 5
HIGHWAYS & TRANSPORT					
Specific Purpose (Held within Services)					
Bus Service Operators Grant	0	348	348	0	
Bus Capacity Grant - brought-forward	0	179	179	0	
Local Transport Fund - brought-forward	0	219	219	0	
Local Transport Fund	0	390	390	0	
Better Deal for Buses - Supported Bus Services - brought-forward	0	320	320	0	
Better Deal for Buses - Rural Mobility Grant - brought-forward	0	5	5	0	
Bus Support Grant - brought-forward	0	147	147	0	
Local Authority Capability Fund - brought-forward	0	154	154	0	
LTA Enhanced Partnership Grant - brought-forward	0	171	171	0	
Local Electric Vehicle Infrastructure (LEVI)	0	70	230	159	SRE
Bus Service Improvement Plan+ (BSIP+)	0	1,188	1,188	0	
Bus Fare Cap Grant	0	1	1	0	
Active Travel Capability Fund	0	0	72	72	SRE
Total Highways & Transport - Specific Purpose	0	3,191	3,422	231	
General Use (Held Corporately)					
Pavement Licensing - New Burdens	0	0	13	13	SRE
Total Highways & Transport - General Use	0	0	13	13	
TOTAL HIGHWAYS & TRANSPORT	0	3,191	3,434	244	

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.

Table 2 – DECISION DELEGATED TO OFFICERS

Supplementary Revenue Estimate Requests for Allocation of Additional Grant Funding (Specific Purpose) £500,000 or less

Committee	Year	Type of Grant	£000	Details
Highways and Transport	2023/24	Active Travel Capability Fund (Specific Purpose)	72	This is a new grant from Active Travel England. This funding is to be used to build on the outcomes of the cycle audit to assess the sufficiency of cycle storage provision (quality/location) and to determine potential improvements in each town, linking to other active travel investment priorities; complete the consultation and design work on Clayton Bypass and; Contribute towards the design work on Manchester Road.
Highways and Transport	2023/24	Local Electric Vehicle Infrastructure (LEVI) (Specific Purpose)	159	Increase on Financial Review 2 position. This grant is from the Department for Transport (DfT). This is capability funding to ensure that local authorities have dedicated staff to undertake the planning and delivery of charging infrastructure.
Total Specific Purpose Allocations less than £500,000			231	

Table 3 – DECISION DELEGATED TO OFFICERS

Supplementary Revenue Estimate Requests for Allocation of Additional Grant Funding (General Use) £500,000 or less

Committee	Year	Type of Grant	£000	Details
Highways and Transport	2023/24	Pavement Licensing - New Burdens (General Use)	13	This grant is from the Department for Levelling Up, Housing and Communities (DLUHC). New Burden grant relating to the introduced temporary measures through the Business and Planning Act 2020 to support businesses selling food and drink during the economic recovery while social distancing guidelines remain in place. The bill streamlines the process of obtaining permission for the placing of tables and chairs outside a business on the pavement.
Total General Use Allocations less than £500,000			13	

Highways and Transport Committee

4. Debt Management

	Outstanding Debt £000			Over 6 months old £000		
	Sep-23	Oct-23	Increase / (Decrease)	Sep-23	Oct-23	Increase / (Decrease)
Highways and Transport Committee						
Highways and Infrastructure	1,000	1,076	76	650	642	(8)

Note: Outstanding debt increase mainly due to two invoices (£29,000 and £48,000 respectively).

Highways and Transport Committee

5. Capital Strategy

Highways & Transport														CAPITAL
CAPITAL PROGRAMME 2023/24 - 2026/27														
Scheme Description	Forecast Expenditure							Forecast Funding					Total Funding £000	
	Total Approved Budget £000	Prior Years £000	Forecast Budget 2023/24 £000	Forecast Budget 2024/25 £000	Forecast Budget 2025/26 £000	Forecast Budget 2026/27 £000	Total Forecast Budget 2023-27 £000	Grants £000	External Contributions £000	Revenue Contributions £000	Capital Receipts £000	Prudential Borrowing £000		
Committed Schemes in progress														
Highways														
A532 Safer Road Fund Scheme	1,223	346	577	300	0	0	877	778	0	0	0	99	877	
A536 Safer Road Fund Scheme	2,404	1,817	517	70	0	0	587	493	0	0	0	94	587	
A537 Safer Road Fund Scheme	2,733	2,001	632	100	0	0	732	489	0	0	0	243	732	
Air Quality Action Plan	473	339	99	35	0	0	134	108	10	0	0	15	134	
Alderley Edge Bypass Scheme Implementation	60,611	60,358	25	228	0	0	253	0	0	0	0	253	253	
Bridge Maintenance Minor Wks	9,869	7,641	2,228	0	0	0	2,228	1,524	0	0	0	703	2,228	
Client Contract and Asset Mgmt	1,243	393	792	58	0	0	850	680	0	0	0	170	850	
Crewe Rail Exchange	6,702	6,693	9	0	0	0	9	9	0	0	0	0	9	
Highway Maintenance Minor Works	52,564	36,919	15,645	0	0	0	15,645	11,464	0	0	0	4,181	15,645	
Highway Pothole/Challenge Fund	8,353	8,074	279	0	0	0	279	0	0	0	0	279	279	
Jack Mills Way Part 1 Claims	300	285	15	0	0	0	15	0	15	0	0	0	15	
Local Highway Measures	7,602	6,531	871	200	0	0	1,071	695	0	0	0	376	1,071	
Programme Management	1,211	967	244	0	0	0	244	244	0	0	0	0	244	
Road Network & Linked Key Inf	83	78	0	5	0	0	5	5	0	0	0	0	5	
Road Safety Schemes Minor Wks	6,128	5,528	599	0	0	0	599	374	0	0	0	225	599	
Traffic Signs and Bollards - LED Replacement	1,250	913	337	0	0	0	337	0	0	0	0	337	337	
Winter Service Facility	999	577	163	130	130	0	423	0	0	0	0	423	423	
Infrastructure														
A500 Dualling scheme	89,456	10,415	759	1,663	23,541	53,078	79,041	53,284	4,300	0	0	21,457	79,041	
A50 / A54 Holmes Chapel	603	92	10	501	0	0	511	0	511	0	0	0	511	
A54 / A533 Leadsmyth Street, Middlewich	563	152	50	361	0	0	411	0	411	0	0	0	411	
A6 MARR CMM Handforth	1,265	505	425	335	0	0	760	213	59	0	0	488	760	
A6 MARR Technical Design	473	277	2	194	0	0	196	70	127	0	0	0	196	
A556 Knutsford to Bowdon	504	361	45	98	0	0	143	0	143	0	0	0	143	
Peacock Roundabout Junction	750	0	0	750	0	0	750	0	750	0	0	0	750	
Congleton Link Road	88,443	71,453	672	3,525	4,229	8,565	16,991	316	14,130	0	0	2,545	16,991	
Crewe Green Link Road	26,624	26,607	18	0	0	0	18	0	18	0	0	0	18	
Crewe Green Roundabout	7,500	7,056	57	190	197	0	444	0	444	0	0	0	444	
Flowerpot Phs 1 & Pinchpoint	10,037	1,437	500	5,835	2,265	0	8,601	2,139	726	0	0	5,736	8,601	

Highways & Transport

CAPITAL

CAPITAL PROGRAMME 2023/24 - 2026/27

Scheme Description	Forecast Expenditure							Forecast Funding					Total Funding £000
	Total Approved Budget £000	Prior Years £000	Forecast Budget 2023/24 £000	Forecast Budget 2024/25 £000	Forecast Budget 2025/26 £000	Forecast Budget 2026/27 £000	Total Forecast Budget 2023-27 £000	Grants £000	External Contributions £000	Revenue Contributions £000	Capital Receipts £000	Prudential Borrowing £000	
Committed Schemes in progress													
Future High Street Funding - Adaptive Signals	509	276	233	0	0	0	233	29	203	0	0	0	233
Future High Street Funding - Flag Lane Link	1,558	358	825	25	350	0	1,200	1,200	0	0	0	0	1,200
Future High Street Funding - Southern Gateway	5,118	443	1,564	3,110	0	0	4,674	4,674	0	0	0	0	4,674
Highways & Infrastructure S106 Funded Schemes	2,696	1,236	248	1,122	89	0	1,460	283	1,177	0	0	0	1,460
Infrastructure Scheme Development	325	0	63	163	100	0	325	325	0	0	0	0	325
Middlewich Eastern Bypass	91,157	20,247	11,266	19,360	25,785	14,499	70,910	46,779	12,816	0	0	11,315	70,910
Mill Street Corridor - Station Link Project	950	0	100	850	0	0	950	950	0	0	0	0	950
North-West Crewe Package	42,351	22,374	19,859	118	0	0	19,977	0	12,249	0	1,730	5,997	19,977
Old Mill Road / The Hill Junction	1,325	173	140	1,012	0	0	1,152	0	1,152	0	0	0	1,152
Poynton Relief Road	52,657	43,682	3,285	1,708	396	3,587	8,976	2,236	5,740	0	1,000	0	8,976
Sydney Road Bridge	10,501	10,105	0	140	198	59	396	0	396	0	0	0	396
Strategic Transport and Parking													
Active Travel Fund	2,187	575	963	649	0	0	1,612	1,612	0	0	0	0	1,612
Active Travel (Cycling / Walking Route) Investment	2,996	2,570	426	0	0	0	426	361	0	0	0	65	426
Available Walking Routes	1	0	1	0	0	0	1	1	0	0	0	0	1
On-street Residential Charging	451	41	410	0	0	0	410	310	0	0	0	100	410
Route 55 Middlewood Way on Black Lane	669	116	552	0	0	0	552	552	0	0	0	0	552
Sustainable Travel Access Prog	3,574	1,626	785.490	1,163	0	0	1,948	1,401	309	0	0	238	1,948
Sustainable Modes of Travel to Schools Strategy (SMOTSS)	746	625	121	0	0	0	121	121	0	0	0	0	121
Public Transport Infrastructure	1,269	1,006	207	56	0	0	263	263	0	0	0	0	263
Local Access - Crewe Transport Access Studies	400	88	312	0	0	0	312	312	0	0	0	0	312
Local Access - Macclesfield Transport Access Studies	300	61	239	0	0	0	239	239	0	0	0	0	239
Middlewich Rail Study	20	0	20	0	0	0	20	20	0	0	0	0	20
Local LTP Strategy Studies	750	430	125	195	0	0	320	320	0	0	0	0	320
Digital Car Parking Solutions	140	93	20	27	0	0	47	0	0	0	0	47	47
Pay and Display Parking Meters	620	607	0	13	0	0	13	0	0	0	0	13	13
Car Parking Improvements (including residents parking)	322	266	20	36	0	0	56	0	0	10	0	46	56
HS2													
Crewe HS2 Hub Project Development	12,700	8,598	100	1,500	1,150	1,352	4,102	0	0	0	0	4,102	4,102
Total Committed Schemes	626,258	373,410	67,452	45,826	58,430	81,140	252,848	134,873	55,686	10	2,730	59,549	252,848

Highways & Transport

CAPITAL

CAPITAL PROGRAMME 2023/24 - 2026/27

Scheme Description	Forecast Expenditure							Forecast Funding					Total Funding £000
	Total Approved Budget £000	Prior Years £000	Forecast Budget 2023/24 £000	Forecast Budget 2024/25 £000	Forecast Budget 2025/26 £000	Forecast Budget 2026/27 £000	Total Forecast Budget 2023-27 £000	Grants £000	External Contributions £000	Revenue Contributions £000	Capital Receipts £000	Prudential Borrowing £000	
New Schemes													
Highways													
Footpath Maintenance - Slurry Sealing & Reconstruction Works	1,319	0	650	669	0	0	1,319	1,319	0	0	0	0	1,319
Managing and Maintaining Highways	9,331	0	0	4,619	4,712	0	9,331	0	0	0	0	9,331	9,331
Pothole Funding	17,397	0	0	5,799	5,799	5,799	17,397	17,397	0	0	0	0	17,397
Integrated Block - LTP	6,009	0	0	2,003	2,003	2,003	6,009	6,009	0	0	0	0	6,009
Maintenance Block - LTP, plus CE funding for inflationary rise	21,287	0	0	7,609	7,878	5,799	21,287	17,397	0	0	0	3,890	21,287
Incentive Fund - LTP	4,350	0	0	1,450	1,450	1,450	4,350	4,350	0	0	0	0	4,350
Total New Schemes	59,693	0	650	22,149	21,842	15,051	59,693	46,472	0	0	0	13,221	59,693
Total Highways & Transport	685,951	373,410	68,102	67,976	80,273	96,191	312,541	181,345	55,686	10	2,730	72,770	312,541

Highways and Transport Committee

6. Reserves Strategy

Highways and Transport Committee

Name of Reserve	Opening Balance 1 April 2023 £000	Forecast Movement in Reserves 2023/24 £000	Forecast Closing Balance 31 March '24 £000	Notes
<u>Highways and Infrastructure</u>				
HS2	785	(400)	385	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	(200)	200	To support locations identified for repair works as a result of the 2019 flood events.
Parking Pay and Display Machines / Parking Studies	178	(178)	0	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	(69)	35	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	19	(19)	0	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	1,486	(866)	620	

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OPEN

Highways and Transport Committee

25th January 2024

Report Title: Wildlife & Countryside
Act 1981 – Part III, Section 53.

Application No. MA/5/222 Application for
the addition of a Bridleway between Moss
Lane and Newton Hall Lane, Mobberley
also known as Graveyard Lane.

Report of: Peter Skates, Acting Executive Director, Place

Report Reference No: HTC/36/23-24

Ward(s) Affected: Mobberley

Purpose of Report

- 1 This report outlines the investigation into a 2003 application made by Alderley Edge, Wilmslow and District Footpaths Preservation Society (“the Society”) to modify the Definitive Map and Statement of Public Rights of Way (the “DM”) by the addition of a Bridleway over a route running between Newton Hall Lane and Moss Lane otherwise known as “Graveyard Lane”. This report includes a discussion of the consultations carried out in respect of the claim, the documentary and witness evidence investigated and the legal tests for the making of a Definitive Map Modification Order (“DMMO”). The report makes a recommendation based on this information for quasi judicial decision by Members as to whether an Order should be made to add a Bridleway
- 2 The work of the Public Rights of Way team contributes to the Corporate Plan the “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 considers the evidence submitted and researched in the application to record a Bridleway between Newton Hall Lane and Moss

Lane in Mobberley. The route is also known as Graveyard Lane, a name given, it is assumed because of a seventeenth century Quaker burial site adjacent to the route.

- 4 The evidence consists of use, on foot and with a horse by individual witnesses over a period from the 1970s to 2003, at which date the application was submitted. There is secondary evidence of a continued public use which is discussed in the report. The report determines whether on the balance of probabilities rights of use as a Bridleway have been acquired. An historic depiction of the route is demonstrated through commercial maps from the late 18th century and Ordnance Survey mapping from the mid nineteenth century. Together with the initial and then contemporary evidence of use by the public on foot and with a horse and bicycle, there is a strong assertion that Bridleway rights have been acquired.

RECOMMENDATIONS

The Highways and Transport Committee is recommended to:

1. Decide that an Order be made under Section 53(3)(c)(i) of the Wildlife and Countryside Act 1981 to modify the Definitive Map and Statement by adding a Bridleway between Newton Hall Lane and Moss Lane, Mobberley as shown between points A-B on Plan No. WCA/34
2. Decide that public notice of the making of the Order be given and, in the event of there being no objections within the specified period, or any objections received being withdrawn, the Order be confirmed in exercise of the power conferred on the Council by the said Act.
3. In the event of objections to the Order being received, Cheshire East Borough Council be responsible for the conduct of any hearing or public inquiry.

Background

- 5 The application was made to the former Cheshire County Council ("CCC") in May 2003 by the Society asking for an Order to add a bridleway to the DM. The application was supported by eight user evidence forms and some documentary evidence. A supplementary letter set out certain details; that the route at that time was given no formal status although it had been the route to the Quaker burial ground since 1669; photographs were submitted which show the in-situ bridleway fingerposts and condition of the route; bridleway signs had been erected at both ends of the route since approximately 1993 and the

CCC abandoned review of the DM which had intended to record the route as bridleway. The CCC abandoned review, was the consequence of the enactment of the 1981 Act. Prior to that date, the Surveying Authority (the CCC), under the National Parks and Countryside Act 1949, had a duty to review the DM every 5 years then this was changed to a “rolling review” so the DM is constantly being modified.

- 6 The application was investigated in 2007 by CCC and approval was given to create the bridleway by agreement with landowners and adjacent landowners under Section 25 of the Highways Act 1980 (see [Agenda for Public Rights of Way Committee on Monday, 16th September, 2013, 4.00 pm | Cheshire East Council](#)). The process was not completed because it was not found possible to collate a comprehensive set of agreements for the whole length of the lane. It has become apparent that the procedure to record a route by agreement with the landowners will not succeed and it is therefore recommended by this report that the route is recorded by the making of a Definitive Map Modification Order.

Description of the application route

- 7 The route runs in a south-east direction from Newton Hall Lane (C106) at OS grid reference SJ 8048 8029 (point A on Plan No WCA/34 “the plan”) to Moss Lane (UW2144) at SJ 8110 8000 (point B on the plan), approximately 2.2km east from the centre of the village of Mobberley. Newton Hall Lane is a connecting lane between Mobberley and Wilmslow and Moss Lane is a cul de sac. There are two Public Footpaths Nos 44 and 45 Mobberley that connect with this route and can be seen on the Plan. The name of the lane indicates an interesting history associated with a graveyard labelled on historic maps as the Quaker burial ground.
- 8 The route has been diverted at the east end, in the early 1980's and a public right of way is acknowledged by the landowner on its current alignment. The route with this alignment is shown on the Plan that is the subject of this report and recommendation.
- 9 The route is an unsealed mostly gravel surface. Between boundaries at the west end it is a variable width between 6.6 metres and 2.7 metres and at the eastern end is restricted to approximately 1.8 metres wide between boundaries. The width is that which is found on the ground and between boundaries. The location of gates are shown on the Plan. The Plan also shows the location of finger posts with footpath and bridleway blades.

Main Issues

- 10 Section 53(2)(b) of the Wildlife and Countryside Act 1981 requires that the Council shall keep the DM under continuous review and make such modifications to the Map and Statement as appear requisite in consequence of the occurrence of certain events:-
- 11 One such event, section 53(3)(c)(i)) is where:

“(c) the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows:-

(i) that a right of way which is not shown on the map and statement subsists or is reasonably alleged to subsist over land in the area to which the map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or, subsection to section 54A, a byway open to all traffic.”
- 12 The evidence can consist of documentary/historical evidence or user evidence or a mixture of both. All the evidence must be evaluated and weighed, and a conclusion reached whether, on the ‘balance of probabilities’ the rights are reasonably alleged to exist. Any other issues, such as safety, security, suitability, desirability or the effects on property or the environment, are not relevant to the decision.
- 13 Where the evidence in support of the application is user evidence, section 31(1) of the Highways Act 1980 applies. This states; -

“Where a way.....has been actually enjoyed by the public as of right and without interruption for a full period of twenty years, the way is deemed to have been dedicated as a highway unless there is sufficient evidence that there was no intention during that period to dedicate it.”

This requires that the public must have used the way without interruption and as of right; that is without force, secrecy or permission. Section 31(2) states that “the 20 years is to be calculated retrospectively from the date when the right of the public to use the way is brought into question”.
- 14 For public rights to have come into being through long use, as stated above, a twenty year period must be identified during which time, use can be established. Where no challenge to the use has occurred, this period can be taken as the twenty years immediately prior to the date of the application. In this case, the application was made in 2003, and the statutory period of use would be 1983 to 2003.
- 15 Public rights can also be established under common law based on evidence of public use and there is no requirement for a period of twenty years. Establishing rights under common law relies on there being an owner with capacity to dedicate or evidence that there was no

capacity to dedicate. In the absence of knowing who the owner was, satisfactory evidence of user by the public would establish rights. In this case, it seems that since the 2003 application was made, the landowners have been willing to enter a creation agreement for a bridleway, the route has been signed with bridleway signs since c1993 and promoted as a signposted recreational route and consultees attest to regular use with horses and cycles as well as on foot which are all indicative of rights acquired under common law.

- 16 Restrictions on the recording in the DM for mechanically propelled vehicles (motorised vehicles) have been made by section 67 of part 6 of the Natural Environment and Rural Communities Act 2006 which was enacted on 2nd May 2006. Section 67 (i) states; 'An existing public right of way for mechanically propelled vehicles is extinguished if it is over a way which, immediately before commencement...was not shown on a Definitive Map and Statement.' Section 67 (2) to (8) provides exceptions to the extinguishment of unrecorded rights of way for mechanically propelled vehicles if an application for a DMMO to record a Byway Open to All Traffic had been made before the 'relevant date' (20th January 2005). In this case, no such application had been made and any public rights for motorised traffic users will have been lawfully extinguished. Sub-section 67(5), (7) and 70(4) together retain rights for people to access their land and property. Section (5) preserves, for a person with an interest in land, what may have been public rights which became a private right to the benefit of that land. Private rights co-exist with public rights on many public rights of way.

The Investigation

- 17 An investigation of the available evidence has been undertaken. The documentary evidence that has been examined is referred to below and a list of all the evidence taken into consideration can be found in Appendix 1.

County Maps 18th/19th Century

- 18 These are small scale maps made by commercial map-makers, some of which are known to have been produced from original surveys and others are believed to be copies of earlier maps. All were essentially topographic maps portraying what the surveyors saw on the ground. They included features of interest, including roads and tracks. It is doubtful whether mapmakers checked the status of routes or had the same sense of status of routes that exist today. There are known errors on many mapmakers' work and private estate roads and cul-de-sac paths are sometimes depicted as 'cross-roads'. The maps do not provide conclusive evidence of public status, although they may provide supporting evidence of the existence of a route.

- 19 On Stuarts map of 1794 the route is not shown, nor burial ground noted. On Bryants map of 1831, the burial ground is a useful identifier of the route and is given prominence as the “Quakers Burying Ground” adjacent to a route leading west beyond “Graveyard Farm” to a junction opposite “Barlow Ho.” [House]. The lane is depicted in the class of “Lanes and Bridleways” described on the map key. Swire and Hutchings map of 1829, notes the “Quaker burying ground” and a route which is a through route to Newton Hall Lane. It is depicted the same as “cross lane” on the key. In this instance these maps show a route in the early nineteenth century.

Tithe Map and Apportionment for Mobberley, 1847

- 20 Tithe Awards were prepared under the Tithe Commutation Act 1836, which commuted the payment of a tax (tithe) in kind, to a monetary payment. The purpose of the Award was to record productive land on which a tax could be levied. The Tithe Map and Award were independently produced by parishes and the quality of the maps is variable. The 1836 Act relieved the Tithe Commissioners of the need to certify all maps. The Mobberley Award is however, certified by the commissioners and so is viewed as a first class map.
- 21 It was not the purpose of the Awards to record public highways. Although depiction of both private occupation and public roads may provide good supporting evidence of the existence of a route, especially since they were implemented as part of a statutory process. Colouring of a track may or may not be significant in determining status. In the absence of a key, explanation or other corroborative evidence the colouring cannot be deemed to be conclusive of anything.
- 22 The preamble to the Mobberley Award lists the total quantities of tithes to be commuted and includes a description of four acres, two rood, 16 perch as “occupation road”. Hereditament 648 is listed as Grave Yard Lane, owned by the executors of the Late John Bray and occupied by Jeffrey Bray (who also occupied Grave Yard house and yard). At the eastern termination of the lane, hereditament 632a is described as “road” in the ownership of the devisees in Trust of the late Thomas Wright and occupied by Thomas Norbury. There is a separate plot for highways, numbered 1702 and listed in the ownership of the Highways of the Parish. Elsewhere on this Award there are other plots which are described as “road” and are in private ownership, indicating the recognition of untitheable land which was also considered to be an occupation road.
- 23 The Tithe map adds to the reputation of a route that was in existence and whilst the Award does not set out to establish status of highways,

the indicated is that Graveyard Lane was considered to be an occupation road not a public highway.

Ordnance Survey Records (OS)

- 24 OS mapping was originally for military purposes to record all roads and tracks that could be used in times of war; this included both public and private routes. These maps are good evidence of the physical existence of routes, but not necessarily of status. Since 1889 the Ordnance Survey has included a disclaimer on all of its maps to the effect that the depiction of a road is not evidence of the existence of a right of way. It is argued that this disclaimer was solely to avoid potential litigation. Dr Yolande Hodson has written widely on the interpretation of the OS map. Dr Hodson was formerly employed by the Military Survey and then by the Map Room of the British Museum. In publication, she has described the tension in the twentieth century within the OS to agree on what would be shown on the maps, at which scale and for which audience and what symbols should be used to depict the condition and status of roads and ways. She has indicated that the OS are good evidence of the existence of a way or path and can support any other evidence claiming public rights of way but they are limited in proof for public status.
- 25 OS 1" to 1mile series, 1848

The application route is shown running between single weight solid lines. At the western termination a line across the route indicates a gate at the junction opposite Barlow House, and at the eastern termination a line indicates it is gated. The Grave Yard is labelled.
- 26 OS 1st Edition County Series 25" to 1 mile, 1871.

This route crosses three map sheets. The route is shown with single solid lines. "Burial ground" is noted. At Newton Hall Lane the junction with Graveyard Lane is marked by a line across the junction indicative of a gate. The lane has not been given a parcel number
- 27 OS 2nd Edition County Series 25" to 1 mile, 1898.

The route crosses three map sheets. The route is shown with single solid lines, the style is on the characteristic sheet. The track is not braced to the adjacent land. Sheet XXVII.8 shows the middle section and the route is labelled "Graveyard Lane" parcel number 404.
- 28 OS 3rd Edition County Series 25" to 1 mile, 1909

The route runs between solid lines and the parcel number is 518 not braced to the adjacent land. Sheet XXVII.2 shows the east end of the

route. The termination at Moss Lane is marked by a line across the track indicating a gate. On Sheet XXVII.8 the lane is numbered parcel 404 and not braced. The disused burial ground is noted. On map sheet XVIII.12 the route is numbered 365 and is not braced to adjacent lane.

- 29 OS Popular Series 1" Sheet 44, 1923 and 1941 and map sheet 101, 1947

Newton Hall Lane is shown coloured solid yellow, one line weighted, classed on the map key as road, "fit for ordinary traffic"; Moss Lane and Graveyard Lane shown as broken yellow infill, single weight lines, classed as roads under 14' wide and "indifferent". Graveyard Farm is labelled but not the burial ground. The map key includes a notation that private roads are uncoloured. The subsequent 1941 published map does not have this specification listed in the key. The 1941 map colours roads Moss Lane, Graveyard Lane and Newton Hall Lane red, but the printing quality makes it impossible to differentiate the line weight and class of road. On a different sheet, "101", part of Moss Lane, Graveyard Lane are coloured red, line weight equivalent to "other motor roads", "narrow" "good" on the map key. The disclaimer of the representation on the map includes road, tracks and footpath as "no evidence of the existence of a right of way".

The OS map series is good evidence of the physical continuity of the route from commencement of mapping. The route is shown as not braced to adjacent land indicating the boundaries were fixed features. The lines across the route indicating gates strongly suggests control over the lane whereby the route was not part of the ordinary road network. The Popular map series suggests the "gates" were not an obstruction to use in the early to mid twentieth century.

Bartholomew's Half Inch to a Mile

- 30 Bartholomew was a Scottish company with a good reputation of publishing maps from the late 19th century. Between c1911 and 1928 there was an arrangement with the Cyclists Touring Club for their members to send in revisions and their logo was shown on the maps where this arrangement was in place. The maps were based on OS base maps. The maps set out a classification of use, although there is a caveat that the depiction of any route was not evidence of a public right of way and background to the maps indicates that they relied on user reviews to make any corrections. Comparison of map publication dates may show any consistent depiction of a particular route.
- 31 The 1904 publication is at scale half inch, sheet 8 covers Mobberley. The route is shown as a dashed red line, which is on the map key as secondary good roads. The 1920 map which is the following publication

of this sheet, shows this route as uncoloured, classed as inferior and not to be recommended. The 1941 publication of re-numbered map sheet 28 covering Mobberley, shows Moss Lane and Graveyard Lane with dashed yellow infill, classed as serviceable roads on the map key. The maps show the route was considered to be inferior from the first publication, but there is an indication by comparing the map series that the route was considered to be accessible with a cycle.

Finance Act 1910

- 32 The Finance Act of 1910 involved a national survey of land by the Inland Revenue so that an incremental value duty could be levied when ownership was transferred. Land was valued for each owner/occupier and this land was given a hereditament number. It is thought that exclusion of highways on the maps came under S35(1) of the Act not to charge on land or an interest in land held by a rating authority. Landowners could claim tax relief where a highway crossed their land. Although the existence of a public right of way may be admitted it is not usually described or a route shown on the plan. This Act was repealed in 1920.
- 33 Two sets of plans were produced: the working plans for the original valuation and the record plans once the valuation was complete. Two sets of books were produced to accompany the maps; the field books, which record what the surveyor found at each property and the so-called 'Domesday Book', which was the complete register of properties and valuations.
- 34 Two of the working map sheets of the western end and eastern end, sheets XXVII.7 and .12 were available to view at the Cheshire Record Office. They show the route as excluded from hereditaments. The Planning Inspectorate guidelines suggests this may be indicative of a public route but is not conclusive of public nor of a vehicular route. The map has little information and the hereditaments outlined in red ink showing graveyard lane is unnumbered. It was most likely considered public at that time. The book of reference shows that none of the adjacent hereditaments claimed a reduction for a public right of way.

Pre DM Records

- 35 The Public Rights of Way team hold records that pre-existed the DM process. The route is not shown on any of these maps.

DM Process – National Parks and Access to the Countryside Act 1949

- 36 The DM is based on surveys and plans produced in the early 1950s by each Parish in Cheshire, of all the ways they considered to be public at that time. The surveys were used as the basis for the Draft DM.

The Draft DM was produced with no claim over Graveyard Lane, but Footpath No 45 joins the lane, with a stile at the junction, opposite Footpath No 45 is the commencement of Footpath No 42 and a stile at the junction. North of this crossing is the junction with Footpath No 44 and Graveyard Lane, with a stile at the junction. The Provisional Map also shows the connecting footpaths, no status for Graveyard Lane is recorded on the Statement the description given is solely "Graveyard Lane". It is indicative that the reputation of the route was as a public right of way in the form of a highway.

Land Registry information

- 37 As part of the lane is unregistered, notice of the 2003 application had been served on the land from November to December 2003. No new owner came forward to claim ownership. Consultations to owners and occupiers were sent 1 November 2023 and acknowledgement of the consultation was received from two landowners, requesting further clarification of the current legal position and corrections of address details.

Photographs

- 38 Photographs were taken for the 2003 application investigation and also for comparison in November 2023. Evidence of continuation of signage, surface and route are apparent between these dates.

Witness evidence and STRAVA data

- 39 The witness evidence submitted with the original application indicates use was made of the route by the public walking and horseriding. A chart illustrating the users who supported the 2003 application can be found at Appendix 2. This use covers the statutory period of claim. The consultation response from the user groups confirms continuity of use on foot and horseriding and cycling. The description of recent and current use is without challenge nor obstruction.
- 40 Use is mainly on foot, with weekly or less use. Horseriders were generally using the route on a weekly basis. Use was recreational, no one sought permission or was given permission and there were no reports of gates that were forced or signs that said the route was private.
- 41 The 2003 application users noted alterations to the route: a garage was built before 2003 and has since been dismantled. A gate was erected in approximately 2002 or 2003 but does not get closed. New fencing and an evergreen hedge were installed at the eastern end, at Moss Cottage. Users noted the eastern end of the route was overgrown.

- 42 One user visited friends at Graveyard Farm. Others noted that they had conversed with owners/adjacent owners without a challenge. One user was associated with a former horse-riding school on Newton Hall Lane. Users also recalled bridleway signs were in place c1993. The 1993 date accords with the publication date of a CCC leaflet of cycle rides in Cheshire describing the route as used by horseriders and cyclists.
- 43 Strava Data is a dataset which derives from personal usage records which are recorded digitally. The raw data is made available to Access organisations and will show as heat maps of use on foot and by cycle aggregated from the previous two years. It should be noted the data is only from people who have elected to be included with public data. A December 2023 snapshot of usage shows the application route is more heavily used by walkers than the connecting footpaths. The maps do not record horseriding activity but show that cyclists have used the route almost to the same frequency as the ordinary road network.

Consultation and Engagement

- 44 In addition to the owners and occupiers, a consultation with the plan was sent on 1 November 2023 to the Mobberley Ward Member, the Mobberley Parish Council and the local user groups.
- 45 The parish council requested further information about the application and have not made any further response.
- 46 The Cycle Wilmslow group and the Wilmslow U3A cycling group have written in support of the claim. They say the groups are already using the route on a regular basis. A representative of the local rambling group, Mid Cheshire Footpath Society, confirms that he has regularly walked the route and the group has promoted a walk incorporating this route. He recalls having seen horseriders but not the dates. A representative of the Peak and Northern Footpath Society supports the making of an Order to add this route to the record, additional comments were made that the society had paperwork indicating the route was already on the record as a bridleway. This refers back to a CCC review of the DM in the 1980's which was abandoned (paragraph 5 above). The Strava data corroborates the consultee comments on the popularity of the route.
- 47 A representative of the North Cheshire Riders group (horseriding) quoted from the group archives indicating that there is considerable user evidence available as the route is an essential link for riders because it forms a circular riding circuit to Paddock Hill (east of the route) and has been regularly used. Since 2012, it was said, the application route had been incorporated into the Northern Heritage Loop for horseriders which was quoted as additional evidence of current and regular use.

- 48 Landowners and occupiers were all sent letters of consultation and a copy of the Plan submitted with this report. One owner expressed concern that the proposed recorded rights would have an impact on the occupiers right of access. It was explained that private rights can co-exist with the public rights, where private rights already exist and these were preserved by law as discussed at para 16.

Reasons for Recommendations

- 49 Under Section 53 of the 1981 Act, the Council has a duty as the Surveying Authority to keep the DM under continuous review. Section 53 (c) allows for an authority to act on the “discovery of evidence” that suggests that the DM needs to be amended. The authority must investigate and determine that evidence and decide on the outcome whether to make a DMMO or not.
- 50 The documentary evidence has shown the route was a feature at least in the early nineteenth century, as shown by county commercial maps. The route continues to be shown on subsequent maps, such as the OS and Bartholomews. Maps produced under a statutory process, such as the Tithe Award and the Finance Act, cannot determine the status but suggest at an earlier period use was as an occupation route as indicated by ownership and gates. At a later date, use seems to be public as shown by Bartholomews map and the record of the connecting public footpaths on the DM. The indication is that the documentary evidence shows the route was not considered to be part of the ordinary road network but had an undetermined public status.
- 51 Witness evidence from pre 2003 and since then shows regular and uncontested use by walkers and horseriders, with additional evidence of use by cyclists indicating a public reputation for this route as a bridleway. The CCC indicated the status would be recognised by recording a bridleway in the 1980’s but the legal context changed and the process was left to be dealt with under the 1981 Act. The route was signed and incorporated into recreational cycling and horseriding publications and has been in use as a bridleway since the 2003 application was submitted.
- 52 Landowners have not submitted evidence to rebut the claim, neither at the earlier investigations under CCC nor under the current investigation. The attempts to record the status by creation agreements is indicative that the landowners and occupiers accept the status of a bridleway. It seems therefore that there is insufficient evidence of any lack of intention to dedicate public rights. The available and relevant evidence is supportive of a reasonable allegation in favour of presumption of dedication under common law. There is sufficient evidence to support an inference of dedication under common law.

Implications and Comments

Monitoring Officer/Legal

- 53 Legal implications are included in this report at paragraphs 11 – 16. Upon determination of this application, the authority must serve notice on the applicant to inform them of the decision. Under Schedule 14 of the 1981 Act, if the authority decides not to make an Order, against the recommendation, the applicant may at any time within 28 days after the notice, appeal against that decision, to the Secretary of State. An appointed Planning Inspector will consider the application. The Inspector has the power to direct the Council to make an Order or refuse the appeal

Section 151 Officer/Finance

- 54 If objections to an Order lead to a subsequent hearing/inquiry, the Council would be responsible for any costs involved in the preparation and conducting of such.

Policy

- 55 The work of the Public Rights of Way Team contributes to the Green aim of the Corporate Plan, the “thriving and sustainable place” propriety, and the policies and objectives of the Councils 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
- Thriving urban and rural economies with opportunities for all
- Be a carbon neutral council by 2025

Equality, Diversity and Inclusion

- 56 The legal tests under section 53 of the Wildlife & Countryside Act 1981 do not include an assessment of the effects under the Equality Act 2010.

Human Resources

57 There are no direct implications for Human Resources

Risk Management

58 There are no direct implications for risk management

Rural Communities

59 There are no direct implications for Rural Communities.

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

60 There are no direct implications for Children and Young People

Public Health

61 There are no direct implications for Public Health

Climate Change

62 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.

63 The addition of a public bridleway to the Definitive Map represents the formal recognition of pedestrian, horseriding and cyclists rights, creating more opportunities for leisure and the potential for the improvement/promotion of healthy lifestyles as part of a recognised recreational route.

Access to Information	
Contact Officer:	Adele Mayer, Definitive Map Officer adele.mayer@cheshireeast.gov.uk
Appendices:	Appendix 1 documentary Appendix 2 User evidence chart Appendix Plan No WCA/34

Background Papers:	Case File MA-5-222 Application to add a footpath, Mobberley. The background information may be requested by contacting the report author
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Appendix 1

OPEN

Application No. MA/5/222**Application to add a bridleway between Newton Hall Lane and Moss Lane, Mobberley**

PROW = Public Rights of Way, Cheshire East Council

CRO = Cheshire Record Office

TNA = The National Archives, Kew

SML = maps online at National Library of Scotland

Primary Sources	Date	Site Shown/Mentioned	Reference Number/Source
County Maps			
James Stuart	1794	Not shown	CRO 111834
Swire and Hutchings	1829/30	Route shown	CRO PM 13/8
Bryant map	1831	Route shown	CRO searchroom
Tithe Records			
Tithe Map	1847	Route shown, owners and occupiers listed	CRO EDT 278/2
Ordnance Survey Maps			
OS 1" to 1 mile 1 st Edition Sheet 80NE	1848	Route shown as minor road, graveyard farm depicted	PROW/Cheshire East Council

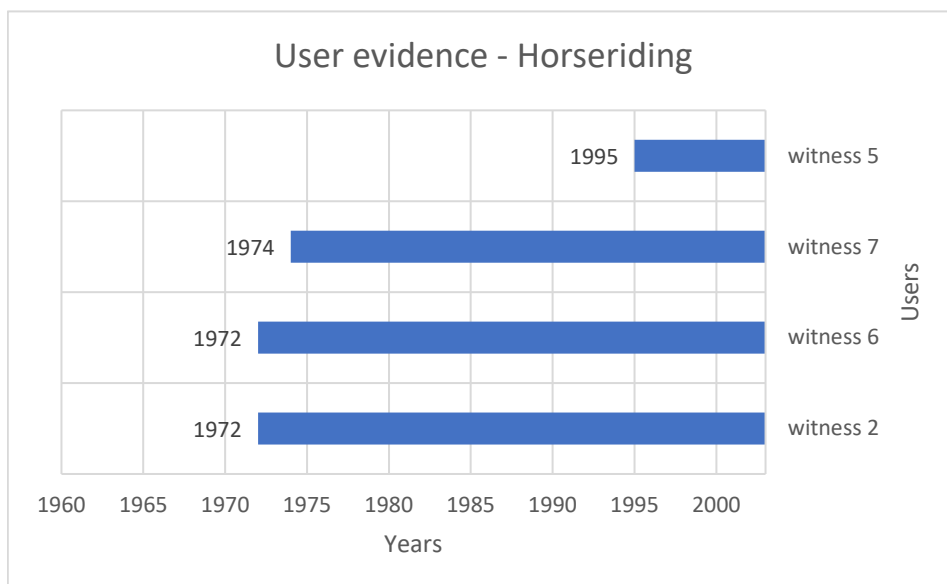
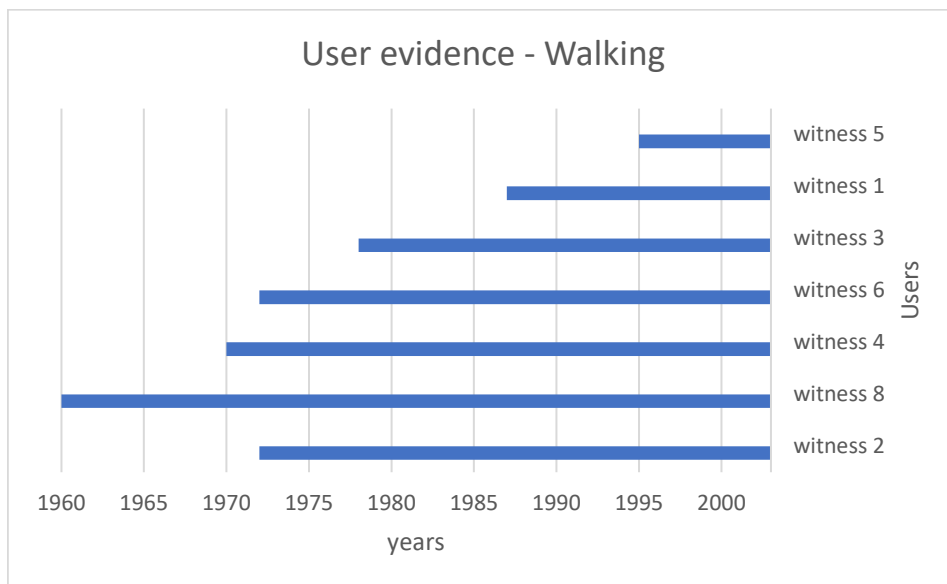
OS 1:25 inch 1st Edition	1871	Route shown single weight lines, labelled Graveyard Lane. Solid line across junction with Newton Hall Road (labelled Barlowhouse Lane). No line across at Moss Lane.	PROW
OS 1:25 inch 2nd Edition	1898	Route shown, single weight solid lines, labelled Graveyard Lane. Line across at junction with Moss Lane. Broken line across junction at Barlowhouse Lane	SML/PROW
OS 1:25inch 3 rd Edition	1909	Route shown single weight solid lines and labelled graveyard lane	SML/PROW
OS 1" to 1 mile Popular Series	1921, 1941 and 1947	Route is shown; coloured solid red in class of "other motor roads narrow good".	SML
Bartholomew's Maps	1904/1941	1904 shown as broken red infill, classed as second class road. 1941 shown with broken yellow infill, classed as "serviceable" roads	SML 1904:Sheet 8 CTC logo roads revised by the CTC. Reproduced by permission of OS special local revisions. SML 1941:Sheet 28 general acknowledgement of

			corrections submitted by users
Finance Act			
Working Copy Map	1910	Route excluded from hereditaments between Newton Hall Lane and last section at east end. Map Sheet OS:27.12 the lane is numbered 379 hereditament	CRO NVB27.7, 12 Cheshire Sheet, book of reference not available (ie no information for 379)
Local Authority Records			
Walking Survey Schedules and Maps	1951	Route not recorded	PROW
Draft Map	1950's	Route not recorded	PROW
Provisional Map	1952	Route not recorded	PROW
Definitive Map & Statement	1953	Route not recorded	PROW
Additional records			
Photos	2023	Site photos taken in 2023 of claimed route	PROW – photo sheet
"Popular Maps"	1999	Yolande Hodson	London, Charles Charles Close \society

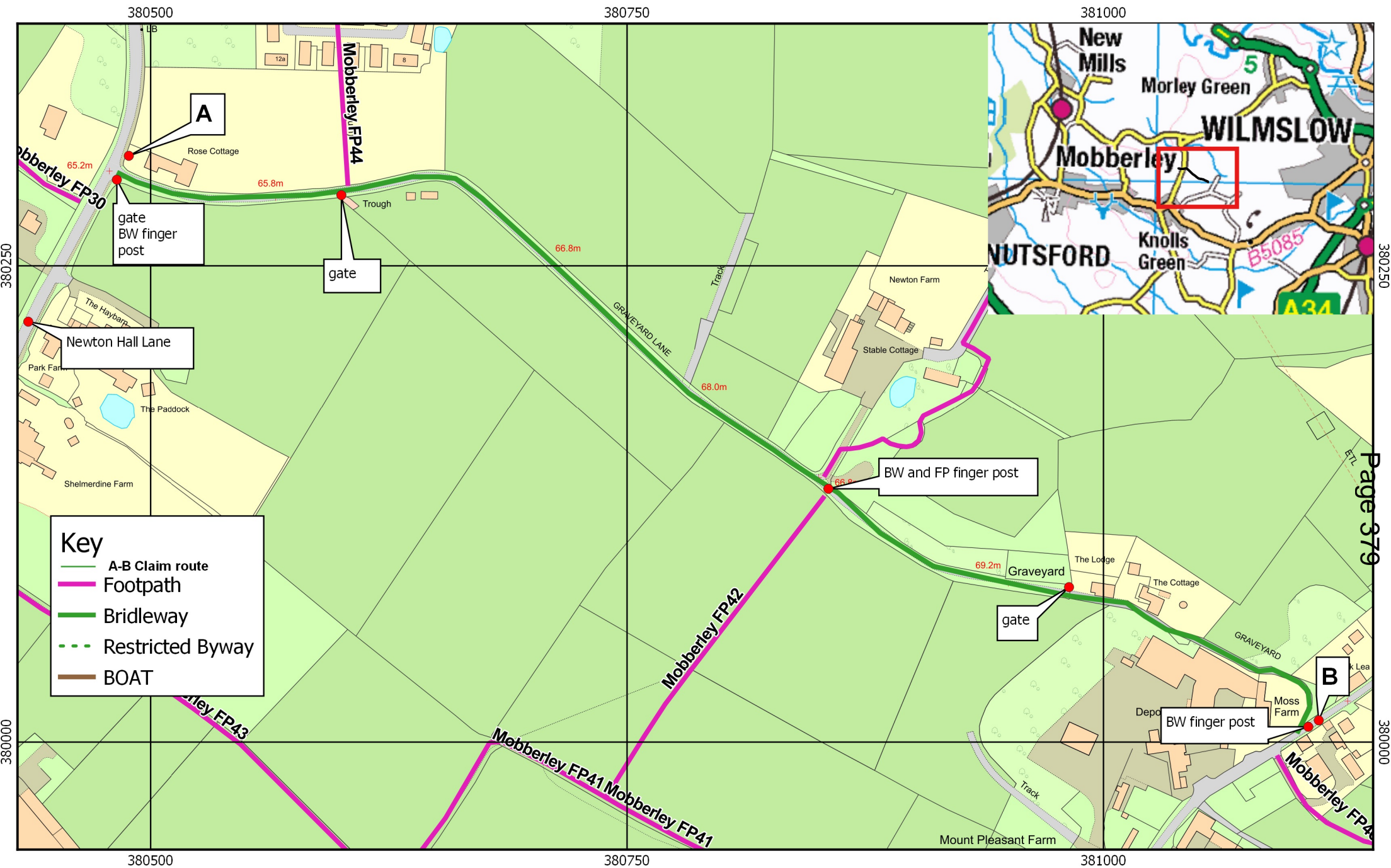
Consistency Guidelines	27.01.2022	Planning Inspectorate	Gov.Uk
Strava Data	12.2023		Strava Metro online

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Appendix 2 User Evidence Chart



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1:2500

Wildlife and Countryside Act 1981
Application MA-5-222: to add a bridleway to the parish of Mobberley

Plan No.
WCA/34

This is a working copy of the definitive
map and should not be used for legal
purposes



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Highways and Transport Committee**25th January 2023**

**Wildlife & Countryside Act 1981 – Part III,
Section 53, Application No. MA/5/256:
Application for the Addition of a Public
Footpath from the east end of existing Public
Footpath No. 6 near Toft Church to join Public
Footpath No. 4 in Windmill Wood in the Parish
of Toft.**

Report of: Peter Skates, Director of Growth and Enterprise

Report Reference No: HTC/34/23-24

Ward(s) Affected: Plumley with Toft and Bexton

Purpose of Report

1. This report outlines the investigation into the application made by Mr Brian Chaplin (representing the South Knutsford Residents' Group) to amend the Definitive Map and Statement to add a Public Footpath between existing Public Footpath No. 6 near Toft Church to join existing Public Footpath No. 4 in Windmill Wood as shown on plan No. WCA/037 from A-B-C (see Appendix 4). This report includes a discussion of the consultations carried out in respect of the claim, historical documentary evidence, witness evidence and the legal tests for a Definitive Map Modification Order to be made. The report makes a recommendation based on that information, for quasi-judicial decision by Members as to whether an Order should be made to add a Public Footpath to the Definitive Map and Statement.
2. The work of the Public Rights of Way team contributes to the green aim of the Corporate Plan, the "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 considers the evidence submitted and researched in the application to add a Public Footpath in the Parish of Plumley with Toft and Bexton. The evidence consists of use on foot by individual witnesses over a period of over twenty years and historical documents that demonstrate the existence/status of a physical track feature for the whole claimed route for well

in excess of 30 years. The report determines whether on the balance of probabilities it can be reasonably alleged that public footpath rights have been acquired. The reputation of the route as a thoroughfare linking the church to the western side of Windmill Wood is demonstrated through the Tithe Map and Ordnance Survey maps and others and provides good reputational evidence of a route with rights of footpath status at least. The user evidence investigated and discussed provides evidence of use by those on foot over a relevant 20 year period leading to the assertion that Public Footpath rights have been acquired over time.

RECOMMENDATIONS

The Highways and Transport Committee is recommended to:

1. Decide that a Definitive Map Modification be Order be made under Section 53(3)(c)(i) of the Wildlife and Countryside Act 1981 adding a Public Footpath as shown on Plan No. WCA 037.
2. Decide that public notice of the making of the Order be given and in the event of there being no objections within the period specified, the Order be confirmed in the exercise of the powers conferred on the Council by the said Act.
3. Note that in the event of objections being received, Cheshire East Borough Council be responsible for the conduct of any hearing or Public Inquiry.

Background

The Application

4. The Application was made to Cheshire East Council on 26th February 2019 by Mr Brian Chaplin on behalf of the South Knutsford Residents' Group to add a Public Footpath between Toft Church and the western side of Windmill Wood in the Parish of Plumley with Toft and Bexton. The application consisted of user evidence forms and a few letters. A total of 16 user evidence forms were submitted demonstrating use on foot. This application has been investigated and researched by an external consultant.
5. The claimed route commences at Point A on Plan No. WCA/037 (Ordnance Survey grid ref. SJ 7591 7660) off existing Public Footpath No: 6 and proceeds in an easterly direction across farmland but on a defined physical feature bounded on both sides by hedge/fence to Point B (grid ref. SJ 7915 7663) where it enters Windmill Wood via a culvert/bridge. It then proceeds in an easterly direction through Windmill Wood along a woodland path to join existing Public Footpath No.4 at Point C (grid ref. SJ 7637 7664).
6. The width of the route varies along its length but is approximately 3 metres wide and is a physical track feature for much of its length.

7. Photographs of the claimed route can be seen at Appendix 3 and includes photographs of the existing signs up at both ends of the claimed route.
8. There are 2 landowners along the claimed route. Landowner 1 (Toft Estate) owns the land covering the route from Point A near Toft Church to Point B where the claimed route enters Windmill Wood. Landowner 2 owns from Point B on the western edge of Windmill Wood to Point C where the claimed route joins Public Footpath No. 4.

Legal matters

9. Section 53(2)(b) of the Wildlife and Countryside Act 1981 requires that the Council shall keep the Definitive Map and Statement under continuous review and make such modifications to the Map and Statement as appear requisite in consequence of the occurrence of certain events:-

Section 53(3)(c)(i) is relevant where

“(c) the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows:-

- (i) that a right of way which is not shown on the map and statement subsists or is reasonably alleged to subsist over land in the area to which the map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or, subsection to section 54A, a byway open to all traffic.

The evidence can consist of documentary/historical evidence or user evidence or a mixture of both. All the evidence must be evaluated and weighed, and a conclusion reached whether, on the ‘balance of probabilities’ the rights can be reasonably alleged to subsist. Any other issues, such as safety, security, suitability, desirability or the effects on property or the environment, are not relevant to the decision.

Where the evidence in support of the application is user evidence, section 31(1) of the Highways Act 1980 applies. This states; -

“Where a way.....has been actually enjoyed by the public as of right and without interruption for a full period of twenty years, the way is deemed to have been dedicated as a highway unless there is sufficient evidence that there was no intention during that period to dedicate it.”

This requires that the public must have used the way without interruption and as of right; that is without force, secrecy or permission. Section 31(2) states that “the 20 years is to be calculated retrospectively from the date when the right of the public to use the way is brought into question”.

In the case of, *R (on the application of Godmanchester Town Council) v Secretary of State for the Environment, Food and Rural Affairs (2007)*, the House of Lords considered the proviso in section 31(1) of the Highways Act 1980:

“...unless there is sufficient evidence that there was no intention during that period to dedicate it”.

The proviso means that presumed dedication of a way can be rebutted if there is sufficient evidence that there was no intention to dedicate the way, during the relevant twenty-year period. What is regarded as ‘sufficient evidence’ will vary from case to case. The Lords addressed the issue of whether the “intention” in section 31(1) had to be communicated to those using the way, at the time of use, or whether an intention held by the landowner but not revealed to anybody could constitute “sufficient evidence”. The Lords also considered whether use of the phrase “during that period” in the proviso, meant during the whole of that period. The House of Lords held that a landowner had to communicate his intention to the public in some way to satisfy the requirement of the proviso. It was also held that the lack of intention to dedicate means “at some point during that period”, it does not have to be continuously demonstrated throughout the whole twenty-year period.

For public rights to have come into being through long use, as stated above, a twenty-year period must be identified during which time use can be established. Where no challenge to the use has occurred, this period can be taken as the twenty years immediately prior to the date of the application. In this case the date of challenge can be identified just before the application was submitted when the claimed route was stopped up in various ways on 12th December 2018 (date route was obstructed).

Consultation and Engagement

10. A mixture of responses was received during the consultation. North and Mid Cheshire Ramblers and the Open Spaces Society responded in full support of the application. The Ramblers’ Footpath Secretary stated they themselves had used the claimed route on several occasions including in 2016 when they led a Ramblers guided walk along the route. They noted from their archive records at least 3 occasions that the Ramblers had led walks along the claimed route. The Open Spaces Society stated they were aware of the application long before it was submitted and believed it to be extraordinarily well founded. They mention they were aware that Windmill Wood had been subject to extensive recreational use since WW1 with access from Toft Church. They also commented that the community had recently attempted to buy the woods

11. The Toft Estate, being Landowner 1, responded with various objections to the claimed route. They mention over the years they have had increasing amounts of issues with people trespassing on the Estate to access neighbouring Windmill Wood. They state that the claimed route formed part of the original drive to Toft Hall from Chelford Road and people used to walk from the church car park to the wood. However, the estate also became aware of people wandering off the claimed route into neighbouring fields and utilising the private church car park for parking. They mention damage done to crops and fences and that people had been challenged and there are visible signs in the car park saying for church visitors only. They understand signs have been erected by the Estate in various locations but did not state exactly where, saying *"Toft Estate – Private Land-No Right of Public Access"*. They mention the legal tests for claims set out in Section 31 of the Highways Act 1980 and their belief the claim should fail because the use has been by force and not "as of right" and they do not believe there is full use of a 20 year period by users. They again mention signage has been erected within the 20 year period to indicate private land and adjoining landowners and the church have approached people asking them to leave. They also believe others would oppose the application.
12. No response was received from Plumley with Toft and Bexton Parish Council and also no response was received from Knutsford Town Council who were also consulted. Ollerton with Marshall Parish Council abutting the location asked to be consulted and were but then decided to make no comments. It is noted however that in 2019 a previous councillor at the time did email the council to state they supported the landowners in closing the route and thought it was a shame that a few unruly dog owners had led to the closure of the route.
13. Interviews were carried out during November 2023 with both Landowner 1 (Toft Estate) , Toft Church, Landowner 2 (a recent new landowner of Windmill Wood) and numerous users who had completed user evidence forms and this is discussed in the user evidence section of this report.
14. Landowner 1 (Toft Estate) during interview explained the long history of the Estate dating back 600 years and that parts of the Estate had been sold off in sections over the years. The Estate used to also own Windmill Wood but this was sold off in the 1960s. Historically the owner of the Estate explained the whole of the claimed route was a permissive path on a hearsay local basis and there were never any issues until about the 1990s / 2000 onwards when dog fouling and non-church parking started to cause issues as well as other anti-social behaviour such as trespassing off the route into adjoining fields. Due to the issues the Estate arranged for a contractor to install high green wire mesh fence on the route in 2018 and also the same year a notice was put in the church car park to clearly state use for church goers only. The Estate also stated they understood there had been a sign up at the Windmill Wood end of the claimed route along the lines of "no public access" facing both directions along with fencing but had no photographic evidence of this nor detail of where the fencing was located.

15. Landowner 2 (Windmill Wood) has only just purchased the woodland in the last few months. The landowner was interviewed as they had a fair amount of knowledge passed to them from the previous landowner who had owned the woodland from 1978 until recently. The main points that were mentioned were that they were aware that the previous owner had had numerous issues with the public walking all over the woods and had struggled to control them. The previous owner had apparently made numerous verbal attempts to see people out of the woodland and erected numerous signs on the land along the lines of " Private Woodland – keep to the Footpath, shooting in progress" (mostly next to existing Footpath No. 11 near the northern edge of the woodland). The current owner also understands some other notices put up were ripped down. Contact has been made with the previous owner to establish whether they have any photographic evidence of signage they erected around Point B of the claimed route where it enters the woodland via a bridge / culvert. No such photographic evidence has come to light to date.

16. The previous landowners of Windmill Wood have also been contacted directly and the couple have both each signed and submitted statutory declarations about their knowledge of use of the woodland whilst it was in their ownership. They have made it clear that, having owned the woods from 1978 until 2023 when they were sold, , they made extensive attempts to make it clear to the public that, apart from the legal existing public rights of way, the woods were private, and they did not agree to people wandering all over the woods or ever intend to dedicate any additional access. In the detailed signed statutory declaration provided by one of the couple, they refer to signage erected high on trees stating, 'private woodland' and refer to a public inquiry dealing with the addition of Public Footpath No. 11, Toft and No. 27, Knutsford in 1989. They attached the Planning Inspectorate's decision and their own proof of evidence from when the Inquiry was held. The proof relating to the footpaths claimed at that time (not the current claimed route) states that *"After all the vandalism I decided that steel signs were needed instead of wooden ones on the trees and from 1979 onwards I erected steel signs on the trees"* but also goes on to mention *"Further there have been similar signs at each end of the path running from Chelford Road through Windmill Wood to the church"* and thereby makes some reference to the claimed route. They go on to detail in their recent statement that signs were put up along the route of the claimed footpath at the woodland edge on a tree by a gate that was facing Toft Church to deter trespassers coming onto the land, but the signs were constantly removed or vandalised. They continually put up signs to tell people to keep off the land stating it was private. They also mention that from time to time a gate was left open by trespassers and that when that happened, they would simply close it.

Historical Evidence

17. An investigation of the available evidence has been undertaken. The documentary evidence that has been examined is referred to below and a list of all the evidence taken into consideration can be found in Appendix 1.

Ordnance Survey (O.S.) Records

18. Ordnance Survey (O.S.) mapping was originally for military purposes to record all roads and tracks that could be used in times of war; this included both public and private routes. These maps are good evidence of the physical existence of routes, but not necessarily of status. Since 1889 the Ordnance Survey has included a disclaimer on all of its maps to the effect that the depiction of a road is not evidence of the existence of a right of way. It can be presumed that this caveat applied to earlier maps.
19. **Ordnance Survey 1 inch to 1mile (1848)** map shows a very clear through route along the claimed route all the way from the A50 past the church and right through Windmill Wood.
20. **Ordnance Survey 1st Edition 1:25 inch (c1871)** map shows a clear track like through route feature depicted by double pecked lines incorporating the claimed route all the way from the A50 (Holmes Chapel Road) then running past St John's Church through fields and entering Windmill Wood and continuing through the middle of Windmill Wood. There also appears to be a line across the entrance to the wood, possibly indicative of a gate.
21. **Ordnance Survey 2nd Edition 1:25 inch (c1898)** map shows the same as the 1871 one with a clear track feature through route from the A50 past the church, across fields and continuing on through Windmill Wood. There is now also clear access to the church marked by pecked lines. The solid line is in evidence at the entrance to Windmill Wood.
22. **Ordnance Survey 3rd Edition 1:25 inch (c1909)** map shows the same as the 1898 map with a clear track feature through route from the A50 past the church, across fields braced to adjoining land and continuing on through Windmill Wood. There is now also clear access to the church marked by pecked lines. Also, there is the solid line across entrance to wood suggesting a gate at this location and at the road junction end too.
23. **Ordnance Survey 1inch Old County Series maps (1887-1972)**. The published editions from 1887 - 1953 all show the claimed route as a clear physical through route from incorporating the claimed route but running all the way from the A50 to the west of Toft Church and through middle of Windmill Wood to the Chelford Road. The later 1972 version shows the same but the route is just depicted as a single pecked line along this route.

County Maps 18th/19th century

24. These are small scale maps made by commercial mapmakers, some of which are known to have been produced from original surveys and others are believed to be copies of earlier maps. All were essentially topographic maps portraying what the surveyors saw on the ground. They included features of interest, including roads and tracks. It is doubtful whether mapmakers checked the status of routes or had the same sense of status of routes that exist today. The maps do not provide conclusive evidence of public status, although they may provide supporting evidence of the existence of a route.
25. Of the maps that were available to view, Burdett 1794, Bryants 1819 and Swire and Hutchings 1830, all show that the claimed route was depicted as a distinct through route between two main roads. It is shown bounded on Burdett's map and edged with dotted lines on Bryant's and Swire and Hitchings suggesting an open, unfenced edge to the track. It is shown running off the A50 to the west of the church and running all the way through Windmill Wood to exit onto the Chelford Road near Toft Lodge. Historically the claimed route was clearly part of a longer route running as far as from Toft Hall to the west of the A50 and linking to the Lodge to the east.

Tithe Map 1846

26. Tithe Awards were prepared under the Tithe Commutation Act 1836, which commuted the payment of a tax (tithe) in kind, to a monetary payment. The purpose of the award was to record productive land on which a tax could be levied. The Tithe Map and Award were independently produced by parishes and the quality of the maps is variable. It was not the purpose of the awards to record public highways. Although depiction of both private occupation and public roads, which often formed boundaries, is incidental, they may provide good supporting evidence of the existence of a route, especially since they were implemented as part of a statutory process. Non-depiction of a route is not evidence that it did not exist; merely that it did not affect the tithe charge. Colouring of a track may or may not be significant in determining status. In the absence of a key, explanation or other corroborative evidence the colouring cannot be deemed to be conclusive of anything.
27. The Tithe Map of 1848 in the Township of Over Knutsford shows the route as a clear physical track feature from the A50 and through Windmill Wood to the Chelford Road similar to the Ordnance Survey maps of this time. The route on this map is uncoloured.

Bartholomew's Half Inch to a Mile

28. These maps were revised for the benefit of tourists and cyclists with help from the Cyclists' Touring Club (CTC). Local CTC members would generally have cycled every available route in their area, and it is subsequently assumed that any route that appeared on these maps had initially at least, been used without

hindrance. These maps were well used by cyclists for their outings so the depiction here is likely to have led to it being used.

29. Several versions of the Bartholomew map were examined (1902, 1923, 1941 and 1943). All versions show the whole of the claimed route as a very clear through route bounded by solid lines all the way along the route and as an uncoloured lane ("other road").

Finance Act Map 1910

30. The Finance Act of 1910 involved a national survey of land by the Inland Revenue so that an incremental value duty could be levied when ownership was transferred. Land was valued for each owner/occupier and this land was given a hereditament number. Landowners could claim tax relief where a highway crossed their land. Although the existence of a public right of way may be admitted it is not usually described or a route shown on the plan. This Act was repealed in 1920.
31. Two sets of plans were produced: the working plans for the original valuation and the record plans once the valuation was complete. Two sets of books were produced to accompany the maps; the field books, which record what the surveyor found at each property and the so-called 'Domesday Book', which was the complete register of properties and valuations.
32. Both the working plans from Cheshire Archives (ref: NVB XXXV) and the original valuation plan from Kew show the claimed route marked as a physical track feature from Toft Church then running right through Windmill Wood. The claimed route runs through and is incorporated into 2 different fairly large hereditament land parcels on both maps. Unfortunately, the valuation book to accompany the working map copy for the area it falls in (Altrincham District) does not exist and the Field Book to accompany the original valuation map is on order from Kew. However, if the valuation book did exist any deductions for Public Rights of Way are likely to be difficult to pin down to the claimed route given the large hereditaments the claimed route lies in.

Aerial photos

33. Aerial photos of the claimed route have been examined from 1971 to 2023. In 1971 only really the church and the woodland can be seen, with no clear aerial evidence of the route, although this may be due to ploughing which appears on some fields in the area. From 1999 all the way through to the present day, the claimed route can be seen as a clear physical feature from Toft Church heading east across fields bounded by hedges and continuing as a track feature in Windmill Wood.

The Definitive Map records

34. The Definitive Map and Statement is based on surveys and plans produced in the early 1950s by each parish in Cheshire, of all the ways they considered to be public at that time. The surveys were used as the basis for the Draft Definitive Map.
35. These are interesting for this case as the Definitive Map, Provisional and Draft Map and Parish Footpath map do not show the claimed route marked. Only existing Public Footpath No. 6 leading to Toft Church in the east and Public Footpath No. 4 running north/south across Windmill Wood are shown.
36. However, the Footpath Preservation Society map of 1952 shows the claimed route clearly marked all the way from the A50 past the church and running right through the middle of Windmill Wood and exiting on the Chelford Road to the east. The path schedule referring to Public Footpath No. 6 that ends by the church states "No road beyond church". Some notes attached to schedules from the Society mention some additional footpaths including the claimed route described as "Continuation of route eastwards from St. John's Church to Windmill Wood to Parish Boundary" but then later at the bottom of the pages it says "No information, Omit" for this route but with no reasoning as to why.

Section 31 (6) Deposit, Highways Act 1980

37. Under the above legislation it is possible for landowners to deposit and statutory declaration and map of their land identifying all the legal existing Public Rights of Way but stating they do not wish to dedicate any additional Public Rights of Way on their land. This deposit is lodged with the Local Authority and is a means of protecting themselves from historical use prior to the date they lodge the deposit. It should be submitted at least every 20 years to keep a continuous protection in place. No such deposit has been lodged relating to this claimed route or Windmill Wood in its entirety.

Planning Inspectorate Decision (1989)

38. In 1989 a Planning Inspectorate Inquiry was held regarding the addition of Public Footpaths No. 11, Toft and No. 27, Knutsford, which was confirmed by the Inspector and resulted in the addition of those footpaths to the Definitive Map and Statement. Whilst this concentrates on another route in Windmill Wood it is interesting and related to the current claim as it demonstrates the large volume of usage of the woodland going back to before the 1960s. The Inspector concluded that prior to the 1960s there had been no clear challenge by the historical landowners even though from 1978 the then landowner did make attempts with signage and fencing. However, in the 1989 case, that did not overturn the extensive historical usage that had previously been unchallenged.

User evidence

39. There are 16 user evidence forms supporting the claim. The user evidence forms completed by local people, all living within the WA16 post code area, and all giving evidence of at least 20 years' use of the claimed route. In one instance use is attested since about 1951. The forms and attached plans have been filled in with some care and most include quite a lot of information and details about old gates, signs, and recent obstructions. Detailed user evidence charts showing the years of use can be seen at Appendix 2.
40. The route claimed is clearly identified by all users as the enclosed path shown on O.S. maps leading generally east/west between St. John's Church and Windmill Wood, continuing into the wood to meet Footpath No. 4, which runs generally north/south.
41. The date when the first challenge to public use was made is clear. Several users refer to the obstructing fence being erected some 20m to the east of the church car park across the claimed route in December 2018, with user No.16 stating precisely that it was on December 12th 2018. Therefore, the relevant 20 year period in which deemed dedication may be calculated is 1998-2018.
42. Within the period 1998-2018, 14 of the users have used the path throughout the 20 years, with 2 more claiming use over most of that period. User No. 5 had 2 short breaks in use in 2000 and 2007, while user No. 6 had not used the path since 2010. There is a substantial body of user evidence within the period 1998-2018, with as many as 15 people claiming use within any single year, and at least 14 every year. This is ample use in terms of numbers to allege deemed dedication has occurred.
43. A normal pattern of use is seen, with some users saying only 3 or 4 times a year at one extreme, to others claiming daily use or 3 to 4 times a week at the other extreme. A minimum of 10 users claim use at least once a week. The significance of this is that the frequency of use is sufficient to ensure that the landowner (or agent) is very likely to observe public use of the path, and if wished, to show their non-intention to dedicate by taking action to prevent it. 90% of users stated they never had permission to use the route or met the landowner or agent whilst user the route.
44. Although the users all live in a relatively small area (the WA16 postcode), they can clearly be regarded as "the public". There are no obvious family connections between them, or multiple users from the same address; but they have come together as the South Knutsford Residential Group in order to make this application.
45. User No.13 is an exception amongst the 16 users. They have used the expression "concessionary path" in their description of the route. This might suggest that they believe it not to be an unrecorded public right of way but a permissive path. Unfortunately, it was not possible to interview this witness.

Otherwise, all the other users believe that they are exercising a public right, rather than one being granted to them.

46. There is no mention by users of any act by a landowner or agent to prevent their use of the path, even temporarily, until December 2018. As described above, the users claim that they have been using the path throughout the full period 1998-2018. During the foot and mouth epidemic in 2001, many public paths were closed, but this period is allowed to be discounted from the calculation.
47. The evidence given by the users in their evidence forms show that no actions appear to have been taken by the landowner, until December 2018, to challenge the public's belief that the route enjoys public rights. The landowners are stating that there were notices at the Windmill Wood end but have provided only some evidence of this in their recent statutory declaration. This contradicts all the users who were interviewed who clearly stated they saw no notices as they entered the wood from the church by the bridge/culvert to where they joined Public Footpath No. 4.
48. Interviews took place during November 2023 with seven witnesses, and it was overwhelmingly clear from those interviewed that the claimed route has been extensively used and enjoyed by not just these users but many more. This is emphasised by a press cutting provided from the Knutsford Guardian in 2018 which highlighted the outrage when the route was closed off in 2018. Numerous people also have provided photographs of the route overtime to show how much more open and obvious the route was. The route until 2018 had no gate or barriers at the church end and led along an open grassy track; at the Windmill Wood end where all users said there was an old metal gate on a bridge that was always open, and that they never saw any signs on this bridge entering the woodland for over 20 years. Photos taken in 1978 also demonstrate how open the route was, with defined features.
49. Many of the users were interviewed in detail about signage and as stated above none of them had ever seen any signs on the claimed route and made this very clear. They did however acknowledge that they used other public rights of way in Windmill Wood such as Public Footpath No. 11 near the northern edge of the wood and Public Footpath No. 19 (Knutsford) leading northwest out of the woodland. A few users did say they saw signs along Public Footpath No. 11 regarding keeping to the footpath and also a sign just off Public Footpath No.19 of a similar nature to deter people wandering into the woodland. However, no one remembers ever seeing any notices along the short section of the claimed route in the woods from the bridge entrance into Windmill Wood and to where it joins Public Footpath No. 4 (Point B).
50. During a recent site visit one notice high up on a tree as the claimed route approaches Public Footpath No. 4 between Point B and C was seen reading: " Private Woodland – keep to the Footpath, shooting in progress" although no

users mentioned this sign specifically and it is unclear how long this has been in-situ. Interestingly this sign was not that close to a recorded Public Footpath, there being only the claimed route in the vicinity, and consequently could be interrupted in a different way. It could indicate that the nearby claimed footpath was the referred 'footpath' in the sign and consequently an accepted route.

51. All those interviewed remember a clear through route that has been used by people on foot for well in excess of 20 years and going back to the 1970s. No one interviewed said they had ever asked permission to use the route or been challenged in any clear overt way by landowners.

Conclusion on the Evidence

52. Usage of the claimed route has been evidenced to be very extensive dating back to 1950s but predominately from 1970 until 2018 when the route was blocked off at both ends. The key piece of case law mentioned at the start of this report, Godmanchester 2007 is particularly relevant and states where at least 20 years evidenced use claim will be successful:

“...unless there is sufficient evidence that there was no intention during that period to dedicate it”.

The proviso means that presumed dedication of a way can be rebutted if there is sufficient evidence that there was no intention to dedicate the way, during the relevant twenty-year period (which in this case is 1998-2018). The use was also in daytime and not in secret and there were no gates forced by users.

53. The previous landowners of Windmill Wood have made some strong statements in their recent statutory declarations about their attempts to keep people out of the woodland with signage over many many years and signs being taken down and vandalised. There is a clear contradiction in what the previous landowner of Windmill Wood and Toft Estate are saying about signage rebuttal and no intention to dedicate the route with what the users have been clear and unanimous in stating that they never saw any signage of any sort on the claimed route and have signed statements to say so. It is clear that there are strong contradictions between what the users and the landowners are stating regarding the claimed route. However, taking into account the legal tests, with the lack of evidence of signs or historical locked gates on the claimed route i.e., photographic evidence to support the text in the statutory declarations, it would appear on the balance of probabilities that the claimed route could still be deemed to reasonably be alleged to exist and meet the 20 year test.

Reasons for Recommendations

54. The evidence in support of this claim must show, on the balance of probabilities, that public footpath rights are reasonably alleged to subsist along the claimed route. It is considered there is sufficient use of the claimed route without force, secrecy, or permission, that is without interruption and as of right that in conjunction with the historical documentary evidence discovered demonstrates a physical clear through route that has been in existence and used for well over 20 years. Thus supporting the test of being reasonably alleged to exist in relation to public footpath rights between points A-B-C as shown on Plan No. WCA/037.
55. The work of the Public Rights of Way team contributes to the green aim of the Corporate Plan, the “thriving and sustainable place” priority, and the policies and objectives of the Council’s statutory Rights of Way Improvement Plan.

Other Options Considered

56. If the authority was to do nothing it would not comply with Section 53 of the Wildlife and Countryside Act 1981, which requires the Council to keep the Definitive Map and Statement under continuous review and make such modifications to the Map and Statement as required.

Implications and Comments

Monitoring Officer/Legal

57. Once an Order is made it may be the subject of objections. If objections are not withdrawn, this removes the power of the Local Authority to confirm the Order itself and may lead to a hearing or Public Inquiry. It follows that the Committee decision may be confirmed or not confirmed. This process may involve additional legal support and resources.

Section 151 Officer/Finance

58. If objections to an Order lead to a subsequent hearing/inquiry, the Council would be responsible for any costs involved in the preparation and conducting of such. The maintenance of the Public Right of Way, if added to the Definitive Map and Statement, would fall to the landowner and Council in line with legislation. The associated costs would be borne within existing Public Rights of Way revenue and capital budgets.

Policy

59. The work of the Public Rights of Way team contributes to the green aim of the Corporate Plan, the “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.
- Thriving urban and rural economies with opportunities for all
- Be a carbon neutral council by 2025

Equality, Diversity and Inclusion

60. The legal tests under section 53 of the Wildlife & Countryside Act 1981 do not include an assessment of the effects under the Equality Act 2010.

Human Resources

61. There are no direct implications for Human Resources.

Risk Management

62. There are no direct implications for risk management.

Rural Communities

63. There are no direct implications for Rural Communities.

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

64. There are no direct implications for Children and Young People.

Public Health

65. The recommendations are anticipated to offer a positive overall impact on the health and wellbeing of Cheshire East residents.

Climate Change

66. The recommendations will help the Council to reduce its carbon footprint and achieve environmental sustainability by reducing energy consumption and promoting healthy lifestyles.

Access to Information

Contact Officer:

Clare Hibbert

Clare.Hibbert@cheshireeast.gov.uk

Appendices:	<p>Appendix 1 – Archive List</p> <p>Appendix 2 – User Evidence Chart & Usage Type Chart</p> <p>Appendix 3 – Photographs of claimed route (Nov'23)</p> <p>Appendix 4 – Plan No: WCA/037</p>
Background Papers:	File no: MA/5/256

APPENDIX 1**List of Archive Documents –****Application No. MA/5/256**

Application for the Addition of a Public footpath off Public Footpath no: 6 (near Toft Church) to join Public Footpath no: 4 in Windmill Wood

PROW = Public Rights of Way Unit

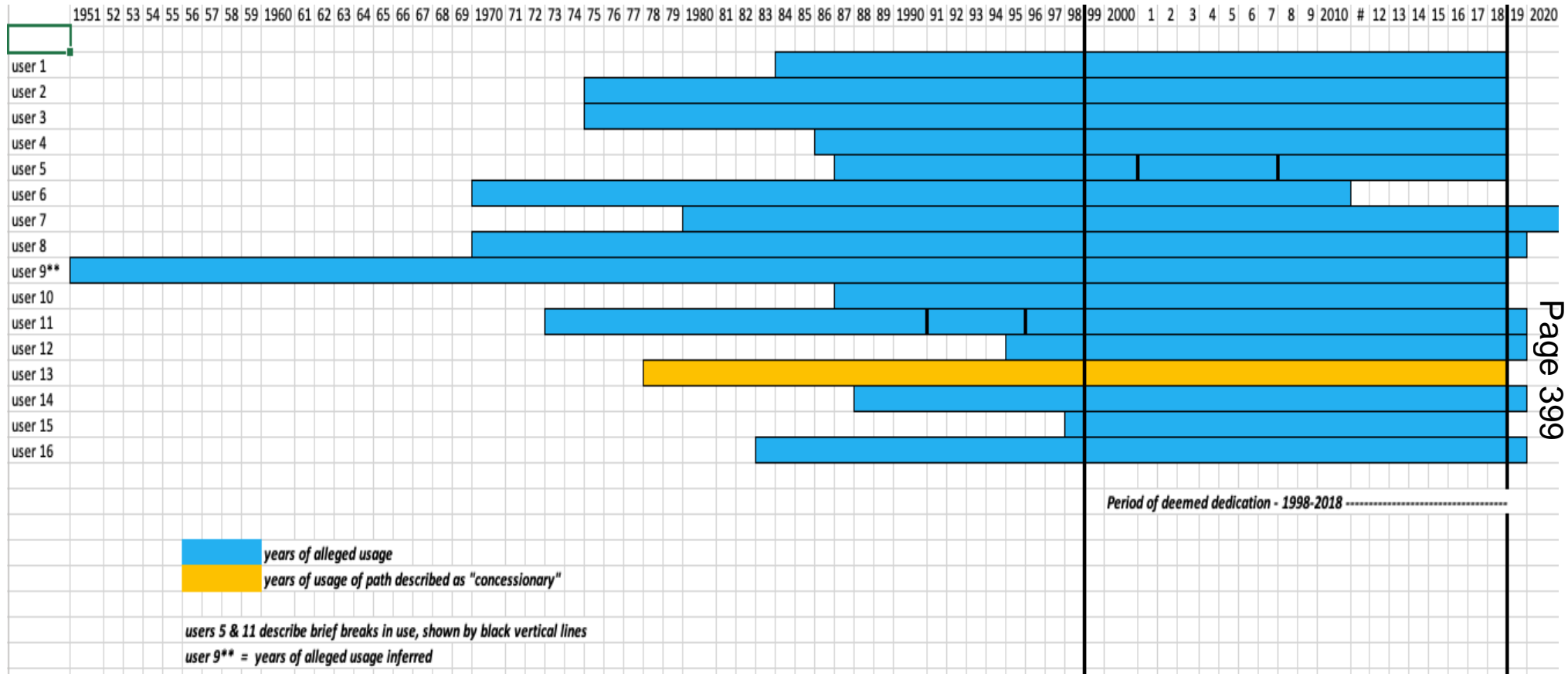
CRO = Cheshire Record Office

TNA = The National Archives, Kew

Primary Sources	Date	Site Shown/Mentioned	Reference Number/Source
County Maps			online – Cheshire Local History Society
Burdett	1794	Shown as a bounded lane	
Bryant	1819	Shown as a track, unbounded	
Swire & Hutchings	1830	Shown as a track, unbounded.	
Tithe Records			
Tithe Map	1848	The claimed route is shown as a clear physical track through route to Windmill Wood	CRO EDT 316/2
Finance Act	1910	Shows claimed route as physical track feature within 2 larger heraditaments	TNA XXXV 2 (sheet 291) CRO Working copy (MVB XXXV 2)
Bartholomews Map	1902 & 1941	Shows claimed route as uncoloured “other road)	PROW/Cheshire East Council
Ordnance Survey Maps			
O.S. 1” to1 mile 1 st Edition	1884	Shows clear through route of whole of claimed route	PROW/Cheshire East Council
O.S. 1st Edition 1:25 inch	1871	Shows clear through route of whole of claimed route	PROW/Cheshire East Council
O.S 2 nd Edition 1:25inch	1898	Shows clear through route of whole of claimed route	PROW/Cheshire East Council
O.S 3 rd Edition 1:25 inch	1909	Shows clear through route of whole of claimed route	PROW/Cheshire East Council
OS 1 Inch County Series maps	1887 - 1972	All show clear through route of whole claimed route	PROW/Cheshire East council

Local Authority Records			
Draft Map	1950's	Claimed route not shown only other PROW in area	PROW Unit
Provisional Map	1952	Claimed route not shown only other PROW in area	PROW Unit
Footpath Preservation Soc Map	1952	Does mark claimed route up clearly but then note to Omit	PROW Unit
Definitive Map & Statement	1953	Claimed route not shown only other PROW in area	PROW Unit
Aerial photos	1971-2017	All show clear through route of claimed route bounded by hedges in fields and entering Windmill wood	PROW Unit
Additional records			
Photos	2023	Site photos taken in 2023 of claimed route	PROW Unit – see photo sheet at Appendix 3
Photos	1978	Shows route completely open with no barriers.	PROW Unit
Photos	Various	Sheets provided by one of the users interviewed	PROW Unit
Planning Inspectorate Decision	1989	Relates to Public Footpath no: 11 in Windmill Wood	PROW Unit
Newspaper Cutting (Knutsford Guardian)	2018	Residents anger when Toft Estate close claimed route	PROW Unit

Appendix 2 – User evidence graph: Toft DMMO



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Appendix 3 - Photographs of Toft Church to Windomill Wood DMMO footpath claim

Photographs taken November 2023

1. Public Footpath no: 6 off public road leading to. Toft Church



2. Toft Church car park



3. Sign in Church Car park about private car park and dogs on leads.



4. Point A - start of claimed route from padlocked wooden field gate



5. Just few metres east of Point A - claimed route very overgrown and with high green mesh fence blocking access (installed more recently by Toft Estate)



6. Point B – Culvert/Bridge looking in direction of Point A. Old metal gate and large tree trunk across route. Route is therefore blocked off between A-B in recent times.



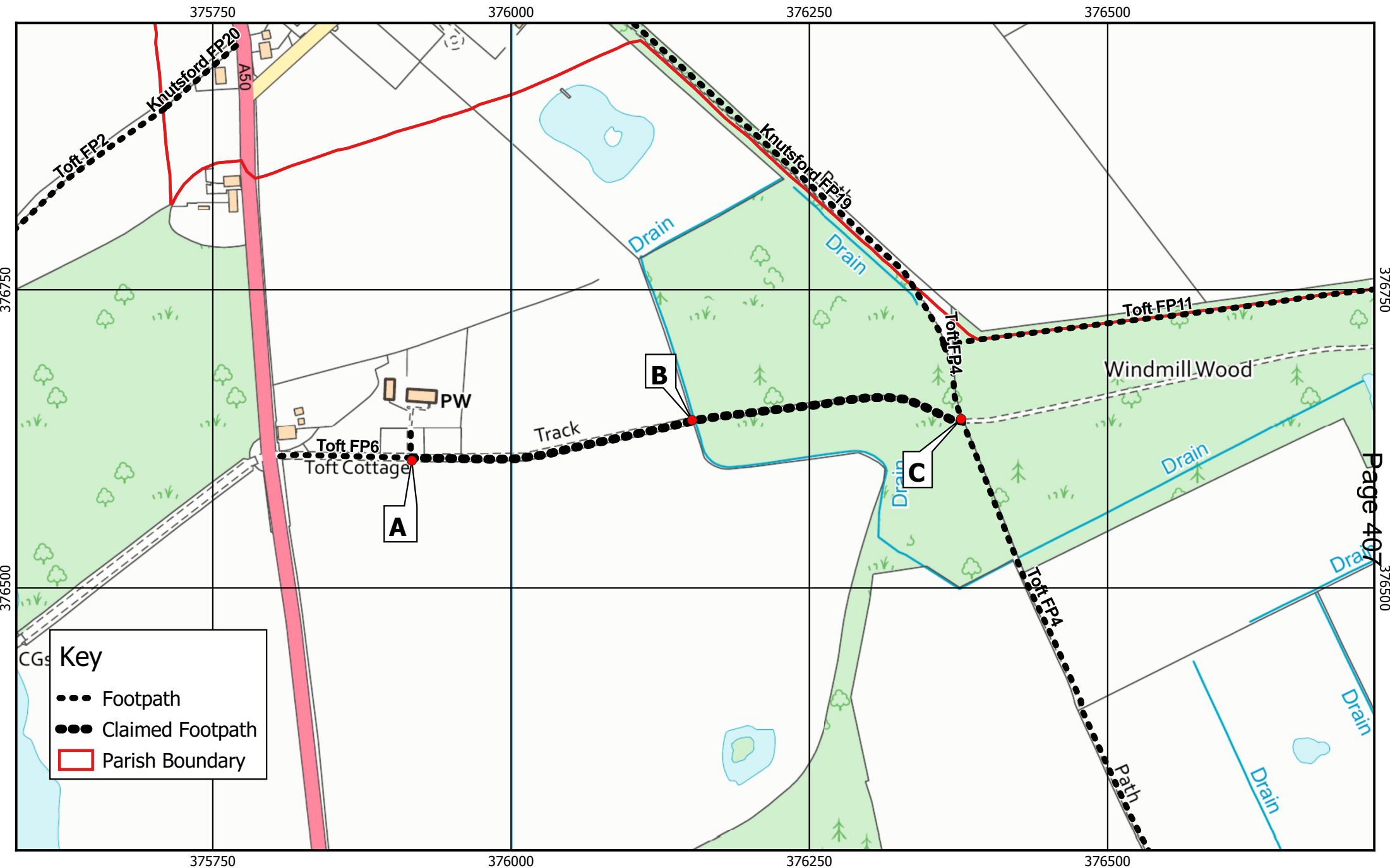
7. Route heading east from Point B bridge/culvert towards Point C into Windmill Wood



8. Point C where claimed footpath joins other public footpaths in Windmill Wood looking in direction of Point B.



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1:4000

Wildlife & Countryside Act 1981 s.53
Addition of a Footpath from Toft FP 6 to Toft FP 4
Parish of Toft

Plan No.
WCA/037

This is a working copy of the definitive
map and should not be used for legal
purposes



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OPEN

Highways and Transport Committee

25 January 2024

Appointments to the Public Rights of Way Consultative Group

Report of: Brian Reed, Head of Democratic Services and Governance

Report Reference No: HTC/40/23-24

Ward(s) Affected: No specific wards

Purpose of Report

- 1 This report seeks approval from the Highways and Transport Committee to appoint two elected Members of the Highways and Transport Committee to the Public Rights of Way Consultative Group and to agree its draft Terms of Reference.

Executive Summary

- 2 The Council, at its annual meeting on 24 May 2023, approved its representation on its main committees. The appointment of certain sub-committees, working groups, panels and boards is a matter for the relevant service committees. This report concerns the appointment of Elected Members to the Public Rights of Way Consultative Group, a matter that should be considered by the Highways and Transport Committee.

RECOMMENDATIONS

The Highways and Transport Committee is recommended to:

1. Appoint two Elected Members of the Highways and Transport Committee to the Public Rights of Way Consultative Group.
2. Agree the Terms of Reference for the Public Rights of Way Consultative Group attached as **appendix 1** to the report;

3. Agree that the names of the Members appointed will be submitted to the Head of Democratic Services and Governance.

3. Bodies which report to the Highways and Transport Committee

4 Public Rights of Way Consultative Group

- 5 The Public Rights of Way Consultative Group is an established meeting of users, Elected Members and Officers of Cheshire East Council which operates to enable stakeholders to engage in constructive debate and discussion about issues of law, policy, principle and work programming relating to Public Rights of Way. The Group meets twice a year via Microsoft Teams and receives twice yearly updates from the Public Rights of Way team between meetings. The Terms of Reference for the Group is attached as **Appendix 1**.

- 6 It is proposed that the Highways and Transport Committee agree to the appointment of two elected Members, from the Highways and Transport Committee, to the Public Rights of Way Consultative Group and that the nominees be notified to the Head of Democratic Services and Governance.

- 7 Previously, the two Elected Members appointed to the Public Rights of Way Consultative Group were members of the Public Rights of Way Sub Committee. Full Council resolved to dissolve this Sub Committee, incorporating its functions into the functions of the Highways and Transport Committee. Therefore, it is proposed that the future membership is agreed by the Highways and Transport Committee, and that those Elected Members appointed, are also members of the Service Committee.

Previous Membership

- 8 Councillors L Crane and H Faddes.

Proposed Membership

- 9 Two Members of the Highways and Transport Committee.

Consultation and Engagement

- 10 There has been consultation with Group Leaders and Administrators in relation to the representation of the Public Rights of Way Consultative Group.

Reasons for Recommendations

- 11 In accordance with the Constitution, the Highways and Transport Committee is responsible for the Public Rights of Way functions of the Council.

Other Options Considered

12	Option	Impact	Risk
	Do nothing	To not appoint to the Public Rights of Way Consultative Group would have a negative impact on stakeholder relations and a negative impact on the Council's ability to demonstrate open and transparent business.	N/a

Implications and Comments

Monitoring Officer/Legal

- 13 There are no direct legal implications.

Section 151 Officer/Finance

- 14 There are no financial implications that require an amendment to the Medium-Term Financial Strategy.

Policy

- 15 The work of the Public Rights of Way team contributes to the Green aim of the Corporate Plan, the “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.
- Thriving urban and rural economies with opportunities for all

- Be a carbon neutral council by 2025

Equality, Diversity and Inclusion

16 There are no direct equality, diversity and inclusion implications.

Human Resources

17 There are no direct human resources implications.

Risk Management

18 There are no direct risk management implications.

Rural Communities

19 There are no direct implications for rural communities.

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

20 There are no direct implications for children and young people.

Public Health

21 There are no direct implications for public health.

Climate Change

22 There are no direct implications for climate change.

Access to Information	
Contact Officer:	Genni Butler Acting Public Rights of Way Manager genni.butler@cheshireeast.gov.uk
Appendices:	Appendix 1 - Terms of Reference for the Public Rights of Way Consultative Group
Background Papers:	None

APPENDIX 1

CHESHIRE EAST PUBLIC RIGHTS OF WAY CONSULTATIVE GROUP

ROLE AND PURPOSE

The Forum operates to achieve the following purposes:

- to enable interest groups (users, landowners and others) to engage in constructive debate and discussion about issues of law, policy, principle and work programming with members and officers of the Cheshire East Council;
- to encourage understanding of each others' concerns;
- to participate in the consultation process and ongoing monitoring associated with the Rights of Way Improvement Plan.

The Forum is not constituted:

- to discuss the facts, merits or demerits of individual cases, which should be dealt with direct with the officers;
- to criticise the actions of individual officers or members of the Cheshire East Council in the execution of their statutory duties, since there is a formal complaints procedure which can be followed.

MEMBERSHIP

Membership of the Forum is by invitation of the Public Rights of Way Manager. In general, one representative from each group is invited, although additional invitations may be issued on request at the discretion of the Public Rights of Way Manager. The Forum is not open to the general public.

REGULATION OF PROCEEDINGS

The Chair of the Forum is appointed by Cheshire East Council and is normally a member of the Highways and Transport Committee. Officers of the Cheshire East Council in liaison with the Chair generate agenda items and receive suggested agenda items from participating members of the Forum. Whilst the Group is not a Committee of the Cheshire East Council for the purposes of Section 101 of the Local Government Act 1972, it is a meeting which is governed by the common law relating to the law of meetings and their conduct and procedure. The Chair has to control the conduct of the meeting and is appointed by the Cheshire East Council. The Forum has no authority to appoint, elect, or remove the Chair presiding over a meeting.

It is the duty of the Chair and to preserve order and to take care that proceedings are conducted in a proper manner.

The principal powers of a Chair are:-

- (i) determining that the meeting is properly constituted;
- (ii) informing him/herself as to the business and objects of the meeting;
- (iii) preserving order in the conduct of those present;
- (iv) confining discussion within the scope of the meeting and reasonable limits of time;
- (v) formulating for discussion and decision questions which have been moved for the consideration of the meeting;
- (vi) deciding points of order and other incidental matters which require decision at the time;
- (vii) in the case of a meeting which is one of a series, dealing with the record or minutes of the proceedings and any matters arising therefrom;
- (viii) adjourning the meeting where circumstances justify that course;
- (ix) declaring the meeting closed when its business has been completed.

To carry out the function of Chair, the Chair is invested with appropriate powers which include the following:-

The Chair may, if necessary, direct the removal of any disruptive person whose conduct threatens to disturb the proceedings.

It is the Chair's role to regulate discussion and permission to address the meeting must come from the Chair and by the Chair and consent to address the meeting can be withheld if the Chair so decides.

Highways and Transport Committee

Work Programme 2023 - 2024

Report Reference	Highways & Transport Committee	Title	Purpose of Report	Lead Officer	Consultation	Equality Impact Assessment	Corporate Plan Priority	Part of Budget and Policy Framework	Exempt Item
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/18/23-24	25/01/2024	Medium Term Financial Strategy – Parking Review	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	Director of Highways and Infrastructure	Yes	Yes	Green	Yes	No

Highways and Transport Committee

Work Programme 2023 - 2024

			proposals relating to both on-street and off-street parking provision.						
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
	25/01/2024	Notice of Motion - £2 Bus Fares	Purpose of the report is to consider the proposal to develop and launch a publicity strategy to locally promote the extension and usage of the £2 bus fare cap.	Director of Highways and Infrastructure	No	No	Open	No	No

Highways and Transport Committee

Work Programme 2023 - 2024

HTC/39/23-24	25/01/2024	Highway Service Contract Peer Review	This report: 1) Proposes a process and timetable to conduct an objective review and inform the Council's decision in respect of the break clause, in line with the Council's strategic aims to be "Open" and "Fair"; and 2) Considers the legal and financial implications and seeks to minimise risk in conducting the review.	Director of Highways and Infrastructure	No	TBC	Open	No	TBC
HTC/36/23-24	25/01/2024	PROW: Graveyard Lane, Mobberley Definitive Map Modification Order Application	The report outlines the investigation of an application to amend the Definitive Map and Statement by adding a public bridleway. This includes a discussion of the consultations carried out in respect of the claim, the historical evidence, witness evidence and the legal tests for a Definitive Map Modification Order to be made. The report makes a	Executive Director, Place	Yes	No	Green	No	No

Highways and Transport Committee

Work Programme 2023 - 2024

			recommendation based on that information, for quasi-judicial decision by Members.						
HTC/34/23-24	25/01/2024	PROW: Toft Definitive Map Modification Order Application	The report outlines the investigation of an application to amend the Definitive Map and Statement by adding a public footpath. This includes a discussion of the consultations carried out in respect of the claim, the historical evidence, witness evidence and the legal tests for a Definitive Map Modification Order to be made. The report makes a recommendation based on that information, for quasi-judicial decision by Members.	Executive Director, Place	Yes	No	Green	No	No

Highways and Transport Committee

Work Programme 2023 - 2024

HTC/25/23-24	30/01/2024	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-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
HT/26/21-22	04/04/2024	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	Director of Infrastructure and Highways	No	No	Green	Yes	Yes

Highways and Transport Committee

Work Programme 2023 - 2024

			accordance with the capital programme						
HTC/09/23-24	04/04/2024	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 Infrastructure and Highways	Yes	No	Open;#Green	Yes	No
HTC/21/23-24	04/04/2024	Street Lighting Energy Savings Proposal - Decision Paper	Decision paper on street lighting energy saving proposal to achieve delivery of MTFS reduction in highways street lighting energy saving budget, the first phase of which was applied in 2023/24.	Director of Infrastructure and Highways	Yes	Yes	Open	Yes	Yes
HTC/01/24-25	04/04/2024	A500 Update	To update committee on progress and make decisions on the Compulsory Purchase Orders for the A500 Dualling scheme	Director of Infrastructure and Highways	No	Yes	Open	Yes	No

Highways and Transport Committee**25th January 2024****Highway Service Contract Peer Review****Report of: Tom Moody, Director of Highways and Infrastructure****Report Reference No: HTC/39/23-24****Ward(s) Affected: All****Purpose of Report**

- 1 On 3rd October 2018 the Council entered into a 15-year contract to deliver highway services with Ringway-Jacobs Limited (the “Highway Service Contract” or “HSC”).
- 2 The HSC contains a pre-defined mid-term break clause which, in general terms, allows the Council to shorten the service period to eight years in specific circumstances.
- 3 This report:
 - (a) Proposes a process and timetable to conduct an objective review and inform the Council’s decision in respect of the break clause, in line with the Council’s strategic aims to be “Open” and “Fair”;
 - (b) Considers the legal and financial implications of assessing the performance of the HSC.

Executive Summary

- 4 To consider the overall performance of the HSC the report recommends that a review is conducted using external peers.
- 5 The report recommends that a further report is brought to the Highways and Transport Committee in the summer of 2024 to recommend the proposed approach to the break clause based on the findings of the review.

RECOMMENDATIONS

The Highways and Transport Committee is recommended to:

1. Agree that a review of the Highways Service Contract (HSC) is undertaken and:
 - a) Commence a peer review through which the Contract is assessed to inform future decisions regarding the HSC.
 - b) Delegate authority to the Director of Highways and Infrastructure to finalise the scope of the HSC Peer Review.
 - c) Approve that a Member Advisory Panel is established with the proposed membership as set out below and the Terms of Reference as set out in Appendix A.

The Chair of the Highways and Transport Committee
The Vice Chair of the Highways and Transport Committee
The Chair of the Finance Sub-Committee
Leader of the CEC Conservatives

2. Note that a further report with a recommendation will be bought to the Highways and Transport Committee regarding the HSC in summer 2024 following the completion of the review.

Background

- 6 Cheshire East Borough Council (CEC) is the Local Highway Authority for the Borough of Cheshire East and thus has statutory duties to maintain and manage the public highway under the Highways Act 1980, New Roads and Street Works Act 1991 and Traffic Management Act 2004. CEC is also the Lead Local Flood Authority under The Flood and Water Management Act 2010. These duties are predominantly delivered through the HSC.
- 7 The Council's current contracting model is a predominantly externalised service with integrated highway maintenance and engineering services, together with an in-house "thin client".
- 8 This model was commissioned from 2010 and procured through competitive dialogue, with the service commencing in October 2011.

- 9 The commissioning and procurement was a resource-intensive activity in addition to business as usual service provision. It also required support through external consultants.
- 10 Ringway-Jacobs was successfully appointed on a five-year term with two subsequent one-year extensions for satisfactory performance.
- 11 The Council's Cabinet approved the approach to procuring the current HSC in January 2017. Officers were delegated to progress the procurement in consultation with relevant Cabinet Members.
- 12 Priorities for the new contract were informed by a cross-party member panel, advising the Cabinet Member. The strategy was also informed by the Corporate Overview and Scrutiny Committee.
- 13 The procurement strategy was approved as a 15-year contract with a break clause at year 8 linked to performance. The contract term was set seeking to maximise the benefit of a longer-term partnership. The strategy was also validated with market engagement.
- 14 Following a robust, compliant and transparent procurement process Ringway-Jacobs was appointed as the successful contractor from 4th October 2018.
- 15 The contract is based on the Highway Maintenance Efficiency Programme's New Engineering Contract version 3 Term Service Contract ("NEC3"), which has been tailored to meet the Council's needs.
- 16 The method in which the Council has reviewed and selected its contract models and then gone on to procure its Highway Services Contracts has been key in the Council achieving maximum funding from the Department for Transport ("DfT") through the Local Highways Maintenance Incentive Fund.
- 17 A key aim of procuring a 15-year contract was to take advantage of long-term planning to maximise investment in the network, aligning with DfT best practice.

Proposed Review

- 18 It is good practice in contract management to use the opportunity provided by a break clause to review performance and value for money. The recommended approach to this is to inform the Council's decision regarding whether to exercise the break clause, through a peer review of the Contract.
- 19 This peer review will be undertaken using a panel of independent sector experts who work / have worked or have in depth knowledge of Local Government and have experience of working within a highways and place environment.
- 20 The peer review will:
 - (a) Undertake a review of the contractor's performance against the Performance Measures Framework (Strategic Indicators) in the HSC.
 - (b) Undertake a series of workshops with HSC stakeholders to obtain qualitative views and opinions, namely:
 - (i) Highways, Transport and Infrastructure contract users;
 - (ii) The Council's Corporate Leadership Team members whose service areas interface with the HSC;
 - (iii) Wider Council departments who access services under the HSC; and
 - (iv) The proposed Council Member Advisory Panel.
 - (c) (Subject to available data and reasonable comparisons), benchmark the HSC against performance on other highway service contracts across the country which are considered to be CEC's peers.
 - (d) In addition to considering the service area's performance against the Strategic Indicators, provide further insight into areas of strength and weakness within the operation of the Contract.
 - (e) Produce a report to enable Officers within the Highways Thin Client Team to make recommendations to this Committee.
- 21 Table 2 below shows the programme that must be followed to achieve the timescales set out in the Contract.

Activity													
	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	04/10/2024	
Committee Paper seeking approval to review													
Scope Review													
Undertake Review													
Committee paper													
Float													03/10/23 - Notify RJ of outcome drop dead date

Table 2 – Review Programme

Consultation and Engagement

- 22 As a front-line service, Member engagement on the delivery of highway maintenance and management services remains a priority for the Highways Service. As part of the review exercise, it is proposed to form a cross party Member Advisory Panel which will act as a sounding board in the preparation and progression of the peer review.
- 23 Proposed terms of reference for the Panel are in Appendix A.
- 24 The contents of this report have been discussed with Ringway-Jacobs, the Council's Highway Service Contractor.

Reasons for Recommendations

- 25 Undertaking a peer review to inform decisions aligns with best practice in contract management.
- 26 By implementing the recommendations of this paper, the Council is operating in a transparent, Open and Fair manner.

Other Options Considered

- 27 The Council could consider not undertaking a peer review; however, by doing this the Council could struggle to demonstrate an objective review of the performance of the HSC.

Option	Impact	Risk
Do nothing	Continue to operate the contract without review	Opportunity to assess value missed

Implications and Comments

Monitoring Officer/Legal

- 28 Please see confidential Appendix B: Highway Service Contract Peer Review Part 2 Information for legal implications and comments on the review of the HSC.

Section 151 Officer/Finance

- 29 The cost of implementing the peer review will be covered by existing highway revenue budgets across the 2023/24 and 2024/25 financial years.

Policy

- 30 This decision contributes to the Council's Corporate Plan Objectives as shown in the table below.

An open and enabling organisation	A council which empowers and cares about people	A thriving and sustainable place
Support a sustainable financial future for the council, through service development, improvement and transformation	N/A	N/A

Equality, Diversity and Inclusion

- 31 An Equality Impact Assessment (EIA) has been conducted and is published under "H" on the [Council's web page](#).
- 32 The EIA has identified that while the delivery of services under the HSC can have impacts on equality and diversity issues, the conduct of the review / Peer Review itself does not. In accordance with the HSC, the review will therefore consider a review of the performance under the contract performance indicators and against the Council's aims, goals and targets.

Human Resources

- 33 Undertaking of the review will require a notable level of Client Team resource. Due to the timescales and expertise involved and need for independence, this will be conducted by external advisors with appropriate expertise. The advisors conducting the review will be managed by officers in the Highways Service alongside their day to day responsibilities.

Risk Management

- 34 Should the Council decide not to undertake a mid-term review of the contract it could be considered that it is not acting in line with its Best Value Duty.

Rural Communities

- 35 The Highway Service Contract facilitates the delivery of the management and maintenance of the public highway for all residents and road users equally through its asset management led approach with no specific implications on rural communities.

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

- 36 There are no specific implications to children, young people and cared for children or those with special needs.

Public Health

- 37 There are no direct public health implications of this report.

Climate Change

- 38 There are no direct climate change implications of this report.

Access to Information	
Contact Officer:	Domenic de Bechi , Head of Highways domenic.debechi@cheshireeast.gov.uk
Appendices:	Appendix A – Member Advisory Panel Terms of Reference and proposed membership Appendix B - Highway Service Contract Peer Review Part 2 Information
Background Papers:	

Appendix A - Member Advisory Panel Terms of Reference

Purpose

This Member Advisory Panel has been established as part of the Council's peer review of the Highway Service Contract, ahead of the Highways and Transport Committee's consideration of the performance and service period of the Contract at year 6 of the Contract.

This Advisory Panel is a non-decision making Advisory Panel whose purpose is to advise the Director of Highways and Infrastructure from a Member's perspective in interpreting and understanding the findings of the peer review.

Members

- The Chair of the Highways and Transport Committee
- The Vice Chair of the Highways and Transport Committee
- The Chair of the Finance Sub-Committee
- The Leader of the Conservative Group

Roles and responsibilities

To advise, from a Member perspective, the Director of Highways and Infrastructure on matters concerning the peer review

Key Principles for members of the Panel

- Work as an advisory panel for the Highways and Transport Committee.
- Have no formal delegated decision making authority from the Highways and Transport Committee.
- Attend on a voluntary basis and receive no remuneration.
- Be expected to maintain the confidentiality and integrity of any confidential information that they may receive that is not publicly available.

Periodicity

The frequency of this group will be determined following the initial group meeting.

Support

Meetings will be chaired by the Director of Infrastructure and Highways. Other attendees will include the Head of Highways and other technical officers by exception, where the agenda dictates. Meetings will be confidential to

maintain the commercial sensitivity and position of the Council in the Highway Service Contract.

Meetings

The primary purpose of the first meeting will be to introduce the Cheshire East officers to the Member Advisory Panel, agree the purpose of the meetings and explain the peer review process and key gateways.

Substitutes will be subject to the approval of the Chair prior to the meeting.

The Secretariat for the Panel will be provided by Cheshire East Council Officers, preparing agendas and supporting papers.

Meetings will either be held by Teams or a Council venue will be provided for face to face meetings.

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By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

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