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## CHESHIRE EAST COUNCIL

### Minutes of a meeting of the **Environment and Regeneration Overview and Scrutiny Committee**

held on Tuesday, 19th September, 2017 at Council Chamber, Municipal Buildings, Earle Street, Crewe CW1 2BJ

#### **PRESENT**

Councillor H Davenport (Chairman)

Councillor H Wells-Bradshaw (Vice-Chairman)

Councillors D Bailey, T Dean, M Hardy, O Hunter, N Mannion, B Roberts, C Browne, G M Walton, M J Weatherill and S Hogben (substitute)

#### **11 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors O Hunter, N Mannion and M Parsons.

#### **12 MINUTES OF THE PREVIOUS MEETING**

Consideration was given to the minutes of the meeting held on 29 June 2017.

RESOLVED

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

#### **13 DECLARATIONS OF INTEREST**

There were no declarations of interest

#### **14 WHIPPING DECLARATIONS**

There were no whipping declarations

#### **15 PUBLIC SPEAKING/OPEN SESSION**

Carol Jones and Parish Councillor S Halliwell attended the meeting to speak on item 17 – Supported Bus Service Review. They raised concerns that any cuts to services would have a detrimental effect on the elderly, shift workers, those with mental health issues and would cause isolation within the community. It was suggested that the cuts would not encourage residents to use public transport causing an increase in CO2 emissions.

#### **16 AIR QUALITY**

Consideration was given to a presentation on air quality monitoring. The Chairman reminded the Committee that officers should not be named or discussed during consideration of the item. The Council had clear procedures, to deal with matters relating to officers and without prejudging matters it was important that the Committee did nothing to hinder any potential procedures. Frank Jordan informed the Committee that this matter was now under Police investigation.

The Presentation informed the Committee that when preparing the 2016 Annual Status Report (ASR) data errors were identified by the Air Quality Team. An internal audit investigation was carried out to:

1. Review all air quality data that had been reported to Defra in 2014 and the data which was due to be reported for 2015 to identify potential inaccuracies, by comparison with original laboratory data.
2. Review the process to determine how these inaccuracies occurred and recommendations to ensure it does not happen again.
3. Report any other area of concern that comes to light during the audit.

An external investigation was also carried out and given the nature of the investigation and the technical subject matter, the investigation was delivered by external agencies in three distinct phases:

- **Phase 1:** To identify the rationale for the data errors and where responsibility for the errors lies –North West Employers
- **Phase 2:** To determine the full impact and implications of the data errors and the actions required to ensure that the Council is fulfilling its statutory responsibilities with regards to air quality – Bureau Veritas
- **Phase 3:** To consider the findings from Phase 1 and Phase 2 and take the investigation to its conclusion –North West Employers.

The high level findings of the external investigation concluded that:

- Serious errors had been made in the Council's air quality data for 2012, 2013 and 2014. It was clear that these errors were the result of deliberate and systematic manipulation of data from a number of diffusion tubes.
- The Council had been exposed to unacceptable risks to the security of its air quality data as a result of failings within the service, to ensure that adequate processes, procedures and systems were in place to manage this data effectively.
- The data from diffusion tubes that had been altered were spread over a wide geographical area, which implied that the manipulation was not motivated by a wish to favour specific sites.
- Phase 2 included a review of planning applications for which the publication of revised air quality data may have affected the planning decisions.

The Committee considered the recommendations from the external investigator and the action taken by the Council. It was agreed that the Committee would review the Air Quality Data annually how the Council complies with legislation.

RESOLVED

1. That the presentation be received.
2. That the Committee scrutinise the Air Quality Data annually how the Council complies with legislation.

## **17 SUPPORTED BUS SERVICE REVIEW**

Consideration was given to an update presentation on the review of supported bus services. The review included all Cheshire East Supported local bus and flexible transport services, with a target saving of £1.576m from an existing budget of 3.5m. A 10 week public consultation had taken place, which targeted both bus users and non users and received 3900 responses, the results of the consultation were outlined to the Committee. However as the results had not yet been fully analysed, it was agreed that an additional meeting of the Committee would be held at the end of October to give consideration to the refined proposals prior to a Cabinet decision in November 2017. Network changes would then start to be implemented from April 2018.

### **RESOLVED**

That an additional meeting of the Committee be arranged for October 2017 to give consideration to the proposals prior to Cabinet.

## **18 HS2 - CONSULTATION**

Consideration was given to a presentation on the DfT consultation relating to the Crewe Hub: options for building on the existing connectivity. The presentation detailed the HS2 route line, consultation process and the Councils proposed response to a series of questions. Members supported the proposed response and highlighted the following points:

- That only the third Train Service Scenario, providing a rail hub capable of serving 7 stopping HS2 trains per hour would provide the required infrastructure.
- That freight services need to be considered as additional capacity is required.
- That MPs should be lobbied to ensure that they are fully supportive of the proposals.
- That any proposals should not result in a reduced classic rail service.

### **RESOLVED**

1. That the presentation be received.
2. That the proposed response as outlined in the presentation be supported.
3. That Cabinet give consideration to the additional comments outlined above.

## **19 CEC PARKING CHARGES AND OFF-STREET PARKING ORDER**

Consideration was given to a draft Cabinet report on car parking charges and Off Street Parking Order. Statements were read out on behalf of Councillors Pochin

and Brookfield outlining their concerns over proposed increases to parking charges, as well as a response from Councillor D Brown in response to Councillor Pochin. J Rhodes attended the meeting and spoke as a visiting Councillor in relation to parking charges in Crewe being the highest in Borough. Following detailed consideration of the recommendations, the Committee agreed that it was unable to support increasing the parking charges on the current pay and display car parks until a full Car Parking Strategy had been implemented and a Task and Finish Group be set up to develop future proposals. The Committee had no further comment on the additional recommendations contained within the report.

#### RESOLUTION

That Cabinet give consideration to the following recommendations:

1. That in the interest of fairness to Cheshire East residents, a high level car parking strategy should be implemented prior to any increase in parking charges.
2. That a Task and Finish Group to develop future proposals be established

### 20 **TRANSPORT SERVICE SOLUTIONS (TSS) – PERFORMANCE**

The Committee received a presentation on the performance of Transport Service Solutions (TSS), which included an overview of the contract, governance, areas for improvement, performance framework, key achievements, commercial business and corporate social responsibility. It was agreed that the results of the customer satisfaction survey would be brought back to the Committee in due course.

#### RESOLVED

That the results of the customer satisfaction survey be brought back to the Committee in due course.

### 21 **FORWARD PLAN**

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

#### RESOLVED

That the forward plan be received.

### 22 **WORK PROGRAMME**

Consideration was given to the work programme, The Scrutiny Officer agreed to check on the status of the Fly Tipping Task and Finish Group and report back to the Committee.

#### RESOLVED

That the Scrutiny Officer check on the status of the Fly Tipping Task and Finish Group and report back to the Committee.

The meeting commenced at 1.00 pm and concluded at 5.30 pm

Councillor H Davenport (Chairman)

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# **HS2 Update**

**19<sup>th</sup> September 2017**

Frank Jordan  
**Cheshire East Council**

# HS2 Line of Route

- 1 Phase 2a hybrid Bill was submitted on 17<sup>th</sup> July 2017
- 1 Contracts issued for Phase 1 rolling stock by the close of 2019
- 1 Deposit a hybrid Bill for Phase 2b by the end of 2019
- 1 Phase 1 proposed to open 2026 (London to Birmingham)
- 1 Phase 2a proposed to open 2027 and Phase 2b 2033

# The Consultation Process

On the 17<sup>th</sup> July the DfT launched 5 consultations

- 1 **HS2 Phase 2a Equality Impact Assessment Report**
- 1 **HS2 Phase 2a (West Midlands – Crewe) hybrid Bill environmental statement (*close 30 September*)**
- 1 **HS2 Phase 2b draft Equality Impact Assessment Scope and Methodology Report**
- 1 **HS2 Phase 2b draft Environmental Impact Assessment Scope and Methodology Report (*close 29 September*)**
- 1 **Crewe Hub: options for building on existing connectivity (*closes 12 October*)**

# HS2 Phase 2a Equality Impact Assessment Report



**There are 4 questions as part of this consultation:**

- 1 Route-wide impact assessment, set out in section 5 of the EQIA report
- 1 Community Area (CA) assessments, set out in sections 6-10 of the EQIA
- 1 Appendices to the EQIA Report (Appendix A Literature Review and Appendix B Community Profile).

## **Key considerations:**

- 1 No impacts have been identified as a consequence of the proposed route for the South Cheshire area
- 1 The approach taken is robust
- 1 The Equality Impact Assessment is regularly reviewed and updated, in light of any changes to the scheme, such as road works or PROW realignment
- 1 Continue to work with HS2 and ensure this level of engagement maintains in order to secure the best possible outcome

# **HS2 Phase 2a (West Midlands – Crewe) hybrid Bill Environmental Statement**

**There are 6 questions as part of this consultation:**

- 1 *Non-Technical Summary (NTS)*
- 1 *Volume 1: Introduction and methodology*
- 1 *Volume 2: Community Area (CA) reports and map books, this is the most relevant*
- 1 *Volume 3: Route-wide effects*
- 1 *Volume 4: Off-route effects and map book*
- 1 *Volume 5: Technical Appendices and map books*

## **Key considerations:**

- 1 Limited works have been identified at Crewe, but do not include an acceptable track layout
- 1 Questions exist in relation to the robustness of the assessment.
- 1 Concern over loss of existing services to Manchester, acceptance that there will be network pressures between 2027-2033 but there should be no reduction in connectivity with 2a solution
- 1 Concern over the loss of parking at Sandbach station during periods of construction
- 1 Consideration should be given to any potential “petition” of this Bill
- 1 **SOLUTION - bring forward the full Crewe Hub rail and station works into this Bill as an Additional Provision**

# **HS2 Phase 2b draft Equality Impact Assessment Scope and Methodology Report**



## **Key considerations:**

- 1 The assessment must identify suitable mitigation and/or alterations to the scheme to address any adverse impacts, such as severance and access to key services**
- 1 The proposed methodology is consistent with the approach taken for HS2 Phase 2a, we are confident that the approach taken is robust.**
- 1 Further consultation with key stakeholders along the route through Cheshire and Warrington is absolutely essential. The Councils should continue to work with HS2 as with Phase 2a and ensure this level of consultation maintains into Phase 2b.**

# HS2 Phase 2b draft Environmental Impact Assessment Scope and Methodology Report

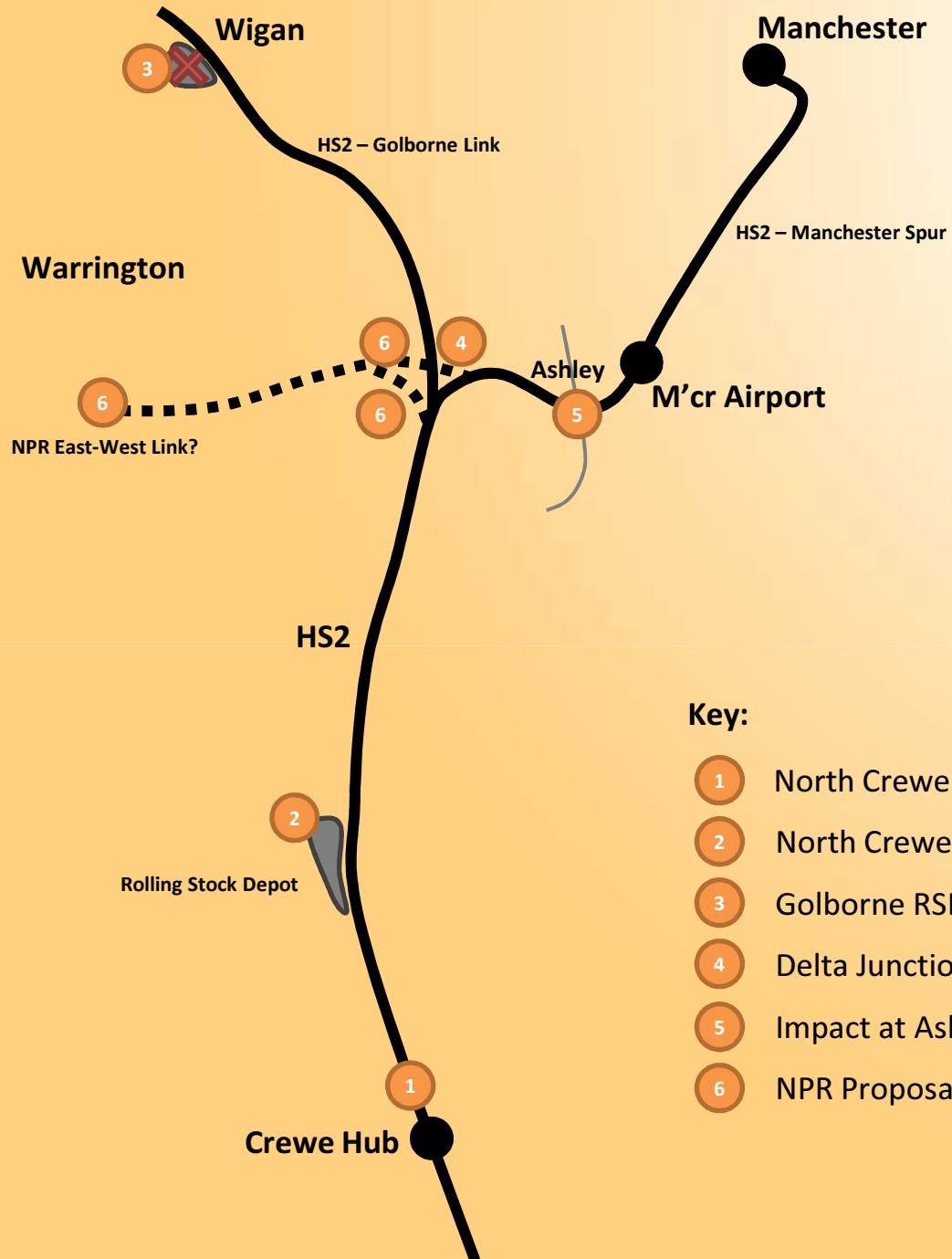


## Consultation Question

***Do you have any comments on the draft EIA Scope and Methodology report?***

## Key considerations

- 1 As the scheme continues to develop further, we are keen to continue to be involved the in the detailed assessment of its impacts in Cheshire and Warrington as has been the case with Phase 2a.**
- 1 Significant issues include:**
  - Northern Powerhouse Rail touchpoints
  - Scale of infrastructure – route and key junctions
  - Proximity of the route to residential areas
  - The impact of the rolling stock depot
  - Ground conditions
  - Environmental impacts on the section from Manchester Airport to High Legh



**Key:**

- 1 North Crewe Junction
- 2 North Crewe RSD
- 3 Golborne RSD - Removed
- 4 Delta Junction Northern Chord - NPR
- 5 Impact at Ashley
- 6 NPR Proposals

# Crewe Hub: options for building on existing connectivity



## Consultation Questions (1/2)

1. Do you support the VISION FOR A HUB STATION at Crewe as suggested by Sir David Higgins?
2. Do you support the CONCEPT OF SPLITTING AND JOINING HS2 TRAINS AT CREWE, which could provide more seats from Crewe – London and also allow a HS2 service to Stoke-on-Trent?
3. What ADDITIONAL DESTINATIONS NORTH OF CREWE might be served through splitting and joining trains at Crewe?
4. Do you support the CONCEPT OF STOPPING MORE HS2 SERVICES AT CREWE, and indicate views on the potential service pattern(s).

# Crewe Hub: options for building on existing connectivity



## Consultation Questions (2/2)

5. Do you SUPPORT THE PRINCIPLE OF A JUNCTION NORTH OF CREWE station which could allow HS2 services from Crewe to Manchester, Birmingham and Scotland.

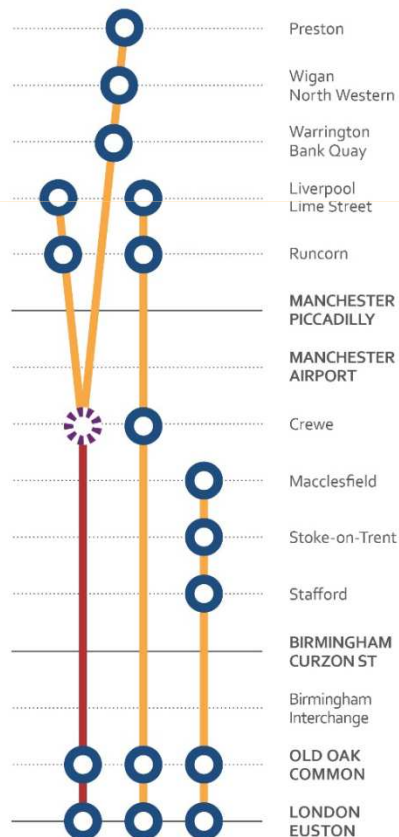
6. What are your views on the LEVEL OF FREIGHT GROWTH THAT SHOULD BE CONSIDERED in planning at Crewe Hub?

7. What are your views on FUTURE LOCAL AND REGIONAL PASSENGER SERVICES that should be considered when planning for a Crewe Hub?

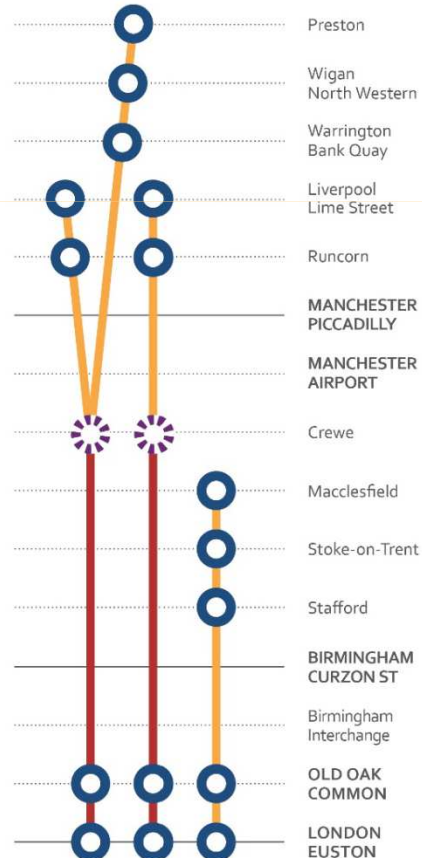
8. What do you see as the POTENTIAL FOR A LOCAL FUNDING CONTRIBUTION to any of these interventions alongside complementary works, such as improving the existing station buildings and road access?

# Train Service Scenarios

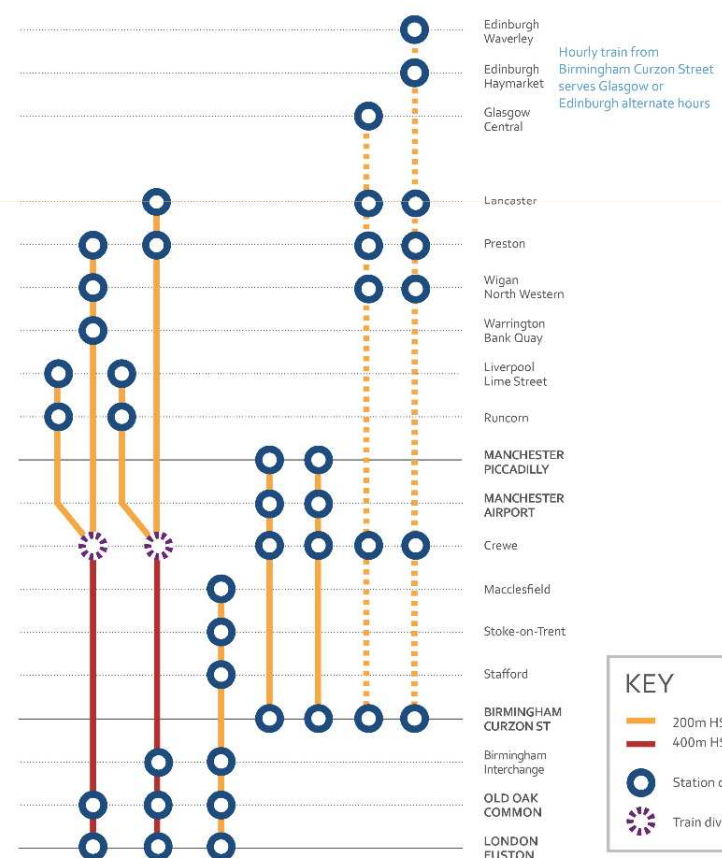
**SCENARIO 1:**  
Crewe Hub route  
serving Stoke-on-Trent



**SCENARIO 2:**  
Crewe Hub route serving  
Stoke-on-Trent and upgrading capacity



**SCENARIO 3:**  
Crewe Hub route providing  
a northern junction



## KEY

- 200m HS train
- 400m HS train
- Station call
- Train divides

# Key Issues

- 1 **A rail Hub capable of serving 7 stopping HS2 trains per hour, which future proofs local and regional train service growth and rail freight**
- 1 **Offers 3 HS2 direct services to London, Manchester and Birmingham per hour**
- 1 **Government to commit to delivery of a new Crewe northern junction between HS2 and the WCML**
- 1 **Served by the right HS2 rolling stock mix**
- 1 **Allows the splitting and joining of 400m classic compatible trains at Crewe**
- 1 **An enhanced station which supports the whole sub-regional rail plan and growth strategies**

# Local Contributions



- 1 Track and signalling should be funded by government**
- 1 Potential for contributions from TfN e.g. for north junction**
- 1 No commitments being made to support regional rail improvements from local authority finance (not relevant to this consultation)**
- 1 In principle agreement for CEC to fund enhancements to the Crewe Hub Station**

# Building a Consensus

**By working with regional partners, we can influence the plans for HS2 in order to achieve what is best for the region:**

- 1 A Crewe Hub in line with Scenario 3 would provide connectivity to additional locations**
- 1 Scenario 3 would maximise HS2 benefits to the wider region enabling increased investment and growth**
- 1 Early delivery of both the Crewe Rail Hub and the Enhanced Station will ensure these benefits arrive sooner**
- 1 Support from TfN, Welsh Government, Midlands Connect**
- 1 Briefings for MPs including Jake Berry and Paul Maynard**
- 1 CEC response on the Crewe Hub**
- 1 CWLEP wide response regarding strategic fit with regional rail strategy and growth agenda**
- 1 Constellation Partnership**