



# Congleton Town Council

Historic market town

Town Clerk: **BRIAN HOGAN**



8th November 2012

Dear Councillor,

Community, Environment and Services Committee – Thursday 15<sup>th</sup> November 2012

You are requested to attend a meeting of the Community, Environment & Services Committee, to be held in the Town Hall, High Street, Congleton on **Thursday 15<sup>th</sup> November 2012 at 7.00pm.**

**The Public and Press are welcome to attend the meeting.** There may be confidential items towards the end of the meeting which the law requires the Council to make a resolution to exclude the public and press.

Yours sincerely,

TOWN CLERK

## AGENDA

1. Apologies for absence. (Members are reminded of the necessity to give apologies in advance of the meeting and to give reasons for absence).
2. Minutes of Last Meeting

To confirm the minutes of the meeting held on the 4th October 2012 as a correct record (copy enclosed).

3. Declarations of Interest

Members are requested to declare both "personal" and "personal and prejudicial" interests as early in the meeting as they become known.



Congleton  
**beartown**  
where friends are made

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#### 4. Outstanding Actions

**CAE/41/1011**

A feasibility report on a possible project be developed for a shelter in Congleton Park. The Youth Committee to be consulted on this project.

**CAE/40/1112**

A report on the Boat on the River Dane noted that a group of local businessmen had offered to remove the boat at no cost.

Councillor G Baxendale to contact the planners at CEBC to ascertain what can be done about the Weavers Cottages.

**CES/02/1213**

The Town Council to pursue all options available in order to resolve the problem of the Boat, including S215 enforcement via CEBC, in addition, the Clerk to contact McCarthy and Stone to elicit their assistance in the matter.

**CES/03/1213**

Cllrs P Bates and G Williams determine how to move forward the notion of utilising the Community Payback scheme and report back to the next committee meeting.

**CES/10/1213**

1. The Town Centre Manager provide an analysis of how effective the scheme has been during the past 12 months for retailers.
2. Approach Local Life to ascertain what additional support they can provide to promote the scheme in Congleton.

**CES/19/1213**

The Town Clerk contact Cheshire East Highways to request a speed sign on Manchester Road is installed and that this work is undertaken urgently.

#### 5. Boat on the River Dane

To receive a verbal update on progress being made to resolve the issue of the boat on the River Dane.

#### 6. Congleton's Children's Centre

To receive a presentation from Congleton's Children's Centre.

#### 7. Residents Street Parking (enclosed)

To receive and consider a Cheshire East Officer Decision record on residents parking provided by Cllr Thwaite (enclosed).

#### 8. Astbury Mere Development (e-mail enclosed)

To consider a response to the notion of requesting a pedestrian crossing across Newcastle Road prior to the development being built.

#### 9. Traffic Assessments (enclosed)

To receive and consider feedback on assessments undertaken on the A34 by the Road Safety Team.

10. Electricity North West (enclosed)

To receive a questionnaire produced by Electricity North West on where on-going investment should take place.

11. Environmental Audit (enclosed)

To consider the latest Environmental Audit.

12. Member Satisfaction Survey (enclosed)

To consider setting up a small working party to complete the Cheshire East Highways member satisfaction survey.

13. Banners on Mountbatten Way (enclosed)

To consider and support the notion of installing new banners on Mountbatten Way

14. Resolution to exclude the Public and Press

To consider passing a resolution in accordance with the Public Bodies (Admission to Meetings) Act 1960, that public and press be excluded from the meeting for the matters set out below on the grounds that it could involve the likely disclosure of private and confidential information or staff matters.

15. Cheshire Police

To receive and consider a verbal report from a representative of Cheshire Police on Policing matters affecting Congleton.

To consider carrying out accompanied visits with the Police/PCSO

To	Members of the Community and Environment Committee
	Appointed Member, Hon Burgess Mrs M M Williamson
ccs.	Other members of the Council and Honorary Burgesses (4) for Information; Press (3)



## CONGLETON TOWN COUNCIL

### MINUTES OF THE MEETING OF THE COMMUNITY, ENVIRONMENT AND SERVICES COMMITTEE HELD ON THURSDAY, 4<sup>TH</sup> OCTOBER 2012

PRESENT:                      Councillors      G S Williams (Chairman in the Chair)  
   Mrs D S Allen  
   P Bates  
   J S Crowther  
   M.J Hutton  
   Mrs A M Martin  
   D Murphy  
   Mrs J D Parry  
   N T Price  
   Miss R.K Williams  
   E Clarke – Appointed Member

#### 1. APOLOGIES.

Apologies for absence were received from Cllr D.T Brown. Apologies were also received from Cllrs G. Baxendale, G.R Edwards, G.Brittain, G.P Hayes, S.A Holland and D.A Parker who are not members of this particular committee.

#### 2. MINUTES

**CES/13/1213 RESOLVED** that the minutes of the meeting held on the 29<sup>th</sup> August 2012 be confirmed as a correct record and signed by the Chairman.

#### 3. DECLARATIONS OF INTEREST

Members are requested to declare both “pecuniary” and “non pecuniary” interests as early in the meeting as they become known.

There were no declarations of interest.

#### 4. OUTSTANDING ACTIONS

##### **CES/02/1213**

The Town Council to pursue all options available in order to resolve the problem of the Boat, including S215 enforcement via CEBC, in addition, the Clerk to contact McCarthy and Stone to elicit their assistance in the matter.

**CES/03/1213 RESOLVED** that Cllrs P Bates and G Williams determine how to move forward the notion of utilising the Community Payback scheme and report back to the next committee meeting.

##### **CES/10/1213**

1. The Town Centre Manager to provide an analysis of how effective the scheme has been during the past 12 months for retailers.
2. Approach Local Life to ascertain what additional support they can provide to promote the scheme in Congleton.



## **5. ELECTION OF CHAIRMEN AND VICE CHAIRMAN**

**CES/14/1213 RESOLVED** that:-

1. Cllr G Williams be elected Chairman.
2. Cllr P Bates be elected Vice Chairman.

## **6. BOAT ON THE RIVER DANE**

Cllr N. Price provided an update on actions to resolve the problem of the boat on the River Dane. It was noted that Cllr Price was awaiting a letter from Mr Morris allowing permission for the boat to be removed.

**CES/15/1213 RESOLVED** that:-

1. Cllr Price be allowed time to resolve the issue of the boat on the River Dane.
2. No other options to be pursued until otherwise advised.

## **7. RESIDENTS STREET PARKING (enclosed)**

A report on 'Off Street Parking' provided by Cllr Edwards was considered along with some notes on the matter provided by Cllr Thwaite of Cheshire East Borough Council.

**CES/16/1213 RESOLVED** that: -

1. The report from Cllr Edwards be received.
2. The action taken by Cllr Thwaite be approved.

## **8. 11 MILLION TAKE OVER DAY**

Cllr Williams commented that the 11 Million Take Over Day is a national scheme operated by the Children's Commission and takes place on the 23<sup>rd</sup> November 2012. The idea is that children and young people get the opportunity to help run an organisation for a day.

**CES/17/1213 RESOLVED** that:-

1. The Town Council participates in the scheme in the following roles, Town Clerk, Town Centre Manager and Facilities Manager.
2. Cllr Williams to facilitate this day accordingly with a local High School.

## **9. ASTBURY MERE DEVELOPMENT**

Concern was raised at the lack of a pedestrian crossing on Newcastle Road adjacent to the Astbury Mere development.

**CES/18/1213 RESOLVED** that:-

1. The Clerk to contact Cheshire East Highways to request the installation of a controlled crossing.
2. Cllr Crowther to provide information on the planning application which is suggested should provide a crossing in the area.

#### **10. SPEED SIGN ON MANCHESTER ROAD**

It was noted that Cheshire East Borough Council had agreed to move the speed restriction sign on Manchester Road further away from the residential area but, this has not been carried out.

**CES/19/1213 RESOLVED** that the Town Clerk contact Cheshire East Highways to request this work is undertaken urgently.

#### **11. POLICE AND CRIME COMMISSIONER**

A letter from John Dwyer, a prospective candidate for a new Police and Crime Commissioner for Cheshire was considered.

**CES/20/1213 RESOLVED** that the correspondence be received.

#### **12. CONGLETON'S CHILDREN CENTRE**

The presentation from Congleton's Children Centre was postponed to a later date.

#### **13. LOCAL AUTHORITY SCHOOL GOVERNERS (enclosed)**

Correspondence on the reappointment of a Local Authority Governor at Daven Primary School was discussed.

**CES/21/1213 RESOLVED** that:-

1. The correspondence be received.
2. Noted that Cllr G.Hayes has put his name forward for the position of School Governor at Daven Primary School

#### **14. RESOLUTION TO EXCLUDE THE PUBLIC AND PRESS**

**CES/22/1213 RECOMMENDED:** that in accordance with the Public bodies ( Admission to Meetings) Act 1960, that the Public and Press be excluded from the meeting for the matters set out below on the grounds that it could involve the likely discussions of private and confidential information or staff matters.

#### **15. CHESHIRE POLICE**

Inspector Mark Gamage reported that the Police had a very successful meeting with Fiona Bruce MP on drug misuse in the Town. It was noted that Congleton does not have a greater drug problem than other comparable towns.

The police have carried out a sting operation and made some arrests in respect of Theft from Vehicles.

The recent spate of anti-social behaviour at Bromley Farm Community Centre has been tackled and a number of arrests made which should result in court proceedings being taken.

The public were reminded to report any incidents they note directly to the police and not record them on Facebook or Twitter as this simply causes unnecessary problems.

It was noted that the police are very willing to cooperate with any Councillor who wishes to experience policing first hand and wants to go out on a patrol with a PC or PCSO.

## 16. AOB

### i. River Dane Walkway

The Town Clerk reported that the third phase of refurbishing the River Dane Walkway is about to commence funded by The Congleton Partnership and Cheshire East Council. The walkway from Congleton Park to the Daneside industrial estate will be closed for 3 to 4 weeks to allow this work to take place. The work will be carried out under licence from the Town Council in partnership with Cheshire East Borough Council.

### ii. Northern Link Road

It was noted that leaflets and other material will be produced to keep residents informed about progress on the Northern Link Road.

G Williams

Chairman



## OFFICER DECISION RECORD

**Matter decided:** To approve the proposals to modify permit parking bays (residents, carers, business and visitor parking), which have been developed in the Park Road and Kinsey Street areas, Congleton and to authorise the advertising of the TRO to promote these proposals. The proposals satisfy the need to make better use of parking spaces which are currently significantly underused by residents.. In the event that no objections are received in relation to the draft order, or objections made but withdrawn, then authorise the making of the order.

**Decision Date:** .....2012

**Decision Taking Officer:** John Nicholson – Strategic Director (Places & Organisational Capacity)

**Authority to make decision:** Pursuant to paragraph 16.1.12 and 16.2 of the Officer Delegations to the Strategic Director (Places and Organisational Capacity).  
(see note (1) below)

**Key Executive Decision**

**NO**

It is important to record here whether this is/is not a Key Decision (see definition overleaf) in respect of executive functions taking into account the definition of such functions and decisions in the Council's Constitution as the Call-in procedures operate in relation to Key Decisions taken by officers.

### **THE DECISION**

- 1. Pursuant to the Road Traffic Regulation Act 1984, as amended, and all other enabling powers,**

- 1.1 to approve and authorise for statutory consultation the Authority's intention to provide limited waiting within permit bays on Park View and Kinsey Street in Congleton as shown by the attached plans, marked: Mixed use bays, permit and limited waiting use, dated; 16 October 2012.**

**and**

- 1.2 in the event that no objections are received in relation to the order by the closing date stated in the statutory public notice (or where objections are received but they are withdrawn), then the order be made.**

## REASONS FOR THE DECISION

To convert some permit only bays to mixed use bays i.e. for permit holders and limited waiting use.

The bay on Park View would be brought into line with the bays in Park Road by changing it from: Permit holders only Mon – Sat 8am to 8pm to Permit holders or Limited waiting for 2 hours, no return within 2 hours Mon – Sat 8am to 8pm.

The addition of limited waiting parking space would benefit users of the paddling pool and the park.

The bays on Kinsey street would be changed from: Permit holders only Mon – Sat 8am to 6pm to Permit holders or Limited waiting for 30 mins no return within 30 mins Mon – Sat 8am to 6pm. The addition of limited waiting parking space would benefit shoppers in the town centre.

The order is being proposed, amongst other enabling powers, under sections 45 and 46 of the Road Traffic Regulation Act 1984 in respect of the provision of parking places.

The addition of Limited Waiting to permit/residents parking will satisfy the need for visitors as well as residents and make better use of the space. The changes are supported by Councillor Thwaite, Environmental Cabinet Support Member and by the Congleton Town Council. In this way the order will satisfy the needs of s45(3) of the Act.

## LEGAL IMPLICATIONS

- 1.1 The powers under which the above order can be made can be found in the Road Traffic Regulation Act 1984, as amended ("the Act").
- 1.2 In proposing a traffic regulation order, it is necessary under the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 ("the Regulations") to undertake consultation, including giving notice of a 21 day period to allow objections to be submitted. Certain documents are required to be kept on deposit. Before making any order the Council must consider all valid objections received during the consultation period which have not been withdrawn. If any modifications are made to the order at this stage, and they make a 'substantial change' to that originally advertised, the Council must take steps to inform any person likely to be affected, allow them an opportunity to make representations and ensure that these are considered by the Council. Such consultation is not required in respect of consolidation, minor or experimental orders. Part IV of Schedule 9 to the Act provides that any power to make an order as respects any road under the Act, shall include power for the authority to make an order varying or revoking any previous order as respects that road made, or having effect as if made, under or by virtue of the provision in question, whether the previous order was made by that or some other authority.



### 1.3 **S122 duty**

Section 122 of the Act imposes a general duty on the Council to have regard to certain factors when exercising its functions within the Act. Section 122 states the following;

*'It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway or, in Scotland, the road.'*

### 1.4 The matters specified under subsection (2) are as follows:

- 'a. the desirability of securing and maintaining reasonable access to premises;*
- b. the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;*
- b the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);*
- c the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and*
- d any other matters appearing to the local authority to be relevant.'*

### 1.5 There is differing case law on how to interpret section 122 and the courts have acknowledged that it is a difficult section to construe. In a sense, the overall objectives must be *'to secure the expeditious, convenient and safe movement of vehicular and other traffic'*, and *'the provision of suitable and adequate parking facilities on and off the highway'*, but this is expressed to be *'so far as practicable'*, having regard to the matters specified in s122(2) of the Act. On a practical level, it requires the decision maker to achieve those twin objectives, so far as practicable, whilst having regard to the matters in s122(2) and then striking a balance between all of the various requirements within the Section. Thus, in making a final decision, it is necessary to consider the s122 duty in relation to the draft orders.

### 1.6 **Public inquiry**

When considering whether to make an order(s) under the Act, the decision maker will be aware of the discretion he has to hold a public inquiry. Factors which ought to take into account in deciding whether or not an inquiry should be held are;

- the complexity of the proposals;
- the nature of the objections received;
- whether the decision maker is able to take into account competing arguments and weigh them against each other;



- 1.7 The discretion as to whether to hold a public inquiry or not should be exercised according to rules of natural justice, i.e. fairly in all the circumstances. Any decision is not to be based on any self-imposed rule of policy or practice and therefore the decision must be made in relation to the present circumstances. It must not be based upon any previous presence or absence of an inquiry in similar proposals, nor must it be based upon a fear of setting a 'precedent'.
- 1.8 **Making of an order**  
As soon as practicable after an order (or part order) is made, the Council is required to place a copy of the order with other documents on deposit at the Council's offices and, within fourteen days of the making of the order publish a 'notice of making'; inform any person who has objected to the order of the order being made; and ensure adequate publicity is given to the making of the order. A six week high court challenge period will then follow from the date the order was made.

## **THE DECISION**

**Pursuant to the Road Traffic Regulation Act 1984, as amended, and all other enabling powers,**

- 1.1.to approve and authorise for statutory consultation the Authority's intention to provide limited waiting within permit bays on Park View and Kinsey Street in Congleton as shown by the attached plans, marked: Mixed use bays, permit and limited waiting use, dated; 16 October 2012.**
- 1.2.in the event that no objections are received in relation to the order by the closing date stated in the statutory public notice (or where objections are received but they are withdrawn), then the order be made.**

## **ALTERNATIVE OPTIONS CONSIDERED IN ARRIVING AT THE RECOMMENDATION.**

**Not to promote the proposals. This is not the preferred option given the desire to make best use of available space which is currently greatly underused. It is the Officer's recommendation, with the support of the ward member, parish and police, to proceed with the proposals.**

**Signed by the Decision Taking Officer .....**

**Designation .....**

**Date .....**

**Approved by: .....**  
**(if needed see note (2))**

**Date .....**

**Signed by Cabinet .....**  
**Member for Environment**  
**(if needed see note (3))**

**Date .....**

## NOTES

*(1) Please record here the relevant paragraph of the Officer Scheme of Delegation within the Constitution under which the officer is acting and/or confirm that the officer is acting under a sub-delegation from another officer. If acting pursuant to a sub-delegation please ensure that a copy of the sub-delegation is appended to the decision form. If an officer is unsure about his/her powers to take the decision, he/she should seek advice from the relevant officer in Legal Services.*

*(2) The Constitution provides that certain decisions may be taken by an officer with the approval of another officer. For example, the decision to institute legal proceedings may be taken by CMT members with the approval of the Borough Solicitor. In such cases the form should be signed by the approving officer in addition to the decision-maker.*

*(3) The Constitution provides that certain decisions may be taken by an officer in consultation with the relevant Cabinet Member. In such cases the form should be signed by the Cabinet Member prior to the decision-maker in order to evidence the consultation with that Cabinet Member.*

*(4) Where the decision is a "Key Decision" a copy of this record must be sent to the Borough Solicitor and the Director of Finance and Business Services as soon as it has been signed to enable the decision to be published by the Borough Solicitor within two working days of it being made. The call-in period of a further five clear working days will then operate. This period cannot start until the decision is published. A decision here must not be implemented until the call-in period has elapsed (normally five clear working days in all) and no notice has been served. If a call-in notice is served you will be advised of the process and no action must be taken on the decision which is technically suspended.*

*(5) For Key Decisions, any relevant supporting papers, or document references (background documents), should be described (with details of where they can be accessed – e.g. file number) to this document and where they were a material consideration leading to the decision.*

### DEFINITION – "KEY DECISION"

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



## Brian Hogan

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**From:** COCKROFT, Philippa <Philippa.Cockroft@cheshireeast.gov.uk>  
**Sent:** 30 October 2012 10:51  
**To:** Brian Hogan  
**Subject:** RE: Planning application 09/4240C

Dear Mr Hogan

Please accept my apologies for the delay in responding. The condition was worded in this way to ensure that if it was not possible to provide a refuge that would provide improved highway safety, to the satisfaction of the Highways Authority, the developers would not have to provide the refuge.

The developers and the Highways officer liaised on this and agreement was reached that a refuge on this part of the road would not meet safety standards and as such should not be provided.

Regards

*Philippa Cockroft  
Senior Planning Officer  
Cheshire East Council*

*Tel: 0300 123 5014  
Email: [planning@cheshireeast.gov.uk](mailto:planning@cheshireeast.gov.uk)*

*Development Management  
PO Box 606  
Municipal Buildings  
Crewe  
CW1 9HP*

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**From:** Brian Hogan [mailto:[bh@congletontowncouncil.co.uk](mailto:bh@congletontowncouncil.co.uk)]  
**Sent:** 26 October 2012 12:40  
**To:** COCKROFT, Philippa  
**Cc:** [jsj.crowther@talktalk.net](mailto:jsj.crowther@talktalk.net); [paul@jigsawrtm.co.uk](mailto:paul@jigsawrtm.co.uk); [ndawndolphin@aol.com](mailto:ndawndolphin@aol.com); BROWN, David (Councillor); FISHER, Adrian G (Planning & Housing)  
**Subject:** RE: Planning application 09/4240C  
**Importance:** High

Philippa,

Is there any chance at all of getting a response to this query??

Kind regards

Brian Hogan

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**From:** Brian Hogan  
**Sent:** 08 October 2012 07:54  
**To:** COCKROFT, Philippa  
**Cc:** '[jsj.crowther@talktalk.net](mailto:jsj.crowther@talktalk.net)'; '[paul@jigsawrtm.co.uk](mailto:paul@jigsawrtm.co.uk)'; Dawn Allen ([ndawndolphin@aol.com](mailto:ndawndolphin@aol.com))  
**Subject:** RE: Planning application 09/4240C

Philippa,

Is it possible to give me a response to the query below

Thanks

Brian

---

**From:** FISHER, Adrian G (Planning & Housing) [<mailto:Adrian.Fisher@cheshireeast.gov.uk>]  
**Sent:** 05 October 2012 15:29  
**To:** Brian Hogan  
**Cc:** 'jsj.crowther@talktalk.net'; 'paul@jigsawrtm.co.uk'; 'ndawndolphin@aol.com'; COCKROFT, Philippa  
**Subject:** Re: Planning application 09/4240C

Brian

Thank you for getting in touch about this application.

Since Paul left Philippa Cockroft (copied in) has I think been dealing with this site and I hope that she can address your query regarding the condition.

Regards

Adrian

Adrian Fisher  
Strategic Planning & Housing Manager  
Cheshire East Council  
Westfields  
Sandbach Cheshire  
CW11 1HZ

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**From:** Brian Hogan [<mailto:bh@congletoncouncil.co.uk>]  
**Sent:** Friday, October 05, 2012 11:35 AM  
**To:** FISHER, Adrian G (Planning & Housing)  
**Cc:** jsj.crowther@talktalk.net <[jsj.crowther@talktalk.net](mailto:jsj.crowther@talktalk.net)>; paul@jigsawrtm.co.uk <[paul@jigsawrtm.co.uk](mailto:paul@jigsawrtm.co.uk)>; ndawndolphin@aol.com <[ndawndolphin@aol.com](mailto:ndawndolphin@aol.com)>  
**Subject:** Planning application 09/4240C

Adrian,

I'm looking for some assistance on a planning application that Paul Moore dealt with back in 2010. The application number is 09/4240C Bloor Homes for 52 houses in Marsh Farm, Newcastle Road.

When the plans were approved by the Southern Planning Committee, condition 21 stated:-

*Before the development is commenced. The applicant to submit details of the siting and design for a pedestrian refuge on the A34 for the purposes of improved highway safety. If details acceptable to the Highways Authority are forthcoming, the pedestrian refuge shall be provided before any dwelling is occupied*

This condition has not been met and my enquiry relates to why this has not occurred and what can be done to remedy the problem today

Thanks for your assistance in this matter

Kind regards

Brian Hogan

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## A34 RMS

Following the pilot study of the A51, additional routes have since been identified for review including the A34. The corridor has been split into three links with problem areas identified as either Congestion Hot Spots (CHS) or Collision Site Review (CSR).

### Feedback

On Tuesday 31<sup>st</sup> July a workshop drop in session was held in Crewe to obtain feedback in relation to the A34 from a range of key stakeholders. As a result of this consultation exercise we received useful feedback from a very much localised point of view. Attendees were able to express their concerns verbally to Cheshire East Highways representatives and complete a feedback form enabling us to record and analyse individuals' concerns and issues.

### Moving Forward

As a result of extensive analysis of this feedback, a number of locations have been identified by the Traffic and Road Safety Team in need of safety assessments. The results of these reviews will indicate improvements to be implemented, i.e. signage, speed limits etc over a short to medium term period. Please follow the links below to view plans displaying the areas to be reviewed this financial year.

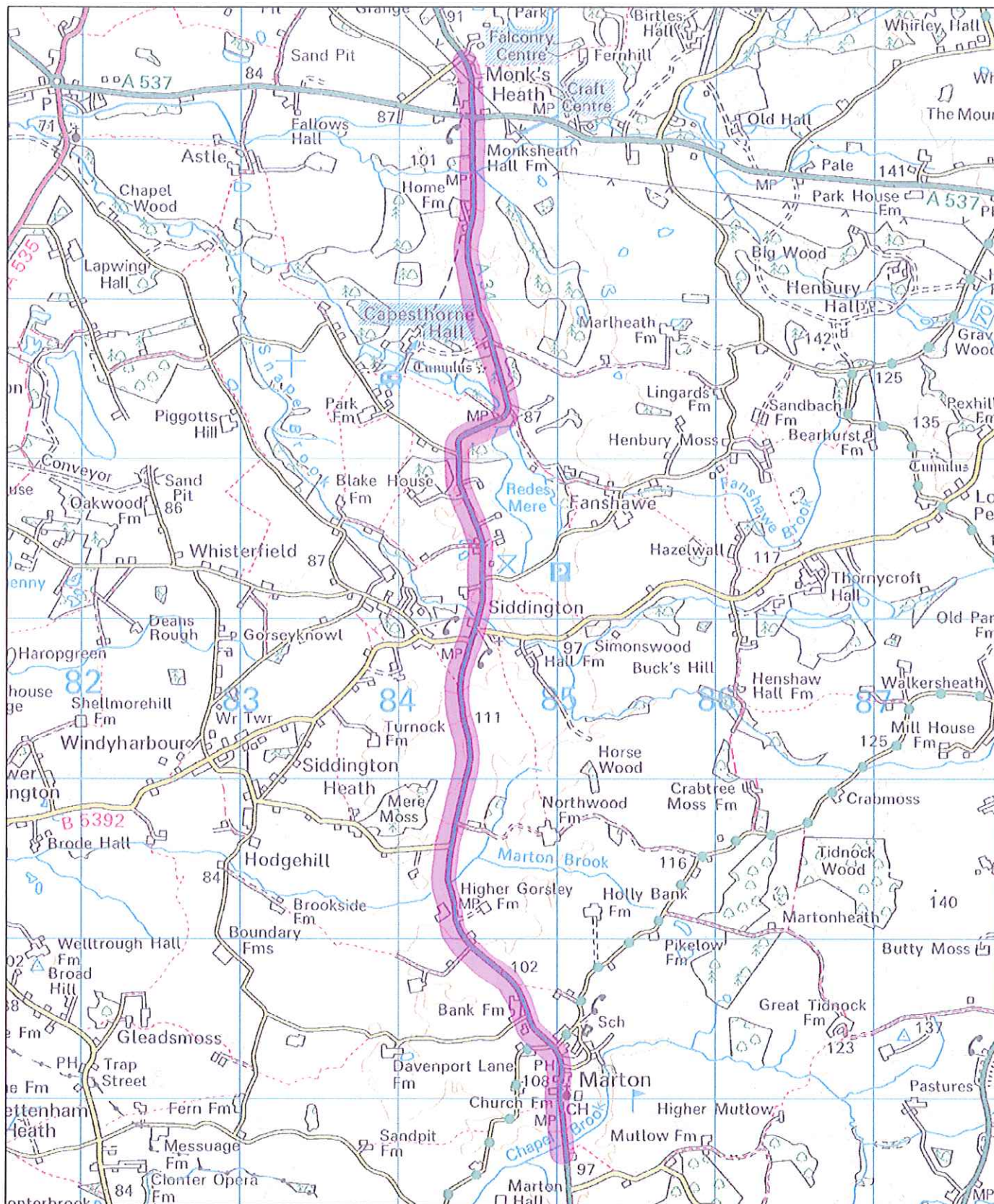
[A34 study 1 Monks Heath to Marton](#)

[A34 study 2 Astbury](#)

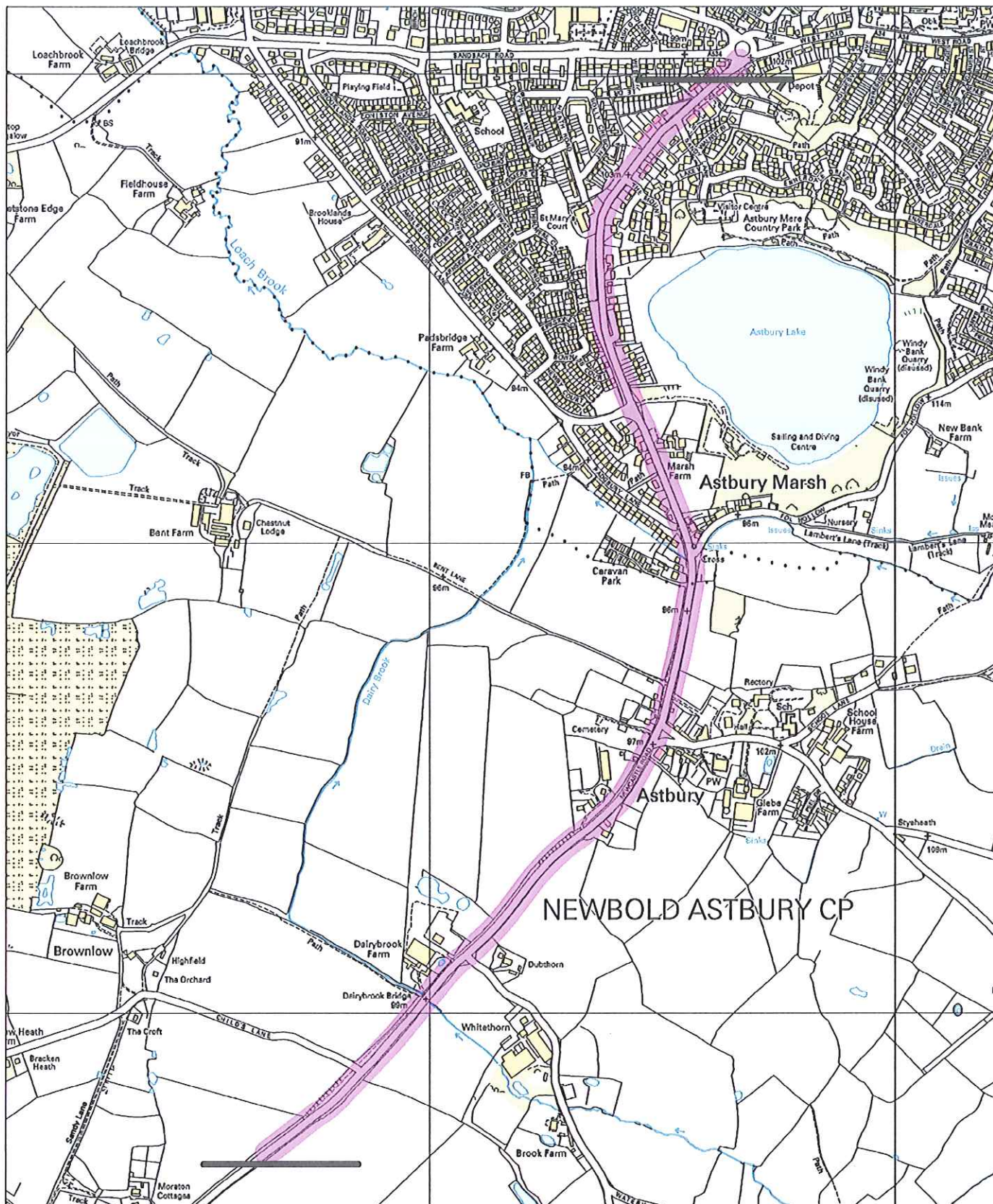
[A34 study 3 Scholar Green](#)

[A34 study 4 Little Moreton Hall junction future](#)

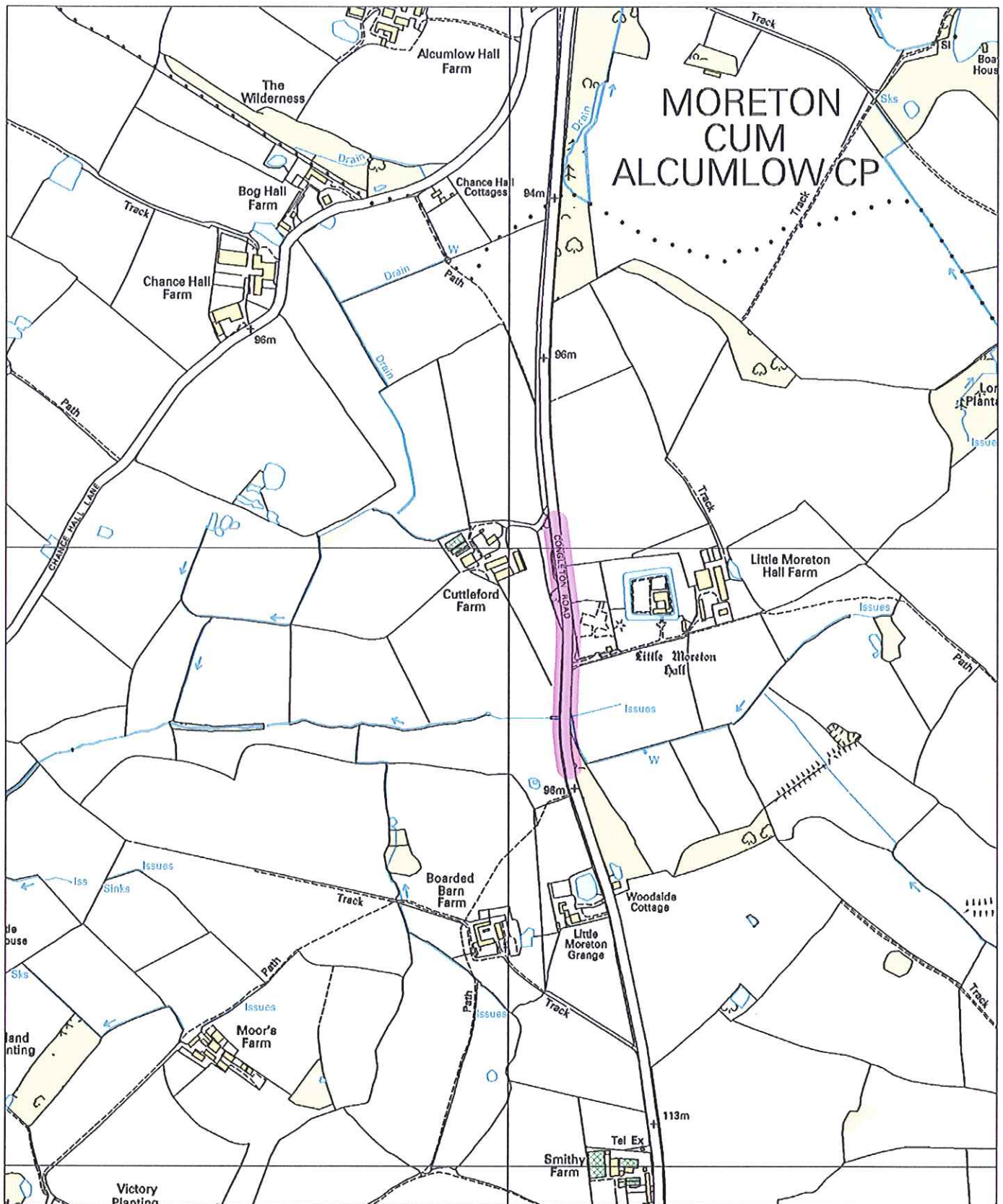














Electricity North West is asking for your views on how and where we should invest in the local electricity network over the next ten years. We would be very grateful if you could complete and return the attached questionnaire by **Monday 03 December 2012**.

Electricity North West plays a vital role in the North West region. We own, operate and maintain the electricity network, delivering energy safely and reliably to our 2.4 million customer premises.

Between 2010 and 2015 we are investing over £1.4 billion in the network, providing our customers with a secure and reliable supply of electricity, supporting the North West's economic growth, providing jobs and apprenticeships to the region's young people, and supporting the move to a low carbon future.

The cost of this investment is passed on to customers as a small proportion of their electricity bills, so the amount we are allowed to spend is fixed by Ofgem, our regulator, which ensures customers get value for money.

From 2016 to 2023 we plan to invest around £2 billion in continuing to provide and improve a sustainable and reliable electricity network while delivering year-on-year customer price reductions in real terms.

We have to submit a detailed plan to Ofgem at the end of this year, but before we do so, we want to know what you think.

We are asking local councils, major customers, consumer groups and other interested parties (such as national parks and environment groups) for their views.

Please complete and return the attached questionnaire by 3 December 2012 by email to [enwl@communityrelations.co.uk](mailto:enwl@communityrelations.co.uk) or by post to 3G Communications, Unit 8 Ingwell Hall, Westlakes Science & Technology Park, Moor Row, Cumbria CA14 4TP.

Thank you

Steve Johnson  
Chief Executive, Electricity North West

Welcome to Electricity North West's questionnaire for Town and Parish Councils.

We are planning to invest around £2 billion in the North West's electricity network between 2016 and 2023, and at the end of 2012 we need to tell Ofgem how, why and where we will invest that money.

Before we submit our proposals, we are asking our customers and stakeholders for their priorities so we can check we have got them right.

As local councils you are in close contact with the communities you serve, so we would value your views on the following 20 questions, which address six main themes:

- Reliability and availability
- Safety
- Environmental issues
- Customer satisfaction
- Connections to the network
- Our social obligations

We have provided three possible answers to each question, graded Low, Medium and High. Please select the one which most closely reflects your council's views. The grading is explained as follows:

- Low: Not a top priority; Electricity North West could spend less on this to reduce consumers' bills.
- Medium: A medium priority; Electricity North West should continue spending the amount needed to maintain this level of service.
- High: A high priority; Electricity North West should spend more on this even if it means a slight increase in consumers' bills.

We are using multiple choice questions and answers so we can track trends and make the questionnaire quicker for you to complete. If your council has other comments or wishes to raise other issues, please do so using the "comments" section at the end.

Please return completed surveys by email to [enwl@communityrelations.co.uk](mailto:enwl@communityrelations.co.uk) if possible, or by post to Electricity North West, c/o 3G Communications, Unit 8, Ingwell Hall, Westlakes Science & Technology Park, Moor Row, Cumbria CA24 3JZ.

Thank you for your help.

A handwritten signature in black ink, appearing to read "Steve Johnson".

Steve Johnson  
Chief Executive, Electricity North West.

**PLEASE RETURN QUESTIONNAIRES BY MONDAY 3 DECEMBER 2012**

Please give the title of your council, along with a contact name and number or email address.

Council:

Contact name:

Telephone number or email address:

PLEASE TICK ONLY ONE OPTION PER QUESTION

1) The local electricity network can only deliver a certain amount of power. As homes and businesses use more electricity, that capacity is used up. Who should pay to increase the size of the network when it becomes full?

*Where a customer (such as a housing developer or a new business park) wants more electricity than the network can deliver, they should pay for any extra power lines, cables and equipment needed to upgrade the network.*

L ☐

*Customers should pay for the equipment which only they will use, and the cost of the rest of the network should be shared amongst us all.*

M ☐

*We will build a network that will cope with any requirements, with the costs shared amongst us all.*

H ☐

2) All our pylons, cables and substations are ageing and many will need replacement eventually. When this happens should we replace them with equipment which can handle more power in future?

*No, stick to the cheapest scheme.*

L ☐

*Yes - where it is very likely that more capacity will be needed in future, improve them now so there is only one lot of disruption.*

M ☐

*Yes - wherever we are replacing them ensure that we are making the network "future-proof".*

H ☐



3) Where renewable power generators such as wind farms want to connect to our network, who should pay for any new equipment needed on our network to manage the extra electricity?

*Where a generator wants extra capacity on the network they should pay for any improvements needed.* L ☐

*Generators should pay for the equipment only they will use, and the cost of the rest of the network should be shared amongst us all.* M ☐

*We will build a network that will cope with any requirements, with the costs shared amongst us all.* H ☐

4) Some of our customers are described as "vulnerable" because they may be elderly, or have new babies, or have particular needs. What extra services should we provide free of charge to these customers?

*Nothing. Treat all customers the same.* L ☐

*Work with voluntary bodies to provide vulnerable customers with support when there is a power cut, and prioritise restoring their power.* M ☐

*Develop an enhanced service that will provide mobile generators to these customers if their power can't be restored in three hours.* H ☐

5) Some of our customers rely on electricity for all their heating and energy. What extra services should we provide free of charge to these customers?

*Nothing. Treat all customers the same.* L ☐

*Work with voluntary bodies to provide them with support when there is a power cut and prioritise restoring their power.* M ☐

*Develop an enhanced service that will provide mobile generators to these customers if their power can't be restored in three hours.* H ☐

6) On average in the North West a customer goes two years between power cuts and is without electricity for less than two hours in every two years. However, some customers (often in very rural areas) can have more than 15 power cuts in three years. Should we invest at everyone's expense to improve the service for these customers?

*No. If a customer in a rural area wants a more reliable service they should not expect others to pay for it.* L ☐

*Yes - Where we can improve the quality of supply for less than £1000 we should invest that money to help such customers.* M ☐

*Yes - We should set a new standard that we will invest to ensure no-one experiences 15 power cuts in any three year period.* H ☐

7) If customers lose power for a long period, we will pay them compensation. How should this be done?

*A refund of six months of our charge to them if customers are without power for more than 18 hours, but only if they contact us to claim compensation.*

L ☐

*A proactive refund of six months of our charge to them if customers are without power for more than 18 hours.*

M ☐

*A proactive refund of six months of our charge to them if customers are without power for more than 9 hours.*

H ☐

8) Industrial customers are only entitled to very low levels of compensation if they are without power under the existing regulations. Should we recognise the inconvenience this causes or should they make their own arrangements?

*The regulations are there for a reason, domestic customers should not pay more to compensate industrial customers.*

L ☐

*The regulations are there for a reason, domestic customers should not pay more to compensate industrial customers, but costs of higher compensation could be shared around the business community.*

M ☐

*Industrial customers keep our regional economy moving, we need to support industry in the North West with some compensation when things go wrong.*

H ☐

9) To maintain an efficient network there are times when we need to turn the power off on a planned basis. When this happens how much notice would you find useful?

*2 days' notice.*

L ☐

*7 days' notice.*

M ☐

*More than 7 days' notice, with detailed timings of when power will be on and off.*

H ☐

10) Much of our equipment is silent, but some noise can be created by different parts of the electricity network. Where noise does occur how should we deal with it?

*Do nothing unless there is an extreme case for action.*

L ☐

*Where we confirm that equipment is noisy following a complaint, invest to reduce the noise as required.*

M ☐

*Invest in reducing noise at all sites where noise levels are above 90 decibels (equivalent to the sound of a lawnmower) by 2023.*

H ☐



11) Many people feel that overhead lines and pylons spoil the natural environment in our national parks and areas of natural beauty. We are already investing in putting power lines underground in sensitive areas - should this policy continue?

*No - Stop spending customers' money on this non-essential work.* L ☐

*Yes - Continue to spend the current levels (around £1million per year) on priority areas identified by key stakeholders.* M ☐

*Yes - Double the current spend levels (up to £2million per year) on priority areas identified by key stakeholder.* H ☐

12) Some of our larger and older underground cables use oil as an insulator. As they wear out, leaks can occur which can be harmful to the environment. What should our policy be?

*React only when there is a problem.* L ☐

*Introduce a proactive programme to replace 20% of oil-filled cables by 2023.* M ☐

*Introduce a proactive programme to replace 33% of oil-filled cables by 2023.* H ☐

13) The transformers in our substations are filled with cooling oil. As they wear out, leaks can occur which can be harmful to the environment. What should our policy be?

*Maintain equipment to current legal and safety standards.* L ☐

*Ensure all large substations have measures to catch any oil leaks.* M ☐

*Ensure that all substations, large or small, at higher risk sites have measures to catch any oil leaks.* H ☐

14) If you do get a power cut, how long is acceptable for you to be without electricity?

*The present average of 50 minutes is acceptable.* L ☐

*Reduce power cut duration to an average of 40 minutes.* M ☐

*Reduce power cut duration to an average of 25 minutes.* H ☐



15) If you suffer a major power cut (18 hours plus) it is usually due to a major equipment failure. How much should we invest to reduce this risk?

*Save money by allowing the risk of failure to increase slightly in selected areas.* L ☐

*Invest to hold the risk at current levels.* M ☐

*Proactively invest to reduce the chance of equipment failure in selected areas.* H ☐

16) As technology advances our smart network means that many power cuts last between a few seconds and 3 minutes . How inconvenient are these short interruptions?

*They are too short to worry about.* L ☐

*These brief power cuts should be monitored and we should not let the number of them increase.* M ☐

*All power cuts, no matter how short are inconvenient. We should invest to reduce the number of short power cuts even more.* H ☐

17) We regularly cut and trim trees near power lines to reduce the chances of them bringing down the lines during storms. Is this an area where we should spend more or save money?

*It is an acceptable risk. Spend less money on tree cutting.* L ☐

*Carry on as we are, so that even in stormy weather the chance of a power cut is only 50%.* M ☐

*Spend more money on tree cutting, minimising the chance that in a storm there will be a power cut.* H ☐

18) We can invest money to make the network safer from severe floods, major storms and other events that may happen once in 100 years, or maybe never. Is it worth it?

*No. The risk is so low that it is acceptable.* L ☐

*Yes. We should invest to strengthen the resilience of our most important power lines and equipment.* M ☐

*Yes. We should extend our investment beyond the most important power lines to include all lines serving major population centres.* H ☐

19) Metal theft from high voltage substations is a huge problem and extremely dangerous for the criminals, for our staff and sometimes for the public. Should we spend money to secure our equipment?

*Fit nothing more than the standard security measures on all substations.* L ☐

*Install upgraded security measures at all high risk sites by 2015.* M ☐

*Install upgraded security measures at all high risk sites by 2015 and all medium risk sites by 2023.* H ☐

20) We are committed to ensuring the safety of everyone who may come into contact with our network. To what extent should we promote safety awareness and our network?

*Have the minimum safety messages on all our equipment.* L ☐

*Continue our current proactive safety campaigns to at-risk groups including children, and people who enjoy leisure activities near our power lines.* M ☐

*Undertake a wider safety campaign targeted at all stakeholders who may come into contact with our network.* H ☐

***Please use the space below to give us any further comments you may have.***

***Thank you for completing the questionnaire. Please return by Monday 3 December 2012. See page 1 for details.***

# CONGLETON TOWN COUNCIL

## ENVIRONMENTAL AUDIT

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## 1. Defining an Environmental Audit

An environmental audit is essentially a management tool comprising a systematic, documented, periodic and objective evaluation of the performance of the organisation, management system and processes designed to protect the environment with the aim of:

- facilitating management control of practices which may have impact on the environment, and
- assessing compliance with the organisation's policies and practices.

It involves the systematic examination of the interaction between any business operation and its surrounding. This includes all emissions to air, land and water; legal constraints; the effects on the neighbouring community, landscape and ecology; and the public's perception of the organisation in the local area' (CBI, 1990). This audit includes the following components:

- compliance audit - the most common type of audit consisting of checks against environmental legislation and organisation policy;
- issues audit - an evaluation of how an organisation's activities relate to an environmental issue or (e.g. global pollution, energy use) or an evaluation of a specific issue (e.g. buildings, supplies);
- health and safety audit - an assessment of risks and contingency planning, included with environmental auditing because of the interconnected impacts of processes and hazards and as employees are an integral part of the environment and are perhaps the most sensitive indicator of negative impacts.
- site audits - an audit of particular sites to examine actual or potential environmental problems;
- corporate audit - an audit of the whole organisation and its policies, structures, procedures and practices;

In addition to this "internal audit" many authorities also carry out an External audit - 'An assessment of the condition of the local environment, usually resulting in a State of the Environment Report. It is thought that such a report could be included within the Transition Town Energy Descent Plan.

## 2. Setting the scene & policy framework

Congleton Town Council was established as a local Council in 1980, becoming fully operational in April 1981. Over the last five years the Council have considerably expanded both their range of services and local governance role, whilst growing their partnerships with a strong voluntary and community sector. To ensure this enhanced role is effective and value for money, they have established a strong policy and administrative framework and an excellent skills base. It is likely that range of services will increase again in April 2012, if negotiations with Cheshire East Council over devolved services are successful.

The Council's 2<sup>nd</sup> Corporate Strategy "Backbone of the Community" adopted in April 2009 is very much routed in the concept of sustainability with the following vision "A flagship town, vibrant, enterprising and sustainable, which remains as attractive to visitors, investors and workers, as it is to live in."

Its five strategic goals continue this commitment:

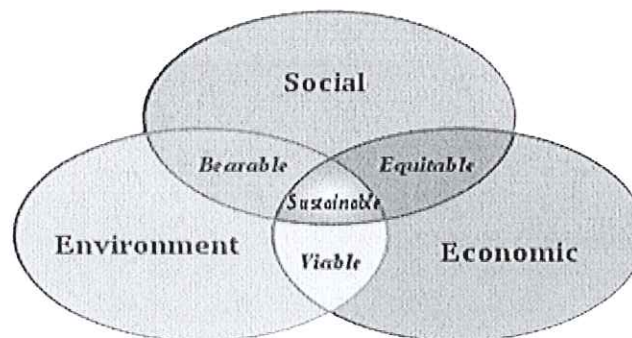
1. An active and engaged community.
2. A sustainable environment.
3. A celebrated and protected heritage
4. A strong and diverse economy.

## 5. Operational quality

Within Goal 2 are three key objectives:

- To protect and enhance the local environment
- To take the first steps towards becoming a transitional town
- To work to make our Town safer

The most accepted definition of sustainability is “development that meets the needs of the present without compromising the ability of future generations to meet their own needs” (Brundtland Commission of the United Nations 1987). It is acknowledged that this requires the reconciliation of environmental, social and economic demands - the "three pillars" of sustainability. This view has been expressed as an illustration using three overlapping ellipses indicating that the three pillars of sustainability are not mutually exclusive and can be mutually reinforcing.



The Council adopted its Environmental Policy in April 2006, which recognises not only that its own operations impact on the environment, but that as a local authority its duties and powers enable it to protect and at times enhance the local environment. Linking back to sustainability, it is clear that many aspects need to be tackled on a global basis, but careful resource management can be applied at many scales and much can be achieved locally. The Council also recognises that the very local environment is important to residents and businesses of the Town as well as to visitors. Many of the Council's other related policies including Equality; Community & Social; Investment; Procurement and Quality are also important to taking coordinating activities to this wider definition of sustainability.

The Council moved into rented offices at the Town Hall in January 2007, and took on the freehold and management of the building on 2<sup>nd</sup> June 2008. The Council currently have 13 permanent staff, 4 of which are full time, a number of casual staff and use retained consultants as necessary. They also provide allotments and operate a traditional paddling pool during the summer season. They have had in place an Integrated Management System which includes Environmental and Safety management standards since 2006, and earlier in 2010 regained external accreditation under Chamber Assure.

The nature of its operations does not make the Council an unsociable neighbour, a significant polluter, or a high user of energy however it can take positive action to minimise any adverse impact of its activities on the local or global environment. Its unique position as a local authority enables it to protect and at times enhance the local environment both directly and by influencing others.

The Council commissioned its first Environmental Audit in November 2006, and had it substantially updated in 2008. It has regularly monitored progress against resulting action plans.



### 3. Reducing Energy Use-Looking Internally

There are two main reasons for conserving energy, firstly the burning of fossil fuels release "greenhouse" gasses which add to the problem of global warming. In March 2009 at the Copenhagen Climate Council, experts from 80 countries issued a keynote statement that there is now "no excuse" for failing to act on global warming and that without strong carbon reduction targets "abrupt or irreversible" shifts in climate may occur that "will be very difficult for contemporary societies to cope with". Management of the global atmosphere now involves assessment of all aspects of the carbon cycle to identify opportunities to address human-induced climate change and this has become a major focus of scientific research because of the potential catastrophic effects on biodiversity and human communities.

The second is to conserve finite resources. Peak oil is the point in time when the maximum rate of global petroleum extraction is reached, after which the rate of production enters terminal decline. Some observers, believe the high dependence of most modern transport, agricultural, and industrial systems on the relative low cost and high availability of oil will cause the post-peak production decline and possible severe increases in the price of oil to have negative implications for the global economy. Optimistic estimations of peak production forecast the global decline will begin by 2020 or later, and assume major investments in alternatives will occur before a crisis, without requiring major changes in the lifestyle of heavily oil-consuming nations. Pessimistic predictions of future oil production operate on the thesis that the peak has already occurred.

#### Looking Internally

The Council uses a lot of its energy at the Town Hall through gas central heating, electricity for lighting, appliances and water heating and of course water consumption. It also uses electricity for lighting and powering plant at the Paddling Pool along with substantial amounts of water and consumes water at the Allotment site. The Council operates a van and initiates travel for staff and members.

The CRC scheme, introduced by the Climate Change Act 2008, will apply to organisations that have half-hourly metered electricity consumption greater than 6,000 MWh per year. Organisations qualifying for CRC would have all their energy use covered by the scheme, this includes emissions from direct energy use as well as electricity purchased. Congleton Town Council does not currently fall within this scheme.

In 2009, the Council resolved to monitor its total energy use by measuring its carbon footprint, which is a measurement of the impact an organisation has on the environment, in particular climate change based on the amount of greenhouse gases produced, and is measured in tonnes (or kg) of carbon dioxide equivalent. It is a measurement of all greenhouse gases we individually produce and has units of tonnes (or kg) of carbon dioxide equivalent. Council also resolved to sign up to 10:10UK and set a target to reduce its carbon footprint by 6% in the first year. (10:10 UK is an ambitious project to unite every sector of British society behind one simple idea: that by working together a 10% cut in the UK's carbon emissions in 2010 is possible. Cutting 10% in one year is a realistic target for households but 3% may be more realistic for many businesses).

**The Council's Carbon Footprint for October 2011 to October 2012 is 171.55 tonnes CO<sub>2</sub>e, which is an increase of 11.5% over the previous 12 months. However this is entirely due to the extensive use of the kitchens by Posh Nosh which has increased power consumption considerably**



Energy source	tonnes used	kWh	Comments
Natural gas	55.32	298630	increase of 2.73t
Total vehicle use	6.07		increase of 0.33t
Electricity	109.14	200169	increase 16.48t
Other travel (train)	1.02		

This is perhaps a little disappointing in the light of the energy works that have been carried out on the Town Hall, but, we have to remember that the kitchens are now being used during the week and at weekends, when previously there had been no use at all for a number of years

The majority of recommendations from earlier audits have now been implemented, which include:

- An energy rating assessment of the building and mandatory display of energy certificate
- A full energy survey of the Town Hall with actions prioritised on pay-back periods
- Roof and ceiling insulation
- Heating pipes insulated where possible.
- Thermal ceiling fan to Bridestones Suite
- Draft exclusion works.
- Installing low energy light fittings

## Conclusions

Considerable progress has been made, but the Carbon Footprint results and predicted increases in energy prices do warrant priority being given to a further range of energy reduction measures.

### Recommendations

1. Complete draft proofing measures as room by room improvements are carried out.
2. Provide secondary glazing to priority windows.
3. Complete insulation of heating pipes including main office.
4. Instigate an energy reduction procedure including turning off lights, computers, lowering radiator thermostats etc.
5. Within the procedure, ensure that room temperatures are limited to a reasonable comfort level.
6. Extending the central heating to 2<sup>nd</sup> floor offices and water heating.

## 4. Looking Externally

It has already been explained that a local council has a vital role to play in helping to reduce energy use in their area. The Town Council have commendably sought to do this by partnering and supporting the Congleton Sustainability Group (a working group of Congleton Partnership) in ensuring Congleton becomes a transition town. Central this will be the development of an Energy Descent Plan, a local plan for planning and preparing for energy descent. It goes well beyond issues of energy supply, to look at across-the-board creative adaptations in the realms of health, education, economy and much more. Making efforts to drastically cut carbon emissions requires changes to life style and the concept of rebuilding resilience needs to be grasped. Resilience refers

to the ability of individuals, communities and whole economies to maintain their ability to function in the face of change.

Congleton has been designated a transition town and has made good progress in developing a model for Congleton and the apple juice scheme has been extremely successful in showing how local resilience can work. Work is now beginning on an energy descent plan and an energy advice point has been approved within the Town Hall, but, has yet to be actioned

## Conclusions

The Town Council has taken a productive route in partnering the community, because without buy in from the public, little will happen. A good start has been made but there will be a lot to do yet before carbon reduction will be a topic of conversation in Congleton's pubs It is far easier in the current economic climate to engage behind schemes which save money.

## Recommendations

1. To continue to focus carbon reduction programmes through Congleton Partnership and the Transition Town framework.
- To establish an Energy Advice Point within the Town Hall at the earliest opportunity.
3. To support the development of resilience within the Town.
4. To work with the Sustainability Group to develop a practical and achievable Energy Descent Plan, based on realistic data and including a range of State of the Environment indicators to measure success.

## 5. Positive Purchasing

Ethical consumerism is practiced through 'positive buying' in that ethical products are favoured, or 'moral boycott', that is negative purchasing and company-based purchasing. Positive buying means favoring ethical products, be they fair trade, cruelty free, organic, recycled, re-used, or produced locally. It involves the intentional purchase of products and services that the customer considers to be made ethically. This may mean with minimal harm to or exploitation of humans, animals and/or the natural environment.

The rise in ethical consumerism and green brands that identify themselves as ethical, has led to a rise in ethic-based decisions in the mass market, enabled by increased understanding and information about businesses practices. Large corporations often wish to be seen as working ethically and improving the ethical standards of their industry.

All products purchased have environmental impact during harvesting or extracting the new materials required for their manufacture; processing or production; distribution and packaging; use of the products and eventual disposal. It is this "cradle to grave" impact which is important, but which in many cases is difficult to identify or measure. There is considerable consumer legislation which ensures goods are fit for their intended purpose, and are correctly described and labelled, but there are limited legal requirements for purchasers to consider environmental factors. Safety Certificates are required for safety critical products. Many electrical appliances now need to bear energy ratings and the European Eco labelling scheme lays down basic rules for 'cradle to grave' analysis of products.



### **Council Practice:**

The Council's Procurement Policy requires it to attain best value for all goods, materials and services which it purchases, getting a balance of price, quality of product and supplier services.

The Council will purchase locally wherever possible and will purchase Fair Trade goods where possible. It will also purchase re-cycled goods or less environmentally damaging materials where they meet the required functional standard.

For goods, materials or services over £25,000, an evaluation model is developed in advance against which best value can be judged. For other than small value purchases, the environmental and social credentials of the supplier will be requested, in accordance with the Council's Environmental Policy and Community and Social Policy.

### **Conclusions**

The Town Council has set a practical standard for a relatively small consumer, however there is scope to develop this further, particularly if a wider range of services are taken on in 2013. There is something to learn in this area from liaising with the Eco Schools in the Town.

### **Recommendations**

1. To enhance both the Council's Community and Social Policy and Procurement Policy to require all suppliers to ensure that throughout their global supply chains, all organisations comply with the Ethical Trading Initiative Base Code.
2. To develop further its questioning of its major suppliers of goods and services about their ethical and environmental credentials through an updated Status form.
3. To seek to only purchase low energy electrical appliances, and recycled paper where possible.

## **6. Waste Management**

Producing unnecessary materials uses natural resources and energy waste which is difficult to dispose of and can pollute the air, water or land, can be unsightly or a physical danger, and uses energy. The main UK legislation controlling waste is Part 2 of the Environmental Protection Act 1990, which imposes a duty of care on any person who produces, carries, keeps, treats, disposes or has control of waste. Disposal must be an approved route, and the transfer of waste must be correctly documented and can only be to an authorised person.

### **Council Practices**

The Council, although not a large producer, does generate waste in five main ways:

- Office waste within the Town Hall
- Waste from the remainder of the Town Hall, mainly catering, cleaning and bar (catering & bar are produced by the Council's Commercial Partner).
- Litter from the Paddling Pool
- Horticultural waste from the Allotments
- Litter and waste collected by the Handyperson Service.

All waste produced directly is classified as commercial (or chargeable household), but litter is classified as household waste. No hazardous or special waste is produced. Litter and dog fouling is collected by the Handy Person service, acting as an agent for Cheshire East Council, who dispose of this waste.

An analysis of packaging and other waste has been undertaken at the Town Hall, and a robust waste disposal system chosen to incorporate recycling/re-use. The first rule is to minimise the waste produced. The next preference is to re-use the waste. e.g. returnable bottles. Printer ink containers are refilled locally.

General waste from offices and kitchen Hall is collected in different containers around the building and emptied into two 1100 litre containers (approx 75kilo each when full), situated in the yard at the rear of the Town Hall. The emptying is contracted to private company and a waste transfer note is required for a weekly emptying.

Litter from the litter bin at the Paddling Pool is emptied by the Handy Persons and disposed of through Cheshire East .

Glass, mainly from the bar, but also bottles from any other part of the Town Hall or offices are placed into a separate 1100 litre container (approx 100kilo when full). Again this is contracted to a private contractor, as are Cans (aluminium & steel) which are stored in a 240litre wheeled bin for fortnightly collection.

Waste office paper, envelopes, magazines and cardboard is collected separately from other waste in material bags kept in the offices. Confidential waste is shredded. The remainder will be taken for recycling, by the Cheshire East Council. A duty of care note is required.

IT equipment can be properly disposed of through Prism as Computer Waste.

## **Conclusions**

The Town Council has progressed considerably in recycling its waste, the quantities of which are monitored through measurement of the carbon footprint.

Looking externally, there is a need to encourage the establishment of a social enterprise business to reuse and recycle household furniture and to provide local businesses with advice on waste minimisation, re-use, recycling and safe disposal.

## **Recommendations**

1. As new services are taken on, the nature and quantity of waste will change considerably and small amounts of hazardous waste are likely to be produced however it is unlikely that registration with the Environment Agency will be required. It will be essential to develop robust methodology for collecting, storing and disposing of this waste as the service operations are developed.
2. Scope exists to improve waste production by quizzing suppliers more closely on packaging.
3. To work with the Sustainability Group to establish a data base and sources of advice for local busine



## **7. Pollution Control**

Pollution as defined by the Environmental Protection Act 1990 and relates to pollution of the environment, due to the release into any environmental medium, substances from any process, which are capable of causing harm to man or any other living organism supported by that environment

Responsibility for air pollution is currently divided between district councils and the Environment Agency. The principal Councils' powers under the Public Health Act 1936, the Clean Air Acts 1956 and 1968 and the Control of Pollution Act 1974 are mainly reactive. The Environment Agency enforces air pollution control currently under the Health and Safety at Work Act 1974, with the control strategy based on prior approval of works. Both bodies operate prior approval of the most polluting processes under Part 1 of the Environmental Protection Act 1990.

The Environment Agency control the discharge of pollutants to rivers and water courses and the discharge of prescribed trade effluent being the so called 'red list'. Water companies control the discharge of other trade effluent to sewers and district councils are responsible for pollution of water courses amounting to public health nuisance under the Environmental Protection Act 1990. The control of noise is also regulated by district councils under the provisions of the same Act.

The 1990 Act also empowers district councils to deal with pollution of land amounting to a nuisance and requires the establishment of a public register of land subject to a current or previous contaminative use. The deposit of waste to land is controlled by the Environment Agency.

The Town Council has limited powers for litter and dog fouling under the Litter Act 1983 and Clean Neighbourhood and Environment Act 2005, which is an adoptive power.

### **Council Practices**

The main emissions to air are from the gas boiler at the Town Hall., which is a modern eco boiler installed in 2009. There is a service contract to ensure that emissions are minimised. No prior registration under the Environmental Protection Act is required. No radio-active sources are kept on any of the Councils' premises.

Foul and surface water drainage from the Town Hall is to the main sewer. Conditions of drains were examined prior to renovation of the building.

The Paddling Pool re-cycles its pool water, but this is disposed of to the Sewer when it is drained down. It is not certain whether a formal discharge consent is in place. If the pool is re-constructed or re-located, there will be the opportunity to include water conservation.

Land: Neither the Paddling Pool site, the Town Hall or the allotment site at Hillary Avenue are listed in the Contaminated Land Register. Soil samples were taken as part of the Allotment development scheme to ensure no contamination was present.

A mains water supply is provided to all premises. Drinking taps at the Town Hall are supplied directly from the mains, not via storage tanks, and a water dispenser is also available in the building.

Little noise is emitted from any of the sites, and no nuisance is caused to neighbours. At the Town Hall, a licence is required for both liquor and entertainment, and noise controls are controlled by condition.

## Conclusions

The Town Council has little potential to cause pollution or nuisance and manages its affairs well.

### Recommendations

1. As new services are taken on, certain additional activities will need to be controlled and some aspects of environmental auditing are likely to be compulsory. Environmental procedures will need to be developed along with operating procedures.
2. The results of an asbestos survey should be obtained for the Paddling Pool.
3. The feasibility of using the grey water from the paddling pool for watering or cleaning, rather than discharging it to the sewer, should be investigated.

## 8. Occupational Health & Safety

Humans are an integral part of the environment and are perhaps the most sensitive indicator of negative impacts. The main law is contained in the Health and Safety at Work Act 1974, however many of the detailed requirements are set out in numerous regulations made under the act, and in approved codes of practice, which are these days largely influenced by EU directives.

The Environmental Audit did not include a full health and safety inspection but is intended as a review of the way health and safety is managed within the Council. The Council are registered with the Health and Safety Executive. The Council conduct regular health and safety audits and undertake comprehensive general and specialist risk assessments annually as well as specific assessments for individual events or new working practices via our support company Wirehouse. A current and comprehensive Safety policy is in place. An action plan of improvements identified by the risk assessments is being implemented. Health and safety is controlled Wirehouse.

## Conclusions

The Town Council has a well managed health and safety regime..

### Recommendations

1. The Health and Safety Action Plan should be fully implemented when up dated by Wirehouse.
2. Operational risk assessments should be introduced at operational level for one off or new tasks.
3. Taking on additional services is likely to result in more hazardous activities and an early review of safety procedures for these services will be required.

## 9. Transport

Modern society depends on, and has been shaped by transport, however it is perhaps the most difficult environmental nettle to grasp. It is the major source of air pollution in the UK, can give rise to intrusive noise, is a large consumer of energy, a significant contributor to and major cause of congestion and delay.

Considerable and complex legislation controls transport operation, which is generally moving towards conformity with the E.U. In addition highways and road traffic legislation regulates traffic and road



management. The Town Council have limited powers under Highways legislation.

### **Council Practices**

The Council only operates one vehicle, a medium panel van for the Handy Persons. It has a 1.9 common rail turbo diesel engine which complies with Ecotec – 4 Standard. It will be regularly maintained. The Council did investigate alternative fuels but considered them impractical at the time because of the limited use of the vehicle. The Council do not require an operator's licence but is likely they will if they take on public realm services.

The Council pay allowances to staff, Members and consultants for business use in private cars and these could be used to encourage more eco friendly vehicles.

The Council have limited power under highways legislation for maintenance, lighting and car parking. There is a possibility of taking over further duties from Cheshire East Council.

Pollution levels around the Rood Hill Traffic lights and on West Road currently exceed quality standards and these areas are in an Air Quality Management Area, designated by Cheshire East Council. The Town Council have resolved to help spray an absorbent chemical to reduce NOx levels.

An opportunity through the development of a public realm strategy exists to influence traffic movement within the Town and also to make representations to both the Local Transport Plan and Local Development to lobby for a Congleton Bypass in the longer term.

### **Conclusions**

The Town Council has the opportunity to lower pollution from its own travel and vehicle fleets and to contribute to better traffic management within the Town.

#### **Recommendation**

1. When the van is due for replacement, the Council should investigate seriously alternative fuel technologies.
2. The Council will need to review its transport operations if it takes on additional public realm services and it should take the opportunity to "green up" its fleet.
3. The Council should establish a Green Travel Plan for the Town Hall.
4. The Council should use the opportunity of the Public Realm Strategy to improve traffic flow and its interface with pedestrians.

## **10. The Built Environment**

The term **built environment** refers to the human-made surroundings that provide the setting for human activity, ranging in scale from personal shelter and buildings to neighborhoods that can often include their supporting infrastructure, such as water supply or energy networks. In practice, the term is typically used to describe the interdisciplinary field which addresses the design, construction, management and use of these man-made surroundings as an interrelated whole as well as their relationship to human activities over time. In landscape architecture, the built environment is identified as man-made landscapes as opposed to the natural environment. In urban

planning, the phrase connotes the idea that a large percentage of the human environment is man-made, and these artificial surroundings are so extensive and cohesive that they function as organisms in the consumption of resources, disposal of wastes, and facilitation of productive enterprise within its bounds.

The planning system helps to ensure that development takes place in the public interest, in economically, socially and environmentally sustainable ways. It has a major impact on how local neighbourhoods look, feel and function. It also has a role to play in helping to cut carbon emissions, protect the natural environment and deliver energy security. The core elements of the planning system are development plan-making and development management. These activities are primarily undertaken at the local level.

### **Council Practices**

The Council have an active Planning Committee and as a statutory consultee, respond to consultations on all planning applications for the Town and to Cheshire East Policy consultations which affect the Town. The Council have expressed a wish to have delegated to it minor planning applications and although Cheshire East have not ruled this out, it looks unlikely in the foreseeable future.

The Town Council have support a number of heritage schemes including the Lawton St. HERS, the Bath House refurbishment and individual heritage grants including St. Peter's Church. The Market Town Projects included sign posting and information boards and in partnership the Council commissioned a review of the Town's Conservation areas and prepared a local list of buildings in need of protection. The Town Centre Plan has set a blueprint for the re-development of the area and the recently completed Public Realm Strategy will build on this.

The Town Hall is a listed building and a key feature of the High Street scene. The Town Council has now mostly completed a major internal and external maintenance and improvement project which has been very respectful to the buildings heritage. The second floor conversion has made better use of the Town Hall and was carried out in accordance with the conditions attached to the listed building consent.

The Paddling Pool is a well established feature of the Town, and has also been the subject of considerable refurbishment.

### **Conclusions**

The Town Council is a major contributor to the Town's built environment both by the way it manages its own property and its proactive stance with the wider Town.

### **Recommendation**

1. The Council has a considerable opportunity to influence the Town's future by making observations on each consultation stage of the Local Development Framework.
2. The Council should continue to give priority to implementation of the Town Centre Plan and Regeneration Strategy.



## 11. The Natural Environment

The **natural environment**, encompasses all living and non-living things occurring naturally on Earth or some region thereof. It is an environment that encompasses the interaction of all living species. The natural environment is contrasted with the built environment, which comprises the areas and components that are strongly influenced by humans. A geographical area is regarded as a natural environment if the human impact on it is kept under a certain limited level

Globally we are witnessing an accelerating rate of decline in terms of landscape, habitation and wildlife and it has been estimated that worldwide we are losing several species of plant and animal life every minute.

The protection of open spaces, wildlife habitats and landscape and the creation of new landscapes and nature conservation areas, is very much part of the planning process. The Town Council has power in respect of open spaces.

### Council Practices

The Town Council contribute by commenting on planning applications, and applications for tree preservation order. The Council has limited open space under its direct control, but there is a grassed area and trees at the Paddling Pool and the Council is endeavouring to create more green spaces within the Town through the implementation of the Town Centre Plan and the Public Realm Strategy.

The Council was a partner of Congleton Borough Council in the management of Congleton Park and the award winning propagation unit. It now leads on the In Bloom and Civic Pride initiatives. The Handy Persons make a considerable contribution to the maintenance of the public realm.

### Conclusions

If the Town Council took over the management of Congleton Park at some future date it would enable the community to be more closely linked with it, however sufficient funding must be passed down by Cheshire East Council to achieve this objective.

### Recommendation

1. To continue to give priority to providing green areas within the Town.

## 12. Community

Each area has a complex network of communities of place and interest. The Council is part of this network and must engage with it to support the community if it is to develop into the environment which its citizens aspire to. Councils are expected to lead and facilitate local community planning under Local Government legislation, which includes tackling diversity and equality and engaging local businesses.

### Council Practices

The Council has a strong relationship with the local community and is an active community leader. Its' Corporate Strategy identifies supporting community activities as the major priority. It has a formal Community and Social Policy.

The Council supports financially a large number of voluntary and community organisations.

#### **Recommendations**

1. To use the Transition Town initiative as a vehicle for further engaging Congleton's communities of both place and interest.



**Subject:** Local Representative Satisfaction Survey - Cheshire East Highways  
**Attachments:** HighwaySatisfactionSurvey.pdf; ATT11371.txt

**Dear Town/Parish Council**

**Member Satisfaction Survey – Cheshire East Highways:**

October saw the first birthday of the new highways contract being delivered by our external partnership organisation Ringway Jacobs. This has seen a substantial change to how highway services have been delivered with closer working relationships between members and highway staff at a local level.

One of the ways Cheshire East Highways success is measured is through a framework of performance indicators, a number of which evaluate the satisfaction levels of both customers and members. We are asking Ward Members, Parish Councils and Town Councils to complete an online questionnaire to ascertain your current satisfaction levels of the highway network, the service being delivered by Cheshire East Highways, where you would like to see improvement and what is important to you and those you represent.

The survey can be accessed using the following link <http://CheshireEast.Highway-Service-Satisfaction-Survey.sgizmo.com/s3/> and will be open from 2nd November until 23rd November 2012 repeated every six months going forward throughout the remaining four years of the contract.

We very much hope you will be able to take part as this will provide us with invaluable information on your views of the highway network and what direction for improvement is required. The results will be published during December along with last year's survey results.

All your answers will be treated as strictly confidential.

We would like one completed survey per Town or Parish Council as a collective representation for your area. A hard copy version has been attached which can be completed and returned to;  
Cheshire East Highways  
Floor 6 Delamere House  
Crewe

**Brian Hogan**

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**From:** MALLIN, Gary <Gary.Mallin@cheshireeasthighways.org>  
**Sent:** 02 November 2012 14:34  
**To:** CREWE CHARTER TRUSTEES; ACTON EDLESTON & HENHULL; ADLINGTON; ALDERLEY EDGE; ALPRAHAM; Alsager Town Clerk; ARCLID; ASHLEY; ASTON BY BUDWORTH; AUDLEM; BARTHOMLEY/CHURCH MINSHULL; BETCHTON; BICKERTON & EGERTON; BOLLINGTON; BOSLEY; Bowland, Annette; BRADWALL; BRINDLEY & FADDILEY; BUERTON; BULKELEY & RIDLEY; BUNBURY; BURLAND; CALVELEY; CHELFORD; HOLMONDELEY & CHORLEY; HOLMONDESTON & WETTENHALL; CHORLEY; CHURCH LAWTON; Brian Hogan; CRANAGE/SOMERFORD/TWEMLOW; CREWE GREEN; DISLEY; DODCOTT CUM WILKESLEY; DODDINGTON AND DISTRICT; EATON; GAWSWORTH; GOOSTREY; GREAT WARFORD; HANDFORTH; HANKELOW; HASLINGTON; HASSALL; HATHERTON & WALGHERTON; HENBURY; HIGH LEGH; HIGHER HURDSFIELD; HOLMES CHAPEL; HOUGH & CHORLTON; JACKIE WEAVER; Kettleshulme; KNUTSFORD; Little Bollington; LITTLE WARFORD; LOWER WITHINGTON; Macclesfield Charter Trustees; MARBURY & DISTRICT; MARTON; MERE; MIDDLEWICH; MILLINGTON; MINSHULL VERNON & DISTRICT; MOBBERLEY; MOTTRAM ST ANDREW; NANTWICH; NETHER ALDERLEY; NEWHALL/SOUND & DISTRICT; NORTH RODE; ODD RODE; OLLERTON AND MARTHALL; PEOVER INFERIOR; PEOVER SUPERIOR; PICKMERE; PLUMLEY WITH TOFT & BEXTON; Pointon, C; POTT SHRIGLEY; POYNTON; PRESTBURY; RAINOW; ROSTHERNE; Roz Middleweek; Sandbach Town Council; SHAVINGTON CUM GREYSTY; SIDDINGTON; SMALLWOOD; SNELSON; SPURSTOW/STOKE & HURLESTON; STAPELEY & DISTRICT; STYAL; SUTTON; SWETTENHAM; TABLEY; TOGAY, Sue; WARDLE; WARMINGHAM; WESTON & BASFORD; WILLASTON; WILMSLOW; WISTASTON; WRENBURY CUM FRITH; WYBUNBURY  
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Cheshire East Highways  
Floor 6 Delamere House  
Crewe



# Highway Service Satisfaction Survey

## Introduction

Please answer the survey giving your opinion about the area you represent. It will take you around 15 minutes to complete.

1. I am / I am responding on behalf of:

- ☐ An elected Member
- ☐ A Parish Council (including those that are not Parish Councils, but that have parish meetings)
- ☐ A Town Council
- ☐ An unparished area

## Your Ward

Please select the Ward you are representing: \*

- ☐ Alderley Edge
- ☐ Alsager
- ☐ Audlem
- ☐ Bollington
- ☐ Brereton Rural
- ☐ Broken Cross and Upton
- ☐ Bunbury
- ☐ Chelford
- ☐ Congleton East
- ☐ Congleton West
- ☐ Crewe Central
- ☐ Crewe East
- ☐ Crewe North

- ☐ Crewe South
- ☐ Crewe St Barnabas
- ☐ Crewe West
- ☐ Dane Valley
- ☐ Disley
- ☐ Gawsworth
- ☐ Handforth
- ☐ Haslington
- ☐ High Legh
- ☐ Knutsford
- ☐ Leighton
- ☐ Macclesfield Central
- ☐ Macclesfield East
- ☐ Macclesfield Hurdsfield
- ☐ Macclesfield South
- ☐ Macclesfield Tytherington
- ☐ Macclesfield West and Ivy
- ☐ Middlewich
- ☐ Mobberley
- ☐ Nantwich North & West
- ☐ Nantwich South & Stapeley
- ☐ Odd Rode
- ☐ Poynton East and Pott Shrigley
- ☐ Poynton West and Adlington
- ☐ Prestbury
- ☐ Sandbach Elworth
- ☐ Sandbach Ettiley Heath & Wheelock
- ☐ Sandbach Heath & East



- ☐ Sandbach Town
- ☐ Shavington
- ☐ Sutton
- ☐ Willaston & Rope
- ☐ Wilmslow Dean Row
- ☐ Wilmslow East
- ☐ Wilmslow Lacey Green
- ☐ Wilmslow West and Chorley
- ☐ Wistaston
- ☐ Wrenbury
- ☐ Wybunbury

## Your Parish

Please select the Parish you are representing: \*

- ☐ Acton, Edleston & Henhull
- ☐ Adlington
- ☐ Alderley Edge
- ☐ Alpraham
- ☐ Arclid
- ☐ Ashley
- ☐ Aston-by-Budworth
- ☐ Audlem
- ☐ Barthomley
- ☐ Betchton
- ☐ Bickerton & Egerton
- ☐ Bosley
- ☐ Bradwall

- ☐ Brereton
- ☐ Brindley & Faddiley
- ☐ Buerton
- ☐ Bulkeley & Ridley
- ☐ Bunbury
- ☐ Burland
- ☐ Calveley
- ☐ Chelford
- ☐ Cholmondeley & Chorley
- ☐ Cholmondeston & Wettenhall
- ☐ Chorley
- ☐ Church Lawton
- ☐ Church Minshull
- ☐ Cranage
- ☐ Crewe Green
- ☐ Disley
- ☐ Dodcott-cum-Wilkesley
- ☐ Doddington & District
- ☐ Eaton
- ☐ Gawsworth
- ☐ Goostrey
- ☐ Great Warford
- ☐ Handforth
- ☐ Hankelow
- ☐ Haslington
- ☐ Hassall
- ☐ Hatherton & Walgherton
- ☐ Henbury



- ☐ Higher Hurdsfield
- ☐ High Legh
- ☐ Holmes Chapel
- ☐ Hough & Chorlton
- ☐ Hulme Walfield & Somerford Booths
- ☐ Kettleshulme
- ☐ Little Warford
- ☐ Lower Withington
- ☐ Lyme Handley
- ☐ Marbury & District
- ☐ Marton
- ☐ Mere
- ☐ Millington
- ☐ Minshull Vernon & District
- ☐ Mobberley
- ☐ Moston
- ☐ Mottram St Andrew
- ☐ Nether Alderley
- ☐ Newbold Astbury-cum-Moreton
- ☐ Newhall
- ☐ North Rode
- ☐ Odd Rode
- ☐ Ollerton & Marthall
- ☐ Over Alderley
- ☐ Peover Inferior
- ☐ Peover Superior
- ☐ Pickmere

- ☐ Plumley with Toft & Bexton
- ☐ Pott Shrigley
- ☐ Prestbury
- ☐ Rainow
- ☐ Rope
- ☐ Rostherne
- ☐ Shavington-cum-Gresty
- ☐ Siddington
- ☐ Smallwood
- ☐ Snelson
- ☐ Somerford
- ☐ Sound & District
- ☐ Spurstow
- ☐ Stapeley & District
- ☐ Stoke & Hurleston
- ☐ Styal
- ☐ Sutton
- ☐ Swettenham
- ☐ Tabley
- ☐ Tatton
- ☐ Twemlow
- ☐ Wardle
- ☐ Warmingham
- ☐ Weston & Basford
- ☐ Willaston
- ☐ Wistaston
- ☐ Worleston & District
- ☐ Wrenbury-cum-Frith



- ☐ Wybunbury
- ☐ Agden (Parish meetings)
- ☐ Haughton (Parish meetings)
- ☐ Little Bollington (Parish meetings)
- ☐ Macclesfield Forest & Wildboardclough (Parish meetings)
- ☐ Peckforton (Parish meetings)
- ☐ Wincle (Parish meetings)

## Your Town Council

Please select the Town Council you are representing: \*

- ☐ Alsager
- ☐ Bollington
- ☐ Congleton
- ☐ Knutsford
- ☐ Middlewich
- ☐ Nantwich
- ☐ Poynton
- ☐ Sandbach
- ☐ Wilmslow

## Your unparished area

Please select the unparished area you are representing: \*

- ☐ Crewe – Charter Trustees
- ☐ Macclesfield – Charter Trustees

## Your name

Please state your name:

## Highway services

2. Thinking about highway services in the area you represent, how satisfied or dissatisfied are you with the following?

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	NA/don't know
Pavements & footpaths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle routes & facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety on roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic levels & congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Levels of local traffic pollution	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Street lighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The condition of the roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Competence of staff in resolving issues	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Taking everything into account, how satisfied or dissatisfied are you overall with highway services</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. a. Looking again at the same list, which THREE do you consider are most important to the area you represent?

b. The Council has to decide what to focus on and how to use its budget to improve highways in the local area. Which THREE of these do you think are most in need of improvement in the area you represent?

Please select up to three for each column only





(e.g. parked cars)

## The condition of roads and pavements

5. Thinking about the condition of roads and pavements in the area you represent, how satisfied or dissatisfied are you with the following?

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	NA/don't know
Condition of road surfaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cleanliness of roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of road markings (e.g. white lines)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition and cleanliness of road signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Speed of repair to street lights	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Speed of repair to damaged roads & pavements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of repair to damaged roads & pavements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintenance of highway verges, trees & shrubs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weed killing on pavements & roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Keeping drains clear and working	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Still thinking about the local area, would you say that the number of potholes and damaged roads has got better, worse or stayed the same over the past year?



- ☐ Worse
- ☐ Better
- ☐ Stayed the same
- ☐ NA/Don't know

7. How satisfied or dissatisfied are you with the way the council...?

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	NA/don't know
Deals with obstructions on pavements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Keeps roads clear of obstructions such as skips/scaffolding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deals with illegally parked cars	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Undertakes cold weather gritting (salting) and snow clearance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cuts back overgrown hedges obstructing the highway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deals with mud on the road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deals with potholes and damaged roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Cycling facilities

8. Thinking about the cycling facilities in the area you represent, how satisfied or dissatisfied are



you with the following?

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied
The number of cycle routes provided	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The location of the cycle routes provided	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condition of cycle routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle crossing facilities at road junctions and traffic signals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Direction signing for cycle routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle route information e.g maps	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle training (e.g at schools)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle facilities at place of work (e.g. racks, showers etc)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Traffic levels and congestion

9. Thinking about traffic levels and congestion in the area, how satisfied or dissatisfied are you with the following?

[illegible]





## Road safety

11. Thinking about road safety in the area you represent, how satisfied or dissatisfied are you with the following?

	Very satisfied	Fairly satisfied	Neither satisfied nor dissatisfied	Fairly dissatisfied	Very dissatisfied	NA/don't know
Speed limits being right for local roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
and not too high or low	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The enforcement of speed limits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The number of speed control measures (e.g. road humps)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The location of speed control measures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety of walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety of children walking to school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety of children cycling to school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road safety training/education given to children	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road safety training/education given to motorcyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road safety training/education given to young drivers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Final comments**

12. Finally, is there anything else you would like to add?

## Thank You!

Thank you for taking our survey. Your response is very important to us.



**Community, Environment and Services Committee**  
**Thursday 15<sup>th</sup> November**

**ITEM 13 – Banners on Mountbatten Way**

**Background**

In January 2010 Congleton Town Council assisted Congleton Partnership's Bear Team in getting 23 Banners put up along Mountbatten Way. The banners were sponsored by the Town Council and various businesses. Bay Media charged a yearly rental fee and after two years the banners were taken down.

Interest has been expressed in getting banners put back along Mountbatten Way to add interest and colour to the area and help push Community Pride messages. Cllr Guy Brittain is negotiating a two year deal for producing, designing, making, installing, maintaining, insuring and removing the banners. The plan is to copy Bearmania's pricing policy with one price for businesses and one price for Community Groups. This will be discussed at the committee.

Ideas for the banners can be seen on the reverse of this paper. There would be a number of key messages such as

- Congleton – the little town with the big heart
- Proud to live and work in Congleton
- Congleton where friends are made
- Uniquely Congleton

The main design would be based around the heart design – alluding to 'The little Town with the Big Heart / Love where you live .

The Planning Permission was granted by Cheshire East Council for five years so this remains in place until September 2014.

Cllr Guy Brittain is prepared to project manage this initiative. From this committee we are seeking

1. Approval for the concept of getting banners back on Mountbatten Way
2. Approval for developing the four themes mentioned above
3. Approval for the Town Council to sponsor four of the banners at a Community price from the Tourism budget

# CONGLETON

SMALL TOWN WITH THE  
**BIG HEART**

# CONGLETON

WHERE FRIENDS  
**ARE MADE**

# PROUD

TO LIVE AND WORK IN  
**CONGLETON**

# UNIQUELY CONGLETON