

CONGLETON TOWN COUNCIL

MINUTES OF THE MEETING OF THE COMMUNITY AND ENVIRONMENT COMMITTEE HELD ON 21st JANUARY 2021

Please note – These are draft minutes and will not be ratified until the next committee meeting on 11th March 2021

Conducted via Zoom –Meeting ID: 854 3356 3243

For the papers discussed at the meeting, please see the [Meeting Agenda of the Community & Environment Committee 21st January 2021](#)

PRESENT:

Committee members:

Cllr Kay Wesley (Chair)
Cllr Paul Duffy
Cllr Suzy Firkin
Cllr Margaret Gartside
Cllr Amanda Martin
Cllr Denis Murphy (Deputy Mayor)
Cllr Jean Parry

Non-Committee Members: Cllr David Brown, Cllr Robert Douglas, Cllr Robert Hemsley, Cllr Russell Chadwick, Cllr Robert Moreton, Cllr Suzie Akers Smith, Cllr James Smith

Also present: CTC Officers David McGifford, Jackie MacArthur, Debbie Coxon
2 Members of the Press, 1 Cheshire Police Officer, 3 members of the public.

1. Apologies for absence

Apologies for absence were received from committee members Councillors Sally Ann Holland (Ex-Officio) and Cllr Martin Amies

2. Minutes of Previous Meetings

CE/38/2021 Resolved to approve the [minutes of the Community & Environment Committee held on 12th November 2020](#) as a correct record.

3. Declarations of Interest

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

Councillors David Brown, Rob Moreton and Denis Murphy declared a non-pecuniary interest on any matters relating to Cheshire East Council and Cllr Kay Wesley declared a non-pecuniary interest in item 14 as a trustee of Elizabeth’s Group.

4. Outstanding Actions

To review any outstanding actions from previous meetings. See minute note 8.

5. Questions from Members of the Public

There was a question from Lisa Miller that was in 3 parts. The first part was enquiring about a tree group in Congleton – this will be dealt with in a response to the e-mail which contained the question. The other 2 parts related to Enforcement, Tree Preservation Orders and planting to replace agreed tree removal, this will be picked up by the Planning Committee.

6. Urgency Items

There was no Urgent Items mentioned.

7. Cheshire Police

PCSO Amy Heath from Cheshire Police provided updates to the Committee see Appendix A for details. Waiting for this)

8. Updates Paper from 24th September C&E Committee

CE/47/2021 Resolved to accept the report giving updates on Domestic Abuse Clinics, Proposed Closure of Rope Walk Car Park, Moody Hall, Christmas Lights, COVID-19 response, School Meals and Child Care Training.

9. Anti-Social Behaviour Working Group Notes

CE/48/2021 Resolved to receive the [notes of the Anti-Social Behaviour Working Group](#) held on 7th January 2021.

10. Congleton in Bloom Working Group Notes

CE/49/2021 Resolved to **CE/48/2021 Resolved to** receive the [notes of the Congleton in Bloom Working Group](#) held on 7th December 2020. The Chair updated on the progress with the unicycle planned for the Park Lane Roundabout.

11. Congleton Green Working Group Notes

This meeting was held earlier in the day and the notes will be sent out with the 11th March agenda and added to the [Congleton Green Working Group](#) page. The chair gave a brief update.

12. Health and Well Being Working Group Update

CE/50/2021 Resolved to receive the [notes of the Health and Well Being group held on](#) the 10th December 2020.
(CHECK LINKS TO PAPER AND NOT PAGE)

13. White Ribbon Working Group

The minutes of this group's meeting will come to the meeting on the 11th March and can be viewed on the [White Ribbon Working Group](#) page.

14. Elizabeth Wolstenholme Elmy Statue

CE/51/2021 Thanked members of the Elizabeth Group for a professional presentation and
Resolved to approve points 1,3,4,5,6,7,8,9 as set out below

1. Agreement in principle that a statue of Elizabeth (without plinth) should be placed in the centre of Bridge Street at Victoria Street junction, subject to Planning Permission and ground assessment.
3. CTC to Investigate with Cheshire East Council the possibility of Cil/ S106 contributions
4. CTC take responsibility for Planning Permission submission
5. When appropriate CTC co-ordinate the Investigative groundwork
6. CTC to support Elizabeth's Group with promotion
7. CTC to supply and install a commemorative plaque or board
8. CTC to help to organise the Statue Unveiling Event
9. CTC to commit to maintaining the statue

Point 2 – the recommendation made for financial support was withdrawn from the proposal and will be submitted to the Council to consider at a future date.

15. Volunteer Co-ordination Point for Congleton

CE/52/2021 Resolved to

1. To note the report
2. To commit to becoming a VCP with the Social Action Partnership.
3. To apply for the grant from CEC to support this work.

16. CTC Response to the Cheshire East Council Local Transport Plan

CE/53/2021 Resolved to approve the wording given as an appendix to the paper as the wording for Congleton Town Council's response to the CEC Local Transport Plan Delivery Plan, but to delay sending the response to Cheshire East until the minute has been ratified at Council on the 11th of February. *Note the appendix is attached to these minutes as Appendix B*

17. CTC Response to the Cheshire East Council Car Parking Survey

CE/54/2021 Resolved to approve the wording for Congleton Town Council's response to the Car Parking Consultation.

To actively encourage members of the Congleton community to respond to this consultation.
Note the appendix with these words is attached as Appendix C

18. CTC Response to the Police Crime Commissioner's Consultation

CE/55/2021 Resolved to

- a) Send a response to the Police Crime Commissioner on behalf of Congleton Town Council
- b) To say that it is not the Town Council's role to comment on the Police Precept level
- c) To reiterate how the important role of the local policing to be able to respond and react to the needs of the local community so not possible to give one priority.

**Cllr Kay Wesley
(Chair)**

Appendix 1 – Police Update 21/1/21

The following report was given by PCSO Amy Heath as Item 7 of Community and Environment Committee. All figures are for the past six weeks in line with our priority period. They are all similar Year on Year (YOY)

Drugs and Alcohol

No reported hotspots currently however work ongoing to target Organised Crime Groups in Congleton.

Total ASB Incidents: 64 or 1.5 a day

ASB Repeat locations

- Tetton Court working with Plus Dane
- McDonalds - Emerging location working with the premises

Local Priorities

Mow Cop – Covid/vehicles/Anti Social Behaviour.

Op Paw – Dedicated COVID Patrols & Patrol Plan

Op Delivering – Patrol Plan for vulnerable sites

Total Domestic Violence Incidents: 50 **Total Sexual Offences:** 9

Congleton Priorities

Team: Mow Cop (ASB/Covid/Vehicles)

Person: Eastern Nominal for Drug Offences

Place: OP Piloted – Drugs Op, Place and Tactics TBC

Total COVID Related Incidents: 26

Focus shifting to enforcement

COVID Repeat Locations

- Rumba x 2 Licensing visits conducted, Engage, Explain, Booklets given
- Mow Cop Castle

PCC Promise in Lockdown:

- Surgeries still online and once a week per ward
- Street a week conducted remotely by letter – moving online
- Last Street a Week conducted at Westlands

Appendix B - TRANSPORT RESPONSE: (COMMITTEE ITEM 16)

Congleton Town Council Comments on the Transport Delivery Plan Consultation.

Members of Congleton Town Council raised the following points in connection with the Cheshire East Consultation on the Transport Plan Delivery Plan at a Strategy Working Group meeting held on the 8th of January.

The comments made at the Strategy Working Group will be put forward for approval at the Community and Environment Committee on the 21st January and following CE committee submitted to Cheshire East Council ahead of their closing date of the 31st January.

General

In general Congleton Town Council was supportive of the measures being suggested by Cheshire East Council to deliver the Local Transport Plan for Congleton. At the Strategic Working Group the Councillors agreed in principal with ALL 65 proposals being put forward and also wanted to see additional actions added. This paper documents the additional actions.

OBJECTIVES

The five objectives suggested by Cheshire East Council for the delivery of the Local Transport Plan in Congleton are:

1. Strengthening the transport network to accommodate development sites such as Congleton Business Park extension and residential developments in north Congleton included within the Local Plan;
2. Improving access on key routes to wider Cheshire, the Potteries and Greater Manchester;
3. Improving access to Congleton town centre for residents and visitors to support the town centre economy;
4. Supporting access to education and employment sites including Radnor Park Industrial Estate; and
5. Supporting access from rural communities to key services and employment.

Congleton Town Council (CTC) Response:

CTC supports the objectives, but would like to see Objective Three expanded to:

‘Improving access to Congleton town centre and key attractions/destinations (e.g. Astbury Mere, Congleton Park, Congleton Station) for residents and visitors, to support the local economy

Reason: We believe many of the journeys made locally are not just to visit the Town Centre, employment sites and schools and that attention should also be given to areas that attract large numbers of users such as the key attractions and destination points.

Objective One: These options aim to improve access to the Local Plan development sites within Congleton and ensure that the transport network has capacity to support this growth:

Congleton Town Council agreed with the 9 actions proposed but would also ask for the following actions to be added:

- a) New Point: Include a long-term plan to extend the Congleton Link Road to the Newcastle Road A34 (this affects the properties within the development sites)
- b) In point 5 CTC would like to see separate cycle and footway paths on Link Road and adjoining roads – plus suggest additional wording to read ‘and connect Congleton Link Road to the town centre with cycle paths and footpaths ‘
- c) Within Objective 1 Congleton Town Council would like to see more emphasis on bus routes including adding bus routes to the new development sites so that no new home or business is more than 500m from a bus stop with a service at least every 15 minutes into Congleton centre
- d) Within Objective 1 Congleton Town Council would like to see an action Adding bus services to connect from business sites to Congleton Railway Station and Holmes Chapel Railway stations

at morning and evening peak times and less frequently during the day, to connect with trains to Manchester and Stoke-on-Trent.

Objective Two: These options aim to improve transport connections along key corridors. Congleton Town Council agreed with the 14 actions in this section. In addition Congleton Town Council would like to see:

- a) Point 10 - Extend the Congleton Link Road to the Newcastle Road A34.
- b) Point 18 - Cycle and footway should be separate on the Link Road
- c) Point 18 - Add... and connect Congleton Link Road to the town centre with cycle paths and footpaths
- d) Point 19 on buses could be strengthened. Congleton Town Council believes that the bus services need to be improved based on the needs of Congleton and surrounding parish residents as follows:
 - Encourage bus use, even by car owners through lower fares, better promotional campaigns and making all tickets cross-company.
 - Improve frequency: Buses between-towns should be at least every 30 minutes and the services extended into the evenings and on Sundays
 - Improve customer experience of bus use: Replace broken bus-stops, add digital displays. Have a local 'bus app' giving all timetables across companies and real-time information
- e) **RAIL:** Make services more attractive, integrated and customer-centric. CTC agrees with points 20 -23 but would like to change the wording to make it clear this is to optimise services based on the needs of Congleton town and surrounding parish residents. CTC also believes it is important to work with the local Rail User groups on improving rail services.
- f) CTC would like to see connecting bus services from **every** part of town to the station without changing buses, to fit with key commuter trains from 7-9am and 5-7pm
- g) Campaign for later trains from Manchester and from Stoke-on-Trent to link with theatre etc.
- h) Explore free bus use with rail ticket
- i) Free parking at Congleton station, or explore cheaper/easier parking options so that the parking charges and time taken to purchase a parking ticket does not deter people from using the train.

Objective Three: A number of options have been developed to improve access to the town centre: This is the Objective that CTC wanted to alter to read: 'Improving access to Congleton town centre and key attractions/destinations (e.g. Astbury Mere, Congleton Park, Congleton Station) for residents and visitors, to support the local economy

The Town Council agreed with the 24 actions identified in this part of the consultation and also asked that

- a) Point 37 change to '20 mph in relevant residential areas and school streets'
- b) Point 30 – add 'no right turn from Chapel Street into Albert Place or Canal St'
- c) Point 50 - Congleton Railway Station needs free parking, not more spaces.
 - Car park is half-empty because commuters are parking all down Cross Lane and surrounding areas, ever since the charges were introduced.
 - Parking at the station should be free of charge to encourage public transport use for journeys to Manchester, Stoke and further afield. Or at least it should be cheaper and easier for rail users.

- d) Point 51 – consider discounted parking fees for electric vehicles
- e) Additional action – consider Introducing an Integrated Transport Pass For Congleton Residents:
 - Annual Transport/Parking Pass for Congleton Residents for e.g. £50
 - Pass includes up to 4-hours per day parking as many times as required for one year. This would solve the problem of needing change for parking.
 - Free unlimited bus use included in the same Pass (may encourage car owners to use the bus sometimes)
 - Reduced Cost Pass for those who do not require parking, e.g. £20 per annum.
 - Encourage bus use in short journeys to and from the town centre and to and from Congleton Station – see bus suggestions
- f) Would like to see Walking and Cycling promoted through a multimedia campaign
- g) Add a pedestrian crossing at the end of Mountbatten Way near Aldi, at the roundabout
- h) Improve canal towpath and create separate walking and cycling lanes where possible and automatic lighting in dark areas for winter walking/cycling
- i) Biddulph Valley Way - create separate walking and cycling lanes.
- j) BUS: Encourage bus use, even by car owners (see point 19 on Objective 2)
 - Lower fares and a multimedia promotional campaign to get people using the buses
 - All tickets should be cross-company
 - Improve bus frequency
 - Round-town should be every 15 minutes
 - All services to run in the evenings and on Sundays
 - Extend and improve the round-town bus services (90,91,92...)
 - Review routes so they go into estates so no house is more than 500m away
 - Add a West Heath circular route (which has been lost)
 - Add new round-town services for new housing estates
 - Add a bus service between the shopping centres in Congleton (Town Centre, Barn Road, West Heath)
 - Have multi-bus ‘town hopper’ tickets for a day/week/month/year – low-cost
 - Improve customer experience of bus use
 - Replace broken bus-stops
 - Add digital displays
 - Have a local ‘bus app’ giving all timetables across companies and real-time information
- k) Review traffic speed in Leek Road, Manchester Road, Macclesfield and other main routes –
 - consider average speed cameras
 - Improve signage and better enforcement
- l) Refuse trucks should avoid major roads and school routes at peak times.

Objective Four These scheme options aim to improve connections by all modes of travel to schools and employment within the Congleton area:

- a) Congleton Town Council agreed in principle with the 7 actions lists in under this objective, however a in line with the other Objectives the Town Council does believe that the bus options for school and employment sites also needs to be strengthened.
 - *“ In comparison with figures for England, bus service use in Congleton is 7% lower and rail use is 2% lower than the national average.”* There is little in the current proposals

to improve this situation. Our current transport infrastructure encourages people not to use public transport for commuting to schools and work: For example:

- The bus services in Congleton are week-day-time only, do not support commuting to work and are infrequent and more expensive than using a car.
 - Parking charges at Congleton station have meant that many people living on the north side of Congleton now drive to Manchester or Stockport instead of using the train
 - In addition many train commuters now block the roads around the station by parking there in preference to paying the charges.
- b) School buses need a radical overhaul - they are often a poor experience for many – expensive, requiring a long-term commitment, subject to overcrowding and concern for pupil welfare.
 - c) There is virtually no option to travel to work or school on the bus in Congleton. Apart from the dedicated school services there is little bus connectivity for schools. Any pupils involved in after-school activities do not have a public service bus to take them home.
 - d) Congleton Town Council would like to see Improved surface and lighting on Tommy’s Lane and evaluate feasibility of pedestrian crossing on Brook St at the end. This would help pupils for Havannah, Buglawton and Eaton Bank.
 - e) More efforts put into organising ‘walking buses’ to primary schools across the town – promote and engage the community. Also – cycling buses – especially for high schools
 - f) Pedestrian crossing on A34 Newcastle Road near the Mount
 - g) Pedestrian Crossing at Mossley Traffic Lights – a key walking route from Henshall Hall and Woburn Drive to Mossley Primary School.
 - h) Review air quality outside schools and implement ‘anti-idling’ campaigns
 - i) Refuse trucks should avoid school roads at school times
 - j) Incentivise or set up ‘car share’ schemes in Congleton area

Our responses to the earlier Objectives also apply here:

1. Make bus services frequent, cheap and available all day and evening
2. Make parking at the station free
3. Connect bus and rail with timed services for commuters
4. Have integrated bus/rail/parking tickets for commuters and leisure travellers alike
5. Encourage bus and rail use with a multichannel promotional campaign.

Objective 5 These options aim to improve connections to employment and services for those living in rural areas. Congleton Town Council agreed with the 11 actions suggested under this objective and would also ask Cheshire East Council to consider

- a) Bus services – consider linking village bus services to the new housing developments on the outskirts of Congleton e.g. Eaton with the Manchester Road area and Somerford with Back Lane, then into Congleton Town Centre.
- b) Point 71 – Promote Flexilink service more.
- c) As many of these proposals were outside of the Congleton Boundary the views of the parishes are very important as they will best understand their communities.
- d) Consider bus links to Brereton Heath and Astbury Mere, and review parking in these sites

APPENDIX C - CTC RESPONSE TO THE CAR PARKING CONSULTATION

Item 17 - Appendix 1 V 2 - with amendment for 2a

DRAFT TEXT FOR RESPONSE FROM CONGLETON TOWN COUNCIL TO CHESHIRE EAST COUNCIL ON THE CAR PARKING CONSULTATION

Members of Congleton Town Council discussed how it wished to respond to the current Cheshire East Council Car Parking Consultation Strategy Working Group held on Friday 8th January 2021. Following this Strategy Working Group, the key points raised will be included in a paper for the Community and Environment Committee for approval by committee before being submitted to Cheshire East Council. The survey closes on the 31st January 2021.

Members of the Council can respond as an individual via the consultation portal

<https://surveys.cheshireeast.gov.uk/s/VZTQ7T/>

Suggested Response from Congleton Town Council:

CTC has considered the Parking Consultation and developed its collective response to each of the questions. Our responses are consistent with the current circumstances in Congleton. If in the future, as set out in the Transport Delivery Plan, there were cheap, convenient and reliable alternatives mode of travelling to the town centre and other destinations rather than private motor car then the car parking policies would have to be reconsidered in line with the offer.

Future Role of Car Parking

1. Cheshire East Council should be providing both short and long stay parking in Congleton Town Centre. Councillors believe the biggest need is for short-stay parking for shoppers. The current balance of short stay closest to the Town Centre (Fairground and Antrobus Street) and longer stay car parks slightly further out of town seems the right approach. Princess Street started as a short-stay car park in 2011 but was amended to cater for both long and short stay car parking as this is the car park used by the Market Traders on a Tuesday and Saturday.

Accessing Town Centres

2. Cheshire East Council should provide parking as it does today, but in line with actions proposed in the Local Transport Plan delivery plan should also actively seek to make it easier and safer for residents and visitors to access our town in other ways.

- a) **We do not want to see additional cars on our roads** replace with **Congleton Town Council has requested significantly enhanced public transport services; if they are provided and maintained by CEC we should aim to ensure there are no additional cars on our roads’.**
- b) It should be possible to catch frequent, low-cost bus services into and out of each of our towns in Cheshire East.
- c) We would like to encourage non-car travel for short journeys (< 2 miles) and local transport services should support this.
- d) The Congleton Link Road gives us an opportunity to re-plan bus services and make them reliable and frequent in Congleton.

Comments/ Views of the Future of Parking in Congleton Town Centre

3. Parking in Cheshire East future ideas

- a) Initial free period on car parks (2 hours) would really help to stimulate and encourage people to use Congleton town centre businesses and help to revitalise the Town Centre. Local people often opt to use Barn Road, West Heath Shopping Centre, Biddulph Sainsburys or Talke Retail – all of which offer free parking, and all of which in normal times are busy centres with high occupancy.
- b) Congleton Town Council would like to see ‘Season Tickets’ introduced so that, for example, a Congleton resident can park all year for up to 4 hours at a time in any Congleton car park for a single annual payment. If possible, we would like to see this parking ticket linked to free bus use, to encourage car users to take the bus occasionally.
- c) Possibility of seeing if rather than a town-wide season ticket, Cheshire East could introduce a borough-wide ticket allow parking across Cheshire East car parks.
- d) Advertising/sponsorship of parking tickets with local shopping discounts
- e) Opportunity to provide passes for e.g., shop workers and others who are driving the local economy. Note many shop workers may work 16 hours a week, across several shifts so the current passes do not help them

Harmonisation of Car Parking Charges

4. How Strongly do you agree that there should be harmonisation of car parking charges across Cheshire East with all town paying for car parking?

- a) Congleton Town Council does not agree with harmonisation of parking charges as each Cheshire East town has very different characteristics, offer and needs. Where demand outstrips supply of spaces for parking, it may be possible to charge more, but this needs to be considered on a town-by-town basis.
- b) It would seem fairer if parking were charged in all towns across Cheshire East Borough and not just the 8 that currently have charges. When car parking charges were introduced in Congleton in 2011 as part of ‘harmonisation’ across the former three boroughs the understanding was the parking charges would be introduced in the other towns ‘as soon as possible’. There is a cost to car parks and it seems unfair that the 8 charging towns are subsidising the costs for the non-paying towns.

5. Should all Car Parks in Cheshire East with Car Parking Charges be charging the same?

- a) The offers of the various towns are quite different. Users may be willing to pay more where there is a strong offer. Where a town needs support to attract more users, increasing charges is likely to have the opposite effect and discourage customers. Congleton believes at the current time and post COVID-19 we need help and incentives to drive our local economy.

- b) Congleton will be the town likely to be most affected if Cheshire East were to harmonisation of charges across all paying car parks. If the harmonisation aimed to maintain the same overall income, it could see prices on Congleton car parks almost doubling. If Cheshire East offers other towns the same price structure as Congleton, we would not object.

6. Chance for other comments on Harmonisation of Car Parking

It is noted that Cheshire East Council has received or allocated major funding for regeneration in both Macclesfield and Crewe and that the vast majority of regeneration resource is focused on these two towns. Congleton town centre like many of the other towns has no focused resource for regeneration, aligned to the fact that key development sites in the town, some owned by Cheshire East Council, have no plans for development. Congleton, and other key service towns should not be viewed in the same way as Crewe and Macclesfield when it comes to car parking charges.

7. How much should be charged for one-hour parking.

Congleton Town Council believes that Cheshire East should be giving one hour – and ideally two hours – free of charge to encourage people into our Town Centres.

8. How much should be charged for 6 hours to 10 hours parking?

- a) Congleton Town Council was disappointed to see that scale starts at £3.50 - £4.00 when the current charge in Congleton is £1.60.
- b) Congleton Town Council believes that if there were two hours free parking then the longer-stay parking of 6 – 10 hours could increase by a maximum of 25% e.g. £2 for 6-10 hours.

9. How much do you agree that CEC should charge for car parking in the car parks that it owns? Would car parking charges encourage you to change your mode of transport

- a) Congleton Town Council accept that there is a real cost to managing car parks and understand that CEC needs to cover this cost, however pricing needs to be strategic. Ease of parking and parking charges affect where people choose to shop and their dwell time in the town centre. Many town centre shops rely on people browsing. The future of towns is a social place where people can meet. When people are paying to park, they will be more focussed on what they must get done and the opportunity to browse and socialise is reduced.
- b) Currently there is very little option to choose a different form of transport when coming into Congleton town so parking charges are unlikely to affect mode of transport.

10. Views on General Principles of Parking

- a) Congleton Town Council would like to see two hours free parking to encourage use of the town centre businesses.

- b) We do not believe it is possible to encourage a modal shift to bus use by charging more for car parks. First there is a need to introduce regular and reliable bus services
- c) We need to be aware of the needs and demographics of our population as well as the physical features of the town. Car Park charges is not the only factor in deciding whether to drive into town. However, car parking charges may help to determine where a person chooses to drive to. Once a person is in a car, in many cases it is as easy to drive 20 minutes as it is 10 minutes – you are probably most likely to travel to a destination where there is a good chance that you can achieve what you are setting out to do.
- d) Consider parking in proportion to spend. If you are popping into town for a paper, you will not pay 80p to purchase a 70p paper - you will go to somewhere where you can park for free. This is an opportunity lost to other shops that the person picking up their weekly paper may have also spent money with.

11. Are there areas where on-street parking enforcement could be better.

- a) Yes

12. – 14 asked for sites to be listed

- a) Cross Lane / around Congleton Station area. Commuters should park at the station not on the road. Station parking should be easier and more affordable
- b) Swan Bank – parking on double yellow lines
- c) Lawton Street – overstay, especially near the traffic lights at Park Lane
- d) Sandy Lane – Astbury Mere
- e) West Street - near to Top Nosh – overstaying the 30-minute limit.

15. This question was about experience when visiting other towns and not appropriate for the Town Council to answer as a body.

16. Views on Parking in residential areas and how the parking pressures could be managed.

a) More use of Parking Enforcement Officers in residential areas.

This would be welcomed particularly in areas around the train station and roads adjacent to town centres, especially if visitors could park for two hours free of charge in CEC Car Parks.

b) Pay and Display at Business Parks

Not sure this would be possible in Congleton, Business Parks are not owned by CEC and are largely out of town and self-managing. Encouragement of car sharing schemes could be worth exploring as mentioned in the Transport Plan Delivery actions

c) Pay and Display on residential streets

This would need to be considered on a case-by-case basis and is likely to have a big impact on town centre residents without private parking spaces. Not appropriate in Congleton

d) Park and Stride near Schools

This sounds like an excellent scheme that could help with safety, congestion and pollution around schools if adequate space can be found. Consultation would need to be carried out

with parents. Questionable if parents would be prepared to pay to park when walking their child for the last part of the journey.

e) Resident Parking Permit

Can be a good solution where there is problem near an attraction – however needs full consultation with the residents involved and consideration needs to be made for carers who may need to park close to the housing.

17. Comments on suggested options for CEC Car Parks

- a) Congleton Town Council welcomes opportunities to encourage greener use of transport and would welcome cheaper parking for low emission cars.
- b) Congleton Town Council disagree with Sunday and night-time parking charges. However, if the choice were between two free hours of parking or free Sunday parking the preference would be for two free hours parking.
- c) Congleton Town Council believes charging for evening parking could affect our evening economy in a negative way and result in more people parking on the roads. Currently we understand the main usage of the car parks in the evenings is from people living in the town centre who have no parking space near their house

18. Which suggestions would we most like to see introduced in Cheshire East Car Parks

- a) Season ticket for residents to purchase a year's parking with a Congleton Travel Ticket (which could also include bus use)
- b) Congleton Car Park tickets being transferrable across all Congleton Car Parks Consider use across other Cheshire East Towns
- c) More electric charging points, cycle parking and cash-free payment.
- d) More secure parking / lockers for cycles
- e) Premium spaces for large vehicles
- f) Congleton Town Council does not agree that cash free parking is acceptable as the only alternative to pay for parking. We believe this discriminates against the elderly and anyone who struggles with accessing technology.