

MINUTES OF THE TOWN COUNCIL MEETING HELD AT 8.05PM ON MONDAY 31ST JULY 2017 AT THE COUNCIL CHAMBER, CIVIC HALL, POYNTON.

PRESENT

Chairman: Cllr Mrs S-J Gilmore

Cllrs: M Beanland, L Berry, L A Clarke, C Gorst, I Hollingworth, Mrs R Horsman-Johnson, Mrs S Horsman, G King, Mrs J Saunders, Mrs J Sewart, M Sewart, G Smith and Mrs N Wylie

Opening Prayer

27. Anyone attending or present at the Committee meeting declares that they are making, or intend to make, an audio recording and/or film the meeting

The shorthand assistant confirmed that the meeting is recorded for the purposes of minute taking and the recording is deleted within a week when the draft minutes are produced. There was no other declaration at the meeting.

28. Questions to the Mayor

Mr Wood, a resident of Pott Shrigley, addressed members to request support for proposals to create a new farmers' market and business development complex in the Chelford area following the closure of Chelford Market. Mr Wood has also approached other local councils for support and shared written details of his proposal for support.

RESOLVED: That the Town Council write to David Rutley MP and inform him of the presentation by Mr Wood to this Town Council and forward the written statement presented to councillors at this meeting (NC)

29. Apologies for absence

Cllrs T Holbrook, Mrs T Lorde, H Murray, and L Podmore.

30. Declarations of disclosable pecuniary or other interests

None.

31. Approve previous meeting minutes

RESOLVED: That the minutes of the Town Council meeting held on 19th June 2017 are approved as an accurate record (NC)

2. Consider making a franchise agreement with Cheshire East Council in order for the Civic Hall to become a Connected Community Hub.

Members commended making a franchise agreement with Cheshire East Council in order for the Civic Hall to become a Connected Community Hub. The Town Council agreed with the recommendation by the COPS committee.

RESOLVED: That the franchise agreement with Cheshire East Council in order for the Civic Hall to become a Connected Community Hub is approved (13 for, 1 abstention)

33. Receive a report from the Future of Policing in Poynton task and finish group

Members received and considered the written report from the Future of Policing in Poynton task and finish group by Cllr King.

It was noted that the outcome of discussions is still awaited from Cheshire Police Constabulary and information about the proposed changes in powers for PCSOs.

Members thanked Cllr King for the report and commended the work of the task and finish group.

The Chair of the Finance and General Purposes committee confirmed that although the policing budget is considerable the Town Council have been prudent in planning for the increases over the last two years without a sizeable increase in the cost of the precept. An increase of £10,000 in the policing budget for the next few years will ensure the £130,000 funds required to fund the future policing required.

The Town Council have been prudent and anticipated future costs and will work towards continuing with the good work in the area of local policing.

It was also confirmed that there will be no impact on the allocation of a PCSO to each Ward and PCSOs funded by the Town Council will not be removed from the area. There is currently no information of any changes to the daily signing on of PCSOs at Macclesfield.

RESOLVED: That the report from the Future of Policing in Poynton task and finish group is received (NC)

34. Appoint Cllr Mike Beanland as the second representative of the Town Council to the Twinning Association of Poynton (TAP)

RESOLVED: That the appointment of Cllr Mike Beanland as the second representative of the Town Council to the Twinning Association of Poynton (TAP) is approved (NC)

35. Mayor's Engagements/Announcements

In addition to the written report the Mayor noted that the Deputy Mayor has attended the Civic Services at both Macclesfield and Leek. The Mayor also thanked the work of the Town Clerk's team particularly in supporting the work of the volunteer groups.

RESOLVED: That the report is received (NC)

36. Receive and adopt the minutes of Standing Committees

RESOLVED: That the minutes of the Facilities, Infrastructure and Economic Development committee meeting held on 22nd May 2017 and the resolutions contained therein be adopted by full Council (NC)

RESOLVED: That the minutes of the Planning and Environment meeting held on 5th June 2017 and the resolutions contained therein be adopted by full Council (NC)

RESOLVED: That the minutes of the Community, Order and Public Safety committee meeting held on 5th June 2017 and the resolutions contained therein be adopted by full Council (NC)

RESOLVED: That the minutes of the Finance and General Purposes committee meeting held on 12th June 2017 and the resolutions contained therein be adopted by full Council (NC)

RESOLVED: That the minutes of the Planning and Environment meeting held on 19th June 2017 and the resolutions contained therein be adopted by full Council (NC)

RESOLVED: That the minutes of the Planning and Environment meeting held on 10th July and the resolutions contained therein be adopted by full Council (NC)

37. Receive and consider a presentation on highways issues from the Highways Team, Cheshire East Council.

Simon Davies, Operations Manager and Mark Heywood, Capital Delivery Manager from the Highways Team, Cheshire East Council, spoke on their "Highways Hour, 2017 Engagements" presentation on highways issues. They noted that CE have obtained Band 3 DfT (Department for Transport) Incentive funding which is very positive. The funding is reviewed annually.

During the presentation the following points were noted:

- LED replacement lighting has made a saving of 36%.
- Willow Drive has been identified for a scheme this year and a pedestrian crossing will be installed. The Highways Team will inform the Town Clerk of the date for the works.
- The Clerk will contact Katie Robinson at CE with regard to applications for projects.

Following the presentation there was a question and answer session. Some of the questions were taken from the comprehensive list of questions forwarded to the Highways Team ahead of the presentation. The following questions were addressed:

What is the CE monitoring process to check the state of roads? How often are roads in Poynton checked for potholes and who does this work?

There are eight or nine qualified highways inspectors. The village centre is visited monthly and unclassified roads every four months. The majority of roads are walked on the visit. There is 159km of classified and unclassified road network in Poynton Parish.

In response to a request for the schedule of visits it was agreed that the Highways Team will forward a schedule for visits to the Town Council.

What happens when a pothole is found?

It is identified by marking a white circle. The aim is to keep the network safe and feed into the strategy to prioritise larger works. In 2012 the amount paid out in claims was £500,000 and this has fallen dramatically to £10,000 in 2016; this links to the asset management strategy for improvement. In general the number of potholes has reduced considerably.

How are repeat potholes classified?

Each pothole is logged as an individual repair. Reactive repairs are very costly and this is in part the reason that Dickens Lane has fallen under the Highways road improvement programme. Monitoring the number of visits for reactive repairs is part of gathering intelligence.

With an increasing number of vehicles, heavier vehicles causing more damage on the roads, should a better long term solution be considered?

Innovation and concepts are being considered.

Dickens Lane; the gullies were blocked from previous works. Will the gullies be rectified during the work planned this time?

A wholistic approach to the works including flushing the gullies will be taken this time. Emptying the gullies will include a dig out and not just by a machine.

In general each gully is cleaned every three years in residential areas. The gullies schedule is available on the CE website.

Shared Space

The Highways Team confirmed that the stock of granite blocks is held by CE in Macclesfield. Companies must apply for a permit to CE Highways and it was agreed the permit would not be given until the company have the setts needed. The Highways Team confirmed that they need to wait until the A6 works are finished in order that a thorough repair of Park Lane may take place.

From discussion Town Councillors noted that liaison between CE and companies for repairs of the Shared Space are ineffective. It was agreed that the Highways Team will liaise with Cllr Berry on the wider issue of the Shared Space which requires further discussion.

Why does it take so long to get repairs done to street lights in Poynton, and the shared space zone in particular, compared to other parts of the Borough?

Why does it take so long to get damaged light columns replaced?

A specific example of the lack of progress replacing a street light is the column outside 27 School Lane, Poynton, which was badly damaged over 2 months ago, leaving a stump about 2 feet high, covered in insulating tape. This was reported to Cheshire East Highways, with the following details:

Enquiry Reference Number: 3289113

Enquiry Subject: Column Damaged

Street: School Lane

Date Logged: 18/05/2017

Ian Darlington, CE street lighting manager will attend a Town Council meeting. Street lighting is a wide ranging complex subject in itself.

CE are in the process of forging closer links with suppliers to reduce the time for repairs. Also to speed up the process of repair CE are trying to enter an agreement to achieve internal repair.

The Clerk will arrange for Ian Darlington to attend a Town Council meeting.

What is the schedule for cleaning/maintaining the pedestrian central refuges? Are these being adhered to? It has been noted many times that the pedestrian refuges generally look unkempt.

This is the responsibility of ANSA. CE co-ordinate their clean and cleanse day for maintenance works and encourage ANSA to co-ordinate their works together.

Who is responsible for weed treatment?

CE Highways are responsible. The weeds are sprayed, there is no requirement to remove the weeds. The process is co-ordinated with ANSA.

Weed treatment takes place twice a year on all roads and this includes the channels, top of the curb and the back of the path (i.e. in an urban area to the fence/wall).

Chester Rd by the second pedestrian refuge heading west from Poynton station near the cut through to the Bird Estate. The pathway has suffered for years with an overgrown pavement which forces pedestrians to walk on the road to pass each other. What action are Cheshire East taking to address this? Why hasn't it been picked up and dealt with on routine inspections? If it is a householder infringing the highway is enforcement action being carried out against householder? If not, why not and will the householder be charged under the relevant legislation?

CE try and take a pragmatic approach to responsibility and will address the issue of this overgrown pathway.

In the application of weed treatment how do Highways discriminate between the weeds and plants?

Highways do not treat beyond the path; beyond the path it is an issue for ANSA.

From discussion it was agreed that this question is included in the list of questions to be addressed by the Highways Team in their written response.

Some roads in Poynton, for example South Park Drive, were so badly constructed that the tarmac is less than an inch thick and any deeper potholes expose the foundations, which soon start breaking up. Cheshire East will not repair any pothole less than 2 inches deep - should this limit apply to such poorly built roads?

Examples of pothole problems:

- ***The poor original construction of South Park Drive, with less than 1 inch of tarmac covering a loose foundation of limestone chippings, then bare earth; and***
- ***An example of the wide but shallow "scabbing" potholes which Cheshire East refuse to repair. These are spreading slowly across the village.***

In relation to South Park Drive the issue has been reported and identified within the Level 3 programme for repair. If an earlier response is required then Level 2 type repair will take place. An assessment will take place shortly.

Mr Slinn, Poynton resident: ***are the potholes marked at the time of identification?***
A photo is taken at the time of the identification, then at repair and finally following the repair.

Mr Floyd, Poynton resident, raised a question in relation to the Park Lane carriageway. The Town Clerk will put the resident in touch with the Shared Space task and finish group to address the question which requires an extensive response.

Is it feasible to investigate options to the roadway near Mill Hill Hollow which is impassable by any non-motorised units (NMU's)? This also includes large parts of Woodford Road.

The CE representatives will investigate this further and then respond.

Mr Davies and Mr Heywood promised to respond to the list of questions from the Town Council providing a comprehensive response to each question within one week. Also specialists from areas can be invited to attend a Town Council meeting.

RESOLVED: That the presentation on highways issues from the Highways Team, Cheshire East Council is received (NC)

38. Receive and consider a presentation about updating the Local Transport Plan 2018-2023 from Strategic Infrastructure, Cheshire East Council.

Richard Hibbert, CE Interim Head of Transport, spoke on the presentation on updating the Local Transport Plan 2017 – 2030 from Strategic Infrastructure, Cheshire East Council.

Since 2012 there have been substantial changes; the Local Transport Plan(LTP) was prepared at a time when advice was different with a restricted infrastructure budget and restricted local major schemes. Activities at CE have now put aside that plan and therefore the portfolio of works (including, for example, the proposed Relied Road) need to be embedded within the new Strategic Transport Plan. A Local Transport Plan is required as a device to access funds in local transport. There is a specific annual programme that comes through grant from government for the local transport plan. This forms the capital maintenance programme. Also a clear set of priorities embedded in the LTP have the ability to obtain third party funds into the programmes. Developers have an obligation to invest in infrastructure and therefore reference in the LTP removes any challenge from developers and is significant in yielding that approach.

The approach is to refresh rather than rewrite the LTP. The LTP plan is based on engaging with the eleven key service centres and takes a “place based” approach.

A member noted that in terms of the transport needs for Poynton; 50% of the village has no transport and this does not tie in with the approach and objectives outlined in the presentation.

Mr Hibbert noted that the aim is to achieve a balance within the overall capital management programme. There is inevitably a finite amount of resource and it is about finding the appropriate blend of resources for each key service centre.

The Neighbourhood Plan is part of informing the LTP. From discussion it was agreed that the Town Council will put Richard in contact with the individual responsible for the transport section of the NP to liaise directly.

The length of the LTP is to 2030 but this is ineffective given future travel provision such as electric cars, should this be a longer plan to 2040?

There is insufficient time to produce a plan to 2040.

Members raised concern and questioned the reliability of outdated information taken from a census in 2011; there has been a change in bus and rail services since then and the high level of car users is a reflection of the lack of services on offer. The lack of bus services means that bus use by residents in Poynton is half the level of the bus use in CE.

The Town Council were requested to inform Mr Hibbert of any further priorities for Poynton which need to be included in addition to those outlined in the presentation.

Mr Hibbert explained that a borough wide strategic statement, effectively a problem statement will be produced by Christmas 2017. The intention is for that document to go out for public consultation. The programme of responses of problems will be due by Easter 2018. The full refresh and adoption of the LTP by CE is expected for summer 2018. Communication at this stage is to ensure a process of engagement.

The P1 funding is until March 2018; will it continue after that time?

This is part of the consultation; there has been representation by the Town Council. The consultation has now closed; 3,500 responses were received across the borough. The bus service review team will address / modify and meet with councillors as part of the process. Continuity of the P1 bus or provision of a comparable service cannot be guaranteed at this stage.

The consultation form was very complex and maybe restricted the number of responses received; can future consultations be more accessible?

There are also bus users after 9.30am; how are those residents expected to travel.

Mr Hibbert acknowledged the consultation was complicated across the whole borough. As part of the process bus surveys were completed prior to the consultation. There is a limited budget and cuts in excess of 40% are expected in the budget. Residents in other areas of the borough are equally challenged.

There may have been an impact of road works on the statistics and survey.

There will be an impact of the 1,000 dwellings on the CE part of the aerodrome land.

The LTP is not written yet and will take into account the sites that are allocated in the Local Plan as a starting point. While the CE Transport team remain mindful of any safeguarded land this is a five year investment programme from 2017 to 2022 and a view will be taken on the likelihood of those pressures arising in the five year plan and if not then this will be rolled forward into the next five year plan.

Will there be a higher level of engagement with TfGM (Transport for Greater Manchester); there is no connectivity to travel to local towns?

The TfGM are going through a local transport strategy refresh and there is liaison with them.

Councillors thanked Mr Hibbert for attending the meeting.

RESOLVED: That a presentation about updating the Local Transport Plan 2017 – 2030 from Strategic Infrastructure, Cheshire East Council is received (NC)

39. Consider and agree any communication messages arising from this meeting

It was agreed that contact details from the presentations are included on the Town Council website.

RESOLVED: That the communication message as stated is agreed (NC)

The meeting concluded: 9.55pm.