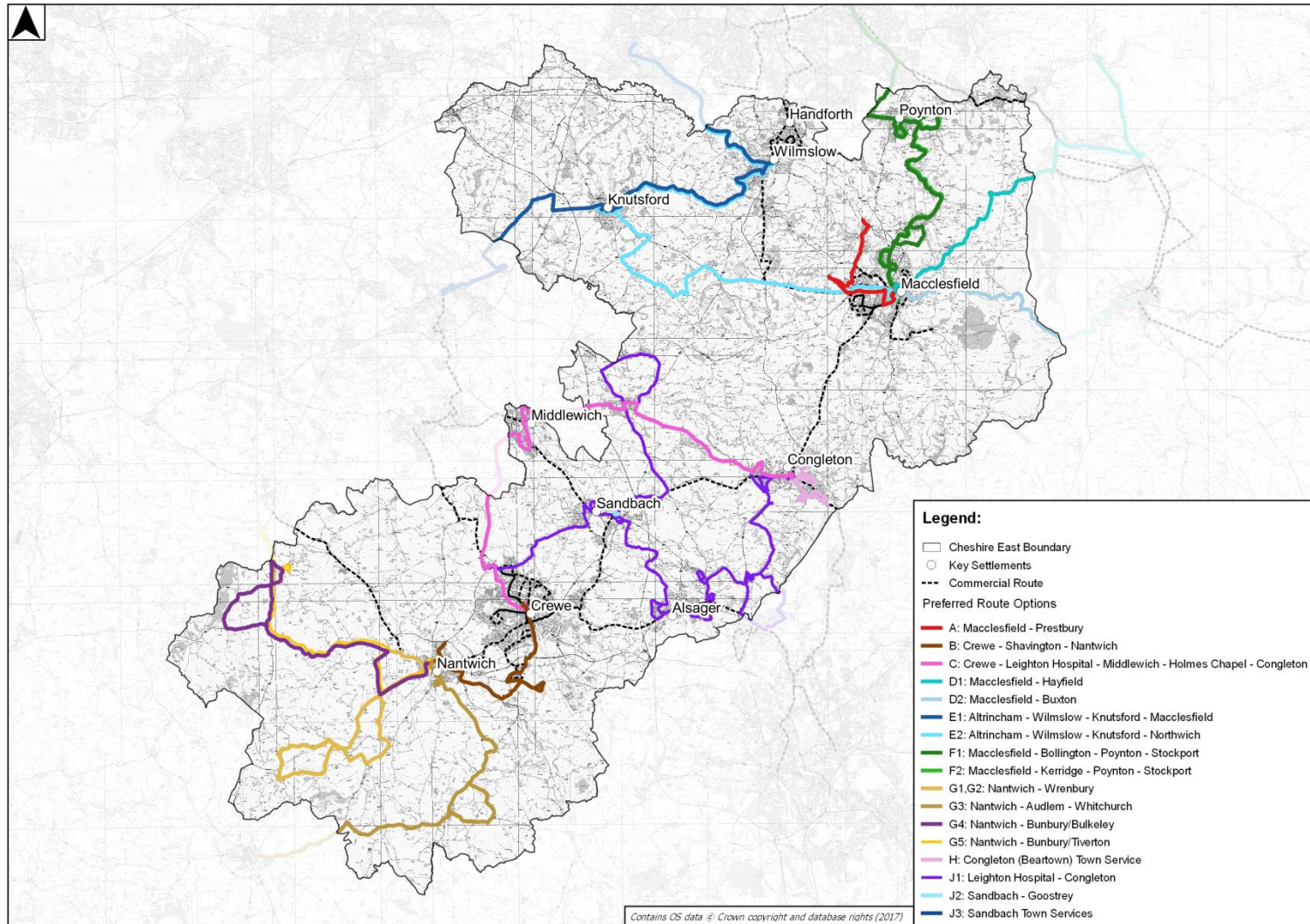


Appendix 1 – Summary of Proposals

Appendix 1 - Summary of Proposals

Plan showing indicative routes outlined within the Recommended Network.



1. Summary of Changes for Final Proposals – Ordered by Consulted Upon Routes

Proposed Route	Current Route	Consulted Network	Changes from Consulted Network
Proposed Routes			
A - Macclesfield – Prestbury	19 Macclesfield – Prestbury	Hourly weekday and Saturday service (except 12-1pm) using route of current 19 service.	<ul style="list-style-type: none"> • Timetable adjusted to retain 12:00pm-13:00pm service with drivers break incorporated during off peak periods. • Route unchanged.
B – Nantwich – Wybunbury - Crewe	39 – Nantwich – Wybunbury - Crewe	Retention of existing 39 service with no timetable changes.	<ul style="list-style-type: none"> • Utilising of downtime on service to provide part of Nantwich Town Service (to Nantwich Trade Park) to accommodate other proposals for Route G. • Service remains two-hourly with minor adjustment to timetable.
C - Crewe – Middlewich - Congleton	42 – Crewe – Middlewich – Congleton 85A – Crewe Bus Station – Morrisons and onwards to Nantwich (known as 1B Crewe Bus Station to Morrisons and onwards to Nantwich until September 2017)	Retention of existing 42 service except diverting via Minshull New Road instead of Frank Webb Avenue and passing Eagle Bridge Medical Centre instead of Victoria Avenue. Service would operate hourly on weekdays and every 90 minutes on a Saturday, finishing earlier.	<ul style="list-style-type: none"> • Re-routing of service via Frank Webb Avenue instead of Minshull New Road. • The costs for evening services will be obtained as part of procurement of the Recommended Network.
D1 - Macclesfield – Forest Cottage – Burbage - Buxton D2 - Macclesfield - Hayfield	58 – Macclesfield – Forest Cottage – Burbage – Buxton 60 - Macclesfield – Hayfield	Retention of existing 58 and 60 services with no timetable changes.	<ul style="list-style-type: none"> • No changes proposed.
E1 - Altrincham – Wilmslow – Knutsford - Macclesfield E2 - Altrincham –	27, 27A, 27B – Macclesfield – Chelford – Knutsford 88 – Altrincham – Wilmslow – Knutsford	Retention of 88 (Altrincham – Knutsford) with frequency reduced to hourly. Services then extend to Macclesfield	<ul style="list-style-type: none"> • Route retained. • Timetable and frequencies remain as consulted upon but with the following changes:

Proposed Route	Current Route	Consulted Network	Changes from Consulted Network
Wilmslow – Knutsford - Northwich	289 – Northwich – Knutsford – Mere – High Legh – Little Bollington – Altrincham (Northwich – Knutsford retained)	(following 27 service) and Northwich (following 289 service between Knutsford and Northwich).	<ul style="list-style-type: none"> - Retiming of first bus of the day to arrive into Altrincham for 07:10am. - First service of the day from Knutsford to Altrincham retimed to allow passengers to arrive at Altrincham for 08:20am. - Retiming of the last bus of the day to leave Macclesfield at 17:45pm. - Extending the last bus from Altrincham through to Knutsford. - Larger capacity vehicles to be considered for peak hour journeys.
F1 - Macclesfield – Bollington – Poynton – Hazel Grove (now Stockport) F2 - Macclesfield – Kerridge – Poynton – Hazel Grove (now Stockport)	11 – Macclesfield - Kerridge 392 – Macclesfield – Poynton - Stockport	Amalgamation of 11, 392 and part of P1 service between Macclesfield and Hazel Grove. Services alternate via Kerridge and Bollington every 2 hours. Service would go within eastern Poynton but would not serve western Poynton. Service would terminate at Hazel Grove instead of Stockport.	<ul style="list-style-type: none"> • Continuation of service to Stepping Hill and Stockport. • Re-routing of service via Western Poynton (Chester Road, Woodford Road) instead of A523 London Road. • Timings of peak hour journeys changed to run slightly later.
G1 – Wrenbury - Nantwich G2 - Nantwich – Wrenbury Circular G3 - Nantwich – Audlem Circular G4 – Nantwich - Cronkinson Oak (circular) G5 – Nantwich – Sainsbury’s (circular) G6 – Nantwich – Millfields	71 – Wrenbury - Nantwich 72 – Nantwich – Wrenbury - Whitchurch 73 – Nantwich – Audlem - Whitchurch 51-53 – Nantwich Town Services 79 – Nantwich – Hanley	Retain services 51, 52, 53 and 71 with timetable changes. Services 72 and 73 would terminate at Wrenbury and Audlem respectively instead of Whitchurch.	<ul style="list-style-type: none"> • Extension of route G3 (Nantwich to Audlem) to Whitchurch. • Retiming of route G2 (Nantwich to Wrenbury) to allow connection to rail services to Whitchurch from Wrenbury Railway Station. • Absorption of G4 and G6 Nantwich town services into routes G2 (Nantwich – Wrenbury) and G3 (Nantwich – Audlem). • Incorporation of four times a day diversion of G3 Nantwich to Wrenbury to serve Marbury and

Proposed Route	Current Route	Consulted Network	Changes from Consulted Network
(circular)			<p>Norbury.</p> <ul style="list-style-type: none"> • Provision of twice a day service on Tuesdays between Nantwich, Bunbury and Bulkeley. • Provision of twice a day service on Thursdays and Saturdays between Nantwich, Bunbury and Tiverton.
H - Congleton (Beartown) Town Service	90, 91, 92 – Congleton (Beartown) Town Service	Half hourly weekday and Saturday Congleton town services using the present route of the 90, 91 and 92 services.	<ul style="list-style-type: none"> • No changes proposed.
Additional Route			
J1 – Leighton Hospital – Alsager – Rode Heath – Congleton J2 - Sandbach – Goostrey - Twemlow Green J3 - Sandbach Town Services	77 – Congleton – Mow Cop – Kidsgrove 78 – Nantwich – Rode Heath/Scholar Green 315 – Congleton – Rode Heath 319 – Sandbach – Holmes Chapel - Goostrey SB1, SB2, SB3 – Sandbach Town Services	<p>Services 77, 315, 319 and SB1, SB2 and SB3 were proposed for withdrawal.</p> <p>For the 78, bus services from Scholar Green on weekday mornings will now operate from 07:20am. Weekday mid-afternoon, evening and all Saturday services would be withdrawn. Scholar Green would no longer be served by buses after 09:00am.</p> <p>Weekday: The first bus from Scholar Green to Nantwich Bus Station would operate from 08:55am. The first bus from Nantwich Bus Station to Scholar Green would operate from 07:10am.</p>	<ul style="list-style-type: none"> • Daytime part of service ceased operating commercially during consultation. • Subsidy from evening and Saturday services used to maintain weekday daytime operation. • Recommended Network would maintain the weekday daytime operation on 78 service between Leighton Hospital and Rode Heath. • The Leighton Hospital to Rode Heath service would be extended to Congleton via Scholar Green, Kidsgrove and Mow Cop to retain coverage to areas currently served by 77 and 315 services. • During off peak periods the service would operate at a two hourly frequency between Congleton and Leighton Hospital. During this time the vehicles would be used to provide the current 319 Sandbach to Goostrey service and SB1-3 Sandbach Town services.

Proposed Route	Current Route	Consulted Network	Changes from Consulted Network
		<p>The last bus from Nantwich Bus Station to Rode Heath would be at 14:05pm, the last bus from Nantwich Bus Station to Coppenhall would be at 15:05pm and the last bus from Rode Heath to Nantwich Bus Station would be at 15:33pm.</p> <p>Saturday: All services would be withdrawn from this service.</p>	
Routes proposed for withdrawal			
32	Sandbach - Crewe	Proposed for withdrawal	<ul style="list-style-type: none"> No changes proposed
35	Altrincham - Warrington	Proposed for withdrawal	<ul style="list-style-type: none"> No changes proposed
47	High Legh - Warrington	Proposed for withdrawal	<ul style="list-style-type: none"> No changes proposed
56	Tiverton - Nantwich	Proposed for withdrawal	<ul style="list-style-type: none"> A twice a day service from Nantwich to Bunbury and Bulkeley (Tuesday only) and a twice a day Nantwich - Bunbury -Tiverton – Nantwich (Thursday and Saturday only) service. These services would retain bus access to all Cheshire East residents currently along this route.
75	Nantwich – Market Drayton	Proposed for withdrawal	<ul style="list-style-type: none"> Route G3 (Nantwich to Audlem) would be extended to Whitchurch which would retain bus access to all Cheshire East residents currently along this route.
77	Congleton – Mow Cop - Kidsgrove	Proposed for withdrawal	<ul style="list-style-type: none"> Proposed Route J services from Leighton Hospital to Rode Heath service would be extended to Congleton via Scholar Green, Kidsgrove and Mow Cop to retain coverage to areas currently served by 77 and 315 services. The service would operate every hour at peak times and every two hours at off peak times.
83	Nantwich - Chester	Proposed for withdrawal	<ul style="list-style-type: none"> A twice a day service from Nantwich to Bunbury and

Proposed Route	Current Route	Consulted Network	Changes from Consulted Network
			Bulkeley (Tuesday only) and a twice a day Nantwich - Bunbury -Tiverton – Nantwich (Thursday and Saturday only) service. These services would retain bus access to all Cheshire East residents currently along this route.
89	Nantwich - Wrexham	Proposed for withdrawal	<ul style="list-style-type: none"> A twice a day service from Nantwich to Bunbury and Bulkeley (Tuesday only) and a twice a day Nantwich - Bunbury -Tiverton – Nantwich (Thursday and Saturday only) service. These services would retain bus access to all Cheshire East residents currently along this route.
99	Congleton - Macclesfield	Proposed for withdrawal	<ul style="list-style-type: none"> No changes proposed
200	Wilmslow – Manchester Airport	Proposed for withdrawal	<ul style="list-style-type: none"> No changes proposed, hourly railway service from Styal Railway Station from May 2018.
315	Congleton – Rode Heath	Proposed for withdrawal	<ul style="list-style-type: none"> Proposed Route J1 services from Leighton Hospital to Rode Heath service would be extended to Congleton via Scholar Green, Kidsgrove and Mow Cop to retain coverage to areas currently served by 77 and 315 services. The service would operate every hour at peak times and every two hours at off peak times.
319	Sandbach – Holmes Chapel - Goostrey	Proposed for withdrawal	<ul style="list-style-type: none"> Proposed Route J2 would provide the 319 service twice a day using the current route.
378	Grove Lane - Bramhall - Stockport	Commercial service at time of consultation	<ul style="list-style-type: none"> No proposals to reinstate service
P1	Middlewood – Poynton – Hazel Grove	Proposed for withdrawal	<ul style="list-style-type: none"> Proposed Routes F1, F2 to cover the service apart from a short section of Coppice Road. New service restores direct links from Higher & Western Poynton to Stepping Hill and Stockport. Hourly frequency Monday-Saturday.
SB1, SB2, SB3	Sandbach Town Services	Proposed for withdrawal	<ul style="list-style-type: none"> Proposed Route J3 would provide the SB1-3 Sandbach Town services using the current route. The present

Proposed Route	Current Route	Consulted Network	Changes from Consulted Network
			SB1 would operate 3 times a day, SB2 would operate 4 times a day and the SB3 would operate 3 times a day.
Crewe Flexirider		Proposed for withdrawal	<ul style="list-style-type: none"> No changes proposed
Services Proposed for Withdrawal of Evening and/or Weekend Services			
5,6	Macclesfield – Weston Estate	Sunday services would be withdrawn from this bus service.	<ul style="list-style-type: none"> No changes proposed
6, 6E	Brookhouse – Leighton Hospital	<p>The weekday evening service for bus service 6E would be withdrawn.</p> <p>Weekday: The last bus from Leighton Hospital would be at 17:44pm.</p>	<ul style="list-style-type: none"> No changes proposed
8	Sydney – Crewe – Wistaston Green	<p>Evening and Sunday services from this bus service would be withdrawn.</p> <p>Weekday: The last bus from Crewe Bus Station to Wistaston Green would be at 17:30pm, and the last bus from Wistaston Green to Crewe Bus Station would be at 17:10pm.</p> <p>Saturday: The last bus from Crewe Bus Station to Wistaston Green would be at 17:30pm, and the last bus from Wistaston Green to Crewe Bus Station</p>	<ul style="list-style-type: none"> The costs for evening services will be obtained as part of procurement of the Recommended Network.

Proposed Route	Current Route	Consulted Network	Changes from Consulted Network
		would be at 17:10pm.	
9	Macclesfield – Moss Rose (Circular)	<p>Evening services on Friday, Saturday and Sunday would be withdrawn from this bus service.</p> <p>Weekday: The last bus from Macclesfield Bus Station would be at 19:55pm.</p> <p>Saturday: The last bus from Macclesfield Bus Station would be at 19:55pm.</p> <p>Sunday: The last bus from Macclesfield Bus Station would be at 16:35pm.</p>	<ul style="list-style-type: none"> No changes proposed
10, 10A	Macclesfield – Bollington	<p>Evening services on Friday, Saturday and Sunday would be withdrawn from this bus service.</p> <p>Weekday: The last bus from Macclesfield Bus Station to Bollington would be at 20:15pm, and the last bus from Bollington to Macclesfield Bus Station would be at 20:35pm.</p> <p>Saturday: Bollington would be at 20:15pm, and the last bus</p>	<ul style="list-style-type: none"> No changes proposed

Proposed Route	Current Route	Consulted Network	Changes from Consulted Network
		<p>from Bollington to Macclesfield Bus Station would be at 20:35pm.</p> <p>Sunday: The last bus from Macclesfield Bus Station to Bollington is 16:55pm and the last bus from Bollington to Macclesfield Bus Station would be 17:16pm.</p>	
12, 12E	Shavington – Leighton Hospital	<p>The first 12E bus service would be withdrawn on a Sunday morning.</p> <p>The first bus from Leighton Hospital to Shavington would leave at 12:23pm on a Sunday and the first bus on from Shavington to Leighton Hospital would be at 12:52pm on a Sunday.</p>	<ul style="list-style-type: none"> No changes proposed
31	Crewe – Leighton Hospital – Winsford – Northwich	<p>Evening services from Crewe Bus Station on a weekday and Saturday would be withdrawn.</p> <p>Weekday: The last bus from Crewe Bus Station to Northwich would be at 18:18pm, the bus service from Northwich to Crewe Bus Station would not be affected.</p>	<ul style="list-style-type: none"> No changes proposed

Proposed Route	Current Route	Consulted Network	Changes from Consulted Network
		<p>Saturday: The last bus from Crewe Bus Station to Northwich would be at 18:03pm, the bus service from Northwich to Crewe Bus Station would not be affected.</p>	
37	Crewe – Sandbach – Middlewich - Winsford	<p>Evening services on weekdays and Saturday would be withdrawn from this bus route.</p> <p>Weekday: The last bus from Sandbach Common to Winsford would be at 18:48pm and the last bus from Winsford to Sandbach Common would be at 18:27pm.</p> <p>Saturday: The last bus from Sandbach Common to Winsford would be at 18:37pm and the last bus from Winsford to Sandbach Common would be at 18:26pm.</p>	<ul style="list-style-type: none"> The costs for evening services will be obtained as part of procurement of the Recommended Network.
38	Crewe – Sandbach – Congleton - Macclesfield	<p>Evening services on weekdays and Saturday would be withdrawn from this bus service as well as the first and last service on a Sunday.</p> <p>Weekday: The last bus from</p>	<ul style="list-style-type: none"> The costs for evening services will be obtained as part of procurement of the Recommended Network.

Proposed Route	Current Route	Consulted Network	Changes from Consulted Network
		<p>Crewe Bus Station to Macclesfield would be at 19:48pm and the last bus from Macclesfield to Crewe Bus Station would be at 19:20pm.</p> <p>Saturday: The last bus from Crewe Bus Station to Macclesfield would be at 18:38pm, and the last bus from Macclesfield to Crewe Bus Station would be from 17:10pm.</p> <p>Sunday: The first bus from Crewe Bus Station to Macclesfield would operate from 09:35am, and the first bus from Macclesfield to Crewe Bus Station would operate from 10:50am.</p> <p>The last bus from Crewe Bus Station to Macclesfield would be at 16:35pm and the last bus from Macclesfield to Crewe Bus Station would be at 17:50pm.</p>	
71	Wrenbury – Nantwich	This service would be replaced with Route G1. The 71 currently operates once a day in either direction during school term time. The proposed changes	<ul style="list-style-type: none"> No changes proposed

Proposed Route	Current Route	Consulted Network	Changes from Consulted Network
		<p>would result in the morning service departing 5 minutes later from all stops. The afternoon return service would be at the same times at present.</p> <p>Weekday: The first bus from Wrenbury to Nantwich would operate from 07:56am.</p>	
78	Nantwich – Rode Heath/Scholar Green	<p>Bus Services from Scholar Green on weekday mornings will now operate from 07:20am. Weekday mid-afternoon, evening and all Saturday services would be withdrawn. Scholar Green would no longer be served by buses after 09:00am.</p> <p>Weekday: The first bus from Scholar Green to Nantwich Bus Station would operate from 08:55am. The first bus from Nantwich Bus Station to Scholar Green would operate from 07:10am.</p> <p>The last bus from Nantwich Bus Station to Rode Heath would be at 14:05pm, the last bus from Nantwich Bus Station to Coppenhall would be at</p>	<ul style="list-style-type: none"> • Daytime part of service ceased operating commercially during consultation. • Previously subsidised evening and Saturday services diverted to maintain weekday daytime operation. • Recommended Network would maintain the weekday daytime operation on 78 service between Leighton Hospital and Rode Heath.

Proposed Route	Current Route	Consulted Network	Changes from Consulted Network
		15:05pm and the last bus from Rode Heath to Nantwich Bus Station would be at 15:33pm. Saturday: All services would be withdrawn from this service.	
130	Macclesfield – Wilmslow – Manchester	Sunday services would be withdrawn from this service.	<ul style="list-style-type: none"> No changes proposed
300	Knutsford – Longridge	<p>Weekday evening and all Saturday services would be withdrawn.</p> <p>Weekday: the last bus from Knutsford Canute Place 4 to Longridge would be at 17:15pm.</p> <p>Saturday: Saturday services would be withdrawn from this service.</p>	<ul style="list-style-type: none"> No changes proposed

2. Summary of Changes for Final Proposals – Ordered by Existing Routes

Current Route	Consulted Network	Changes from Consulted Network
1B (now 85A) - Crewe to Nantwich (now to Hanley)	Included in Route C – Crewe to Congleton	<ul style="list-style-type: none"> Route covered as part of proposed Route C, route would go via Frank Webb Avenue instead of Minshull New Road.
5,6 - Macclesfield to Weston Estate	Sundays withdrawn	<ul style="list-style-type: none"> No changes proposed
6, 6E - Brookhouse to Leighton Hospital	Evening withdrawn	<ul style="list-style-type: none"> No changes proposed
8 - Sydney to Wistaston Green	Evening withdrawn	<ul style="list-style-type: none"> The costs for evening services will be obtained as part of

Current Route	Consulted Network	Changes from Consulted Network
		procurement of the Recommended Network.
9 - Macclesfield to Moss Rose (Circular)	No Friday, Saturday or Sunday late night services	<ul style="list-style-type: none"> No changes proposed
10, 10A - Macclesfield to Bollington	No Friday, Saturday or Sunday late night services	<ul style="list-style-type: none"> No changes proposed
11 - Macclesfield to Kerridge	Included in Route F - Macclesfield to Hazel Grove	<ul style="list-style-type: none"> Routing as consulted with alternative journeys travelling via Clarke Lane, Jackson Lane and Grimshaw Lane. Route extended to Stockport and passing via Western Poynton.
12, 12E - Shavington to Leighton Hospital	First bus on Sunday withdrawn	<ul style="list-style-type: none"> No changes proposed
19 - Macclesfield to Prestbury	Included in Route A - Macclesfield to Prestbury	<ul style="list-style-type: none"> Timetable changes to retain services between 12-1pm with drivers break incorporated at off peak times.
27, 27A, 27B - Macclesfield to Knutsford	Included in Route E - Altrincham to Macclesfield/Northwich	<ul style="list-style-type: none"> Timetable changes so that last bus leaves Macclesfield 15 minutes later.
31 - Crewe to Northwich	Evening withdrawn	<ul style="list-style-type: none"> No changes proposed
32 - Sandbach to Crewe	Service withdrawn	<ul style="list-style-type: none"> No changes proposed
35 - Altrincham to Warrington	Service withdrawn	<ul style="list-style-type: none"> No changes proposed
37 - Crewe to Winsford	Evening withdrawn	<ul style="list-style-type: none"> The costs for evening services will be obtained as part of procurement of the Recommended Network.
38 - Crewe to Macclesfield	Evening withdrawn	<ul style="list-style-type: none"> The costs for evening services will be obtained as part of procurement of the Recommended Network.
39 - Nantwich to Crewe	Included in Route B - Crewe to Nantwich	<ul style="list-style-type: none"> Extension of route to Nantwich Trade Park after Nantwich Bus Station, minor timetable change.
42 - Crewe to Congleton	Included in Route C - Crewe to Congleton	<ul style="list-style-type: none"> Route would go via Frank Webb Avenue instead of Minshull New Road.
47 - High Legh to Warrington	Service withdrawn	<ul style="list-style-type: none"> No changes proposed
51, 52, 53 - Nantwich Town Services	Included in Route G - Nantwich to Audlem/Wrenbury	<ul style="list-style-type: none"> 51 and 53 town services incorporated into routes to Audlem and Wrenbury. 52 town service to Nantwich Trade Park incorporated into route B (current route 39)
56 - Tiverton to Nantwich	Service withdrawn	<ul style="list-style-type: none"> A twice a day service from Nantwich to Bunbury and Bulkeley (Tuesday only) and a twice a day Nantwich - Bunbury -Tiverton – Nantwich (Thursday and Saturday only) service. These services would retain bus access to

Current Route	Consulted Network	Changes from Consulted Network
		all Cheshire East residents currently along this route.
58 - Macclesfield to Buxton	Included in Route D – Macclesfield to Buxton/Hayfield	<ul style="list-style-type: none"> No changes proposed
60 - Macclesfield to Hayfield	Included in Route D – Macclesfield to Buxton/Hayfield	<ul style="list-style-type: none"> No changes proposed
71 - Wrenbury to Nantwich	Timetable change	<ul style="list-style-type: none"> No changes
72 - Nantwich to Whitchurch via Wrenbury	Included in Route G - Nantwich to Wrenbury	<ul style="list-style-type: none"> Route would continue to terminate at Wrenbury but with services retimed to allow connections to Wrenbury Railway Station for services to Whitchurch.
73 - Nantwich to Whitchurch via Audlem	Included in Route G - Nantwich to Audlem	<ul style="list-style-type: none"> Route continued to Whitchurch with timetable changes.
75 - Nantwich to Market Drayton	Service withdrawn	<ul style="list-style-type: none"> Route G3 (Nantwich to Audlem) would be extended to Whitchurch which would retain bus access to all Cheshire East residents currently along this route.
77 - Congleton to Kidsgrove	Service withdrawn	<ul style="list-style-type: none"> Proposed Route J services from Leighton Hospital to Rode Heath service would be extended to Congleton via Scholar Green, Kidsgrove and Mow Cop to retain coverage to areas currently served by 77 and 315 services. The service would operate every hour at peak times and every two hours at off peak times.
78 - Nantwich to Rode Heath/Scholar Green	Evening withdrawn/service withdrawn	<ul style="list-style-type: none"> Daytime part of service ceased operating commercially during consultation. Previously subsidised evening and Saturday services diverted to maintain weekday daytime operation. Recommended Network would maintain the weekday daytime operation on 78 service between Leighton Hospital and Rode Heath. Service would be extended to Congleton via Scholar Green, Kidsgrove and Mow Cop to retain coverage to areas currently served by 77 and 315 services
79 - Nantwich to Hanley	Included in Route G Nantwich to Audlem/Wrenbury	<ul style="list-style-type: none"> Route within Cheshire East covered as part of route G from Nantwich – Audlem – Whitchurch route.

Current Route	Consulted Network	Changes from Consulted Network
83 - Nantwich to Chester	Service withdrawn	<ul style="list-style-type: none"> A twice a day service from Nantwich to Bunbury and Bulkeley (Tuesday only) and a twice a day Nantwich - Bunbury - Tiverton – Nantwich (Thursday and Saturday only) service. These services would retain bus access to all Cheshire East residents currently along this route.
88 - Knutsford to Altrincham	Included in Route E – Altrincham to Macclesfield/Northwich	<ul style="list-style-type: none"> Route retained. Timetable and frequencies remain as consulted upon but with the following changes: Retiming of first bus of the day to arrive into Altrincham for 07:10am. First service of the day from Knutsford to Altrincham retimed to allow passengers to arrive at Altrincham for 08:20am
89 - Nantwich to Wrexham	Service withdrawn	<ul style="list-style-type: none"> A twice a day service from Nantwich to Bunbury and Bulkeley (Tuesday only) and a twice a day Nantwich - Bunbury -Tiverton – Nantwich (Thursday and Saturday only) service. These services would retain bus access to all Cheshire East residents currently along this route.
90, 91, 92 - Congleton (Beartown) Network	Included in Route H – Congleton Local Services	<ul style="list-style-type: none"> No changes proposed
99 - Congleton to Macclesfield	Service withdrawn	<ul style="list-style-type: none"> No changes proposed
130 - Macclesfield to Manchester	Sundays withdrawn	<ul style="list-style-type: none"> No changes proposed
200 - Wilmslow to Manchester Airport	Service withdrawn	<ul style="list-style-type: none"> No changes proposed
289 - Northwich to Altrincham	Included in Route E Altrincham to Macclesfield/Northwich	<ul style="list-style-type: none"> No changes proposed
300 - Knutsford to Longridge	Evenings and Saturdays withdrawn	<ul style="list-style-type: none"> No changes proposed
315 - Congleton to Rode Heath	Service withdrawn	<ul style="list-style-type: none"> Proposed Route J1 services from Leighton Hospital to Rode Heath service would be extended to Congleton via Scholar Green, Kidsgrove and Mow Cop to retain coverage to areas currently served by 77 and 315 services. The service would operate every hour at peak times and every two hours at off peak times.

Current Route	Consulted Network	Changes from Consulted Network
319 - Sandbach to Goostrey	Service withdrawn	<ul style="list-style-type: none"> Proposed Route J2 would provide the 319 service twice a day using the current route.
378 – Bramhall to Stockport	Commercial service at time of Consultation	<ul style="list-style-type: none"> No proposals to reinstate service
392/3 - Macclesfield to Stockport	Included in Route F - Macclesfield to Stockport	<ul style="list-style-type: none"> Continuation of service to Stepping Hill and Stockport Re-routing of service via Western Poynton (Chester Road, Woodford Road) instead of A523 London Road. Timings of peak hour journeys changed to run slightly later.
P1 - Middlewood to Hazel Grove	Service withdrawn	<ul style="list-style-type: none"> Proposed services F1, F2 to cover the service apart from a short section of Coppice Road. New service restores direct links from Higher & Western Poynton to Stepping Hill and Stockport. Hourly frequency Monday-Saturday.
SB1, SB2, SB3 - Sandbach Town Services	Service withdrawn	<ul style="list-style-type: none"> Proposed Route J3 would provide the SB1-3 Sandbach Town services using the current route. The present SB1 would operate 3 times a day, SB2 would operate 4 times a day and the SB3 would operate 3 times a day.
Crewe Flexirider	Service withdrawn	<ul style="list-style-type: none"> No changes proposed

Appendix 2 – Technical Report

CHESHIRE EAST COUNCIL

Technical Report – Appendix 2

Cabinet Report: Supported Local Bus Service Review – Proposals for Implementation

Portfolio Holder: Cllr Paul Bates – Finance and Communities Portfolio

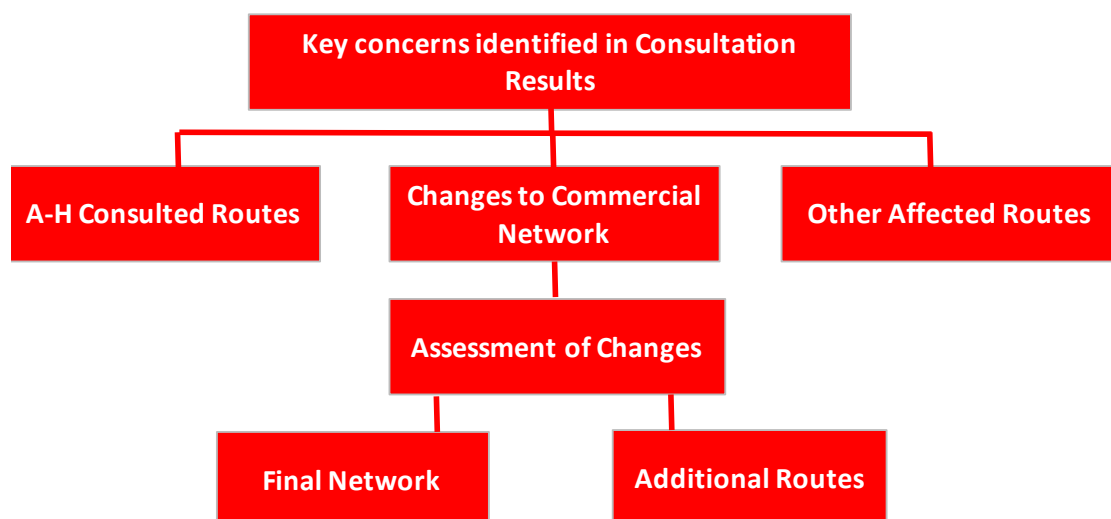
Glossary of Terms	
Term	Definition
Consulted Network	The supported bus network which was put forward for consultation (Routes A-H) following approval by Cabinet
Consulted Routes	The individual routes A-H which together comprise the Consulted Network
Other Affected Routes	The 27 other bus services proposed in the consultation for withdrawal of the whole service or the withdrawal of evenings and / or weekend services
Recommended Network	Proposed supported bus network for procurement following changes from the public consultation exercise and evidence base

1. Report Summary

- 1.1 This report outlines the decision making process used to develop the Recommended Network.
- 1.2 The Recommended Network is based on the Consulted Network with changes made to take into account the evidence base and the public consultation of the proposals which was undertaken between 18th May and 26th July 2017.
- 1.3 To form the Recommended Network, costed mitigation options have been developed and assessed for the key concerns identified in the consultation for each of the Consulted Routes and Other Affected Routes. The costed mitigation options are either an amendment to one of the Consulted Routes (e.g. a diversion) or an additional route which would be added to the Recommended Network, referred to as an Additional Route. The Additional Route options could be in the form of extending the hours of operation of a current commercially operated route.
- 1.4 As set out in the Cabinet Report, the Recommended Network is predicated on a degree of flexibility in the resources available for the supported bus service budget whilst still looking to achieve close to the saving of £1.576m set out in the Council's Medium Term Financial Strategy. The opportunities to add further Additional Routes are thus limited.

- 1.5 During the consultation period, the weekday daytime Coppenhall to Rode Heath section of the 78 service ceased to be operated commercially and is now supported by the Council. Using the needs-based criteria methodology used to develop the Consulted Network, the 78 service would have been included in the proposals if the route had not formed part of the commercial bus network during the development of the Consulted Network. The recommended option is thus predicated on a degree of flexibility in the resources available for the supported bus service budget and includes the 78 service as an additional route (Route J) as well as retaining the core of routes which comprised the Consulted Network (i.e. routes A-H).
- 1.6 A summary of the process used to develop the Recommended Network and Additional Routes is presented in Figure 1.

Figure 1 – Summary of Process to Develop Final Network and Mitigation Routes

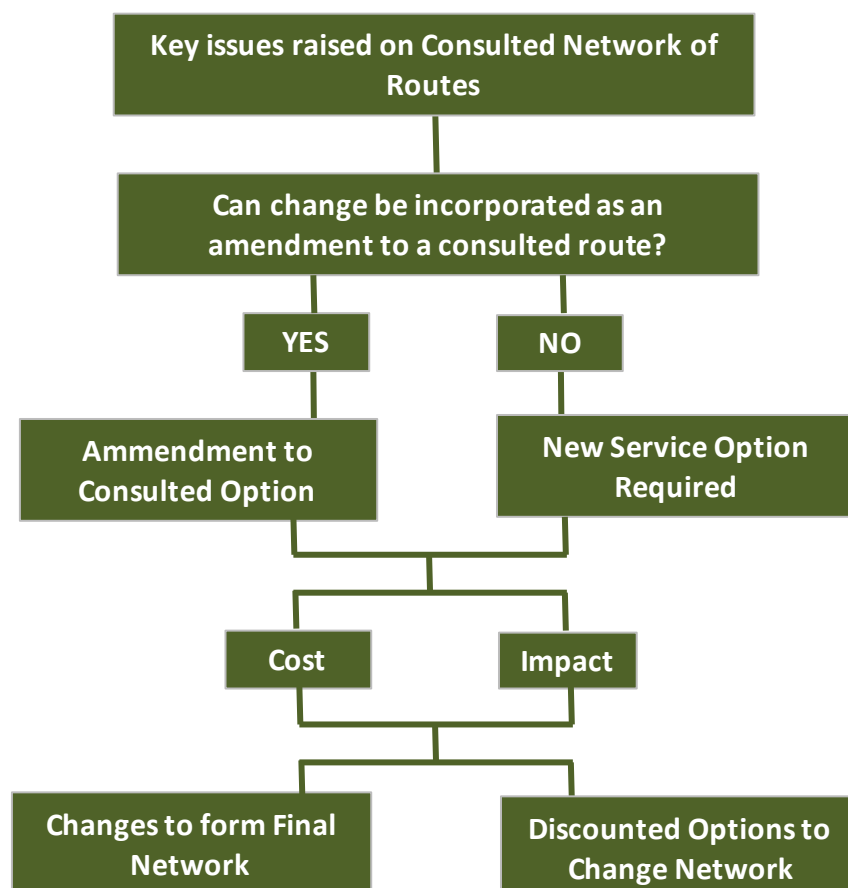


- 1.7 As a result of the above approach, a series of changes are proposed to the Consulted Network to form the Recommended Network. A summary of the changes to the Consulted Network to form the Recommended Network is set out in section 6.
- 1.8 The consultation responses have also identified particular impacts arising from the withdrawal of evening services. If the Recommended Network is approved, the Council will seek costs for providing these services from operators during procurement of the new network. The Council will seek to award tenders which offer best value with regard to the duration of route working throughout the day, including evening services. The Council will have full visibility on tendered costs for the new network, including evening services, only upon receipt of tender responses.
- 1.9 Further detail on the methodology used to derive the Final Network and the Additional Routes is set out in the sections below.

2. Changes to the Consulted Network to from the Recommended Network

- 2.1 The following section outlines the methodology used to make changes to the Consulted Network to form the Recommended Network.
- 2.2 To ensure consistency of approach, the methodology has utilised a 'decision tree' process when considering each route. Following the identification of the key concerns from the consultation, costed mitigation options have been developed to address the concerns. The costed mitigation options are either an amendment to one of the Consulted Routes or would form an Additional Route.
- 2.3 The cost of implementing the mitigation option and the associated impact of the change have then been considered to determine if these changes either form part of the Recommended Network or would be discounted. The decision tree process utilised is shown in Figure 2.

Figure 2 – Decision Tree Process Used to Determine Changes to Consulted Network



- 2.4 The process for each route in the Consulted Network is shown in Appendix A.

- 2.5 The changes made form part of the Recommended Network. A summary of the proposed changes to the Consulted Network as a result of this approach is provided in Table 1. **It should be noted that the table below is not a complete list of the changes to form the Recommended Network as further changes have been made as a result of the consultation responses for changes to other routes.** The final makeup of the changes to form the Recommended Network can be found in Section 6.

Table 1 – Summary of Changes to the Consulted Network from the Consultation Results for the Consulted Routes

Ref.	Route	Summary of Changes from Consultation
A	Macclesfield-Prestbury	<ul style="list-style-type: none"> Reinstatement of the more used midday service with the break in service to be accommodated during off peak periods.
B	Crewe - Wybunbury-Nantwich	<ul style="list-style-type: none"> No changes to consulted route however the layover time on the service at Nantwich Bus Station will be used to accommodate the Nantwich Town Service to Nantwich Trade Park to accommodate other proposals for Route G below.
C	Crewe-Leighton Hospital-Middlewich-Holmes Chapel-Congleton	<ul style="list-style-type: none"> Re-routing of service via Frank Webb Avenue instead of Minshull New Road. Provision of evening services will be reviewed following procurement.
D	Macclesfield-Buxton/ Hayfield	<ul style="list-style-type: none"> No changes proposed
E	Altrincham – Wilmslow – Knutsford – Macclesfield / Northwich	<ul style="list-style-type: none"> Retiming of first bus of the day to arrive into Altrincham for 07:10. Retiming of the first bus of the day from Knutsford to arrive into Altrincham by 08:20. Retiming of the last bus from Macclesfield to leave at 17:45. The last bus from Altrincham at 18:45 extended through to Knutsford.
F	Macclesfield - Bollington /Kerridge - Poynton - Hazel Grove	<ul style="list-style-type: none"> Continuation of the service from Hazel Grove to Stepping Hill and Stockport. Service re-routed within Poynton to cover most of the P1 route including Western Poynton. Afternoon peak hour journeys retimed later to suit workers and students.
G	Nantwich-Audlem/ Wrenbury	<ul style="list-style-type: none"> Extension of route G3 (Nantwich to Audlem) to Whitchurch. Retiming of route G2 (Nantwich to Wrenbury) to allow connection to rail services to Whitchurch from Wrenbury Railway Station. Absorption of G4 and G6 Nantwich town services into routes G2 (Nantwich – Wrenbury) and G3 (Nantwich – Audlem).

		<ul style="list-style-type: none"> • Incorporation of four times a day diversion of G3 Nantwich to Wrenbury to serve Marbury and Norbury • Provision of twice a day service on Tuesdays between Nantwich, Bunbury and Bulkeley • Provision of twice a day service on Thursdays and Saturdays between Nantwich, Bunbury and Tiverton.
H	Congleton Local Services	<ul style="list-style-type: none"> • No changes proposed
J	Leighton Hospital – Rode Heath	<ul style="list-style-type: none"> • Daytime part of service ceased operating commercially during consultation. • Subsidised evening and Saturday periods diverted to maintain daytime operation. • Proposal would maintain the weekday daytime operation on 78 service between Leighton Hospital and Rode Heath.

3. Changes to the Commercial Bus Network

- 3.1 The supported bus network used to develop the Consulted Proposals was based on the commercial bus network in place at the time of the design and a series of needs-based criteria defined in the methodology approved by Cabinet in February 2017. Since the design of the network and the consultation, permanent changes to the commercial bus network have taken place as set out in Table 2.

Table 2 – Changes to the Commercial Bus Network

Route	Change
1A, 1B Crewe – Nantwich	Merger of the previous commercial 85 service (Hanley - Crewe) with the commercial 1A (Crewe – Nantwich via West Street) and supported 1B (Crewe – Nantwich via Dunwoody Way) services to form the 85 (Hanley – Crewe – Nantwich via West Street) and 85A (Hanley – Crewe – Nantwich via Dunwoody Way).
78 Rode Heath – Nantwich	Withdrawal of the commercially operated Leighton Hospital to Rode Heath part of the 78 route during the weekday daytime period. Following notice from the operator of intention to withdraw from providing the supported early morning, evening and Saturday parts of the 78 service, the Council redistributed the existing subsidy for the 78 service to retain the weekday daytime services between Leighton Hospital and Rode Heath operating between approximately 7am to 6pm.

378 Wilmslow – Handforth Dean	Withdrawal of the commercially operated 378 service.
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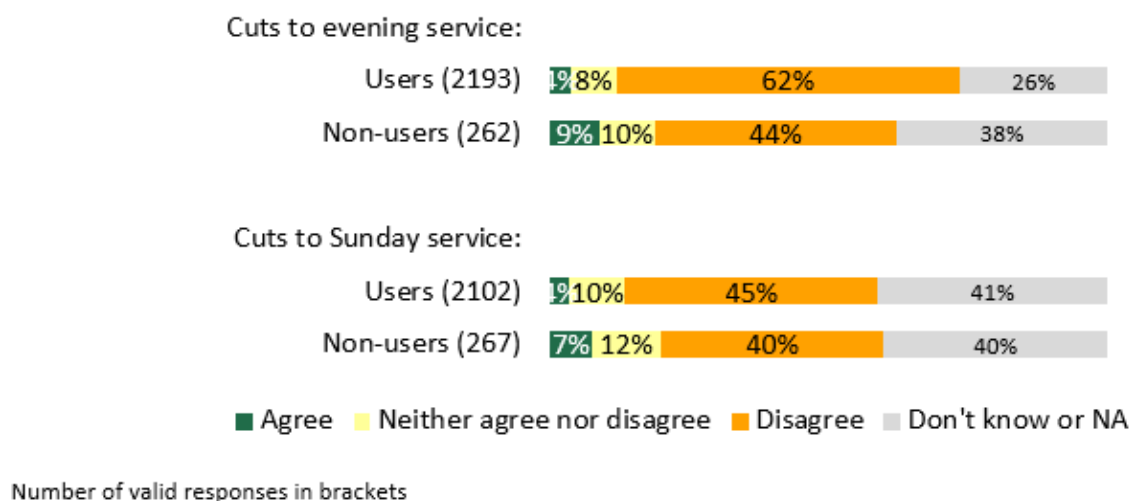
- 3.2 The changes to the 1B service retain the existing route and frequency of the service and have no material effect on the bus network. The withdrawal of parts of the 78 and 378 services do however affect the coverage of the commercial bus network. The 78 and 378 services have thus been evaluated using the needs-based criteria methodology to determine whether either / both services would have been included in the Consulted Network if the changes had taken place prior to the design of the network.
- 3.3 The results of the needs based criteria assessment are set out in Appendix B and show that the 78 service would have been included within the Consulted Network. The Council could substitute the 78 route for one of the lower scoring routes in the consultation network. This approach would however likely be challenged as affected residents could reasonably claim that the consultation had misrepresented options to them and therefore they have not had a fair opportunity to make representations. As a minimum, this approach would require a re-opening of the consultation on a location-specific basis which would delay implementation and not guarantee a successful resolution. This approach has been discounted.
- 3.4 The recommended approach is thus at this stage, predicated on a degree of flexibility in the resources available for the supported bus service budget which would include the 78 service (Route J) and retain the core of routes which comprised the Consulted Network (i.e. routes A-H).

4. Other Affected Routes

Evening and Sunday services

- 4.1 The consultation also asked respondents to identify the effects from proposed changes to 27 other routes, referred to as the Other Affected Routes. The overall changes proposed were:
- 15 routes wholly supported by the Council which would be withdrawn; and
 - 12 routes which would no longer operate during evenings and/or weekends – part of a blanket policy to no longer support commercial bus services during evenings and at weekends in order to maximise the coverage during the weekday daytime when services are utilised most.
- 4.2 The proposals were consulted on in the consultation survey. A summary of the responses from the consultation survey are set out in Figure 3.

Figure 3: Thinking about the proposals for supported bus services, what are your views on our proposals?



- 4.3 As a result of the feedback from the consultation, if the Recommended Network is approved, the Council will seek costs for providing these services from operators during procurement of the new network. The Council will seek to award tenders which offer best value with regard to the duration of route working throughout the day, including evening services.
- 4.4 Whilst the consultation has also identified some adverse impacts from no longer supporting Sunday bus services, the impacts identified are less, and the consultation shows less concern with the withdrawal of Sunday services. As a result, the Recommended Network does not include supporting Sunday services to allow more resources to be available for evenings and particularly daytime services when usage is greater.

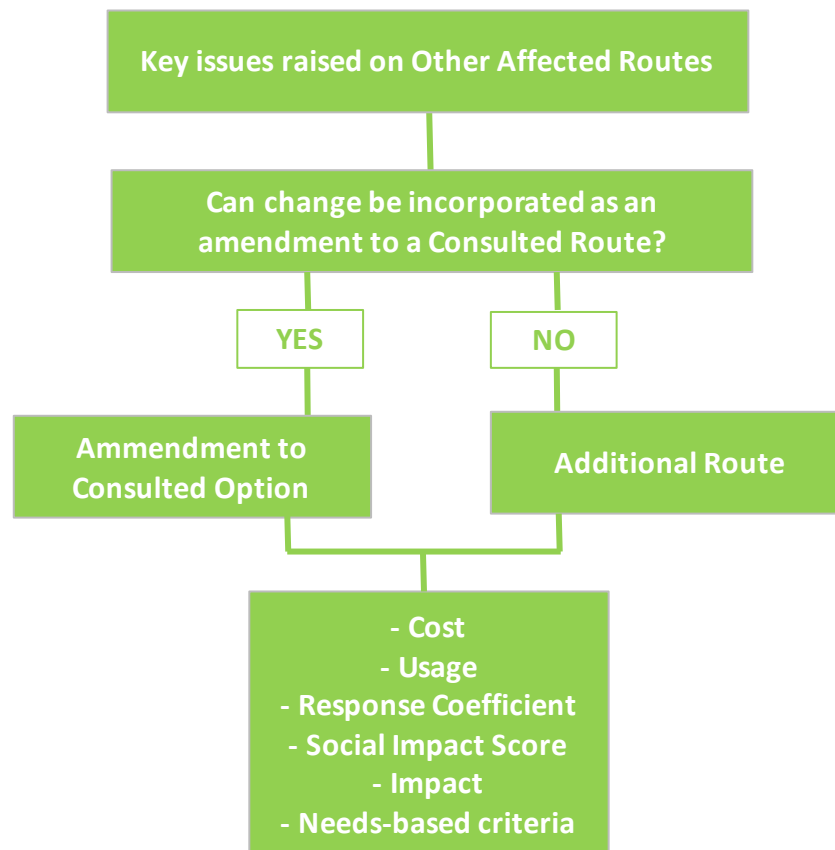
5. Changes to the Recommended Network from the Other Affected Routes

- 5.1 The following section outlines the methodology used to make changes to the Recommended Network from the consultation responses to the Other Affected Routes.
- 5.2 As for the changes from consultation responses for the Consulted Network, the methodology has utilised a 'decision tree' process. Following the identification of the key concerns from the consultation, costed mitigation options have been developed to address the concerns. The costed mitigation options are either an amendment to one of the Consulted Routes or would form an Additional Route.
- 5.3 Once costed mitigation options have been developed, the decision on whether to implement the change as part of the Recommended Network has been based on the following criteria:
- Contribution to meeting the needs based criteria (fully withdrawn routes only);
 - Cost of solution;

- Impact;
- Route usage – Annual users for each route;
- Response Coefficient – This is a coefficient which indicates for each route the level of response within the consultation, as compared the number of users. The higher the response coefficient, the greater the volume of comment for each route; and
- Social Impact Score –The total number of comments received for each route that implied a very significant social impact that could occur as a result of the proposal for each route. The social impacts that were included in this score were someone implying the proposal would lead to them: losing their job; losing their accommodation/having to relocate; suffering from significant social isolation or significant negative impact on their wellbeing.

5.4 A summary of the methodology for the Other Affected Routes is presented in Figure 3.

Figure 3 – Decision Tree Process Used To Prioritise Changes to Other Affected Routes



- 5.5 The usage of the above process to consider whether to implement changes to the Recommended Network for the key concerns for each of the Other Affected Routes is shown in Appendix B.
- 5.6 Using this approach, a summary of the changes to the Recommended Network A-H is presented in Table 3.

Table 3 – Summary of Changes to the Recommended Network from the Consultation Results for Other Affected Routes

Ref.	Route	Summary of Changes from Consultation
A	Macclesfield-Prestbury	<ul style="list-style-type: none"> No changes from consultation results for other routes.
B	Crewe-Wybunbury-Nantwich	<ul style="list-style-type: none"> No changes from consultation results for other routes.
C	Crewe-Leighton Hospital-Middlewich-Holmes Chapel-Congleton	<ul style="list-style-type: none"> No changes from consultation results for other routes.
D	Macclesfield-Buxton/Hayfield	<ul style="list-style-type: none"> No changes from consultation results for other routes.
E	Altrincham – Wilmslow – Knutsford – Macclesfield / Northwich	<ul style="list-style-type: none"> No changes from consultation results for other routes.
F	Macclesfield-Bollington/Kerridge-Poynton-Hazel Grove	<ul style="list-style-type: none"> Re-routing of service within Poynton to cover the P1 route including Western Poynton instead of A523 London Road.
G	Nantwich-Audlem/Wrenbury	<ul style="list-style-type: none"> Incorporation of twice a day service from Nantwich to Bunbury and Bulkeley (Tuesday only) and from Nantwich to Bunbury and Tiverton (Thursday and Saturday only) to retain coverage within Cheshire East of withdrawn routes 56, 83 and 89.
H	Congleton Local Services	<ul style="list-style-type: none"> No changes from consultation results for other routes.
J	Coppenhall – Rode Heath	<ul style="list-style-type: none"> Extension of Leighton Hospital to Rode Heath service to Congleton via Scholar Green, Kidsgrove and Mow Cop to retain coverage to areas currently served by 77 and 315 services. Reducing off-peak services to two-hourly frequency to accommodate 319 Sandbach to Goostrey service and SB1-3 Sandbach Town services.

- 5.7 As set out previously, the consultation responses have identified particular impacts arising from the withdrawal of evening services. If the Recommended Network is approved, the Council will seek costs for providing these services

from operators during procurement of the new network. The Council will seek to award tenders which offer best value with regard to the duration of route working throughout the day, including evening services

6. Summary of Final Proposals

- 6.1 The above sections have set out the decision making process used to derive changes to the Consulted Network to form the Recommended Network. A summary of the Recommended Network is provided in Table 6.

Table 6 - Summary of Final Network

Ref.	Route	Summary of Changes from Consultation to determine Final Network
A	Macclesfield-Prestbury	<ul style="list-style-type: none"> • Reinstatement of more used midday service (12:00pm – 13:00pm) with break in service accommodated during off peak periods; and • There were no additional changes from consultation results for other routes.
B	Crewe-Wybunbury-Walgherton-Nantwich	<ul style="list-style-type: none"> • No changes to consulted route however the layover time on the service at Nantwich Bus Station will be used to accommodate the Millfields Nantwich Town Service to accommodate other proposals for Route G below; and • There were no additional changes from consultation results for other routes.
C	Crewe-Leighton Hospital-Middlewich-Holmes Chapel-Congleton	<ul style="list-style-type: none"> • Re-routing of service via Frank Webb Avenue instead of Minshull New Road; • Cost to be obtained for later evening services as part of the procurement; and • There were no additional changes from consultation results for other routes • .
D	Macclesfield-Buxton/Hayfield	<ul style="list-style-type: none"> • No changes proposed and no additional changes from consultation results for other routes.
E	Altrincham – Wilmslow – Knutsford – Macclesfield / Northwich	<ul style="list-style-type: none"> • Timetable and frequencies remain as consulted upon but with the first service of the day from Knutsford to Altrincham retimed to allow passengers to arrive into Altrincham for 08:20am; • Retiming of first bus of the day to arrive into Altrincham for 07:10; • Retiming of the last bus of the day to leave Macclesfield at 17:45; and • There were no additional changes from consultation results for other routes
F	Macclesfield-	<ul style="list-style-type: none"> • Continuation of service to Stepping Hill and

	Bollington/Kerridge-Poynton-Hazel Grove	<p>Stockport;</p> <ul style="list-style-type: none"> • Additional evening bus to leave Stockport at 18:20; • Timings of peak journeys changed to better suit passengers with afternoon journeys running slightly later; and • Re-routing of service via Western Poynton (Chester Road, Woodford Road) instead of A523 London Road to incorporate P1 route
G	Nantwich-Audlem/Wrenbury	<ul style="list-style-type: none"> • Absorption of G4 and G6 Nantwich town services into routes G2 (Nantwich – Wrenbury) and G3 (Nantwich – Audlem); • Extension of route G3 (Nantwich to Audlem) to Whitchurch; • Retiming of route G2 (Nantwich to Wrenbury) to allow connection to rail services to Whitchurch; • Incorporation of four times a day extension of G3 Nantwich to Wrenbury to Marbury and Norbury; and • Incorporation of twice a day service from Nantwich to Bunbury and Bulkeley (Tuesday only) and from Nantwich to Bunbury and Tiverton (Thursday and Saturday only) to retain coverage within Cheshire East of withdrawn routes 56, 83 and 89.
H	Congleton Local Services	<ul style="list-style-type: none"> • No changes proposed and no additional changes from consultation results for other routes.
J	Leighton Hospital – Rode Heath	<ul style="list-style-type: none"> • Proposal would maintain the weekday daytime operation on 78 service between Leighton Hospital and Rode Heath. • Extension of Leighton Hospital to Rode Heath service to Congleton via Scholar Green, Kidsgrove and Mow Cop to retain coverage to areas currently served by 77 and 315 services. • Reducing off-peak services to two-hourly frequency to accommodate 319 Sandbach to Goostrey service and SB1-3 Sandbach Town services.

6.2 Plans of the above routes and timetables can be seen in Appendix 1 of the Cabinet Report. During procurement the Council will seek costs for providing evening services from operators during procurement of the new network.

Appendices

Appendix - Consulted Network - Amendments to Proposals

Consulted Route	A - Macclesfield - Prestbury
Current Routes	19 - Macclesfield – Prestbury
What we proposed	Retention of the existing 19 route. The proposals in the context of changes to present routes is set out below: 19 – This service would be replaced by proposed Route A with no changes to the route. Service remains hourly but no service at lunchtime (12:00-13:00).
What you said	A total of 15 comments were received on the route. Key comments were: 1. Removal of 12-1pm lunchtime service would inconvenience a number of users (7 comments).
Can changes be incorporated as an amendment to the consulted route?	Comment 1: Yes through amendment of timetable. As the vehicle would be dedicated to the service and does not involve any interworking, the timings of the proposed service can be amended as required. To avoid additional cost, the timetable can be adjusted to incorporate a drivers break during the quieter periods of operation between 11:20 - 11:50 and 14:50 - 15:20.
Impact of Change	Comment 1: The change would have a positive benefit for passengers using the midday service, with a negative impact on passengers using the service between 11:20 - 11:50 and 14:50 - 15:20. Survey data for the present 19 service has been reviewed and shows a higher number of users using the 12-1pm lunchtime service which was consulted for withdrawal. The proposed change is thus overall considered to be positive.
Estimated Cost	Confidential
Proposed Changes to Network	Through the needs based criteria, Route A provides access to shops, leisure and recreation opportunities, access to jobs, access to education/training sites and to health, medical and welfare services. Route A also provides a service for areas where there are no reasonable transport alternatives, provides access to public transport interchanges and helps improve local air quality and reducing carbon emissions. In addition to this, Route A also obtains a high number of passengers on its service and provides a service for older and disabled people. Adjustment of timetable as described above.

Consulted Route	B - Nantwich - Wybunbury - Crewe
Current Routes	39 - Nantwich – Wybunbury – Crewe
What we proposed	Retention of the existing 39 route. The proposals in the context of changes to present routes is set out below: 39 – No changes to the route or timetable.
What you said	A total of 20 comments were received on the route. Key comments were: 1. Increasing the frequency of the service from two-hourly to hourly (7 comments)
Can changes be incorporated as an amendment to the consulted route?	No, would require additional vehicles to operate a more frequent service.
Impact of Change	Comment 1: Increasing the frequency of the service is unlikely to significantly increase passenger numbers and revenues and would significantly increase the cost per passenger.
Estimated Cost	Confidential
Proposed Changes to Network	<p>Through the needs based criteria, Route B provides a service for residents to access shops, leisure and recreation opportunities and jobs. Route B also provides access to education/training sites, as well as health, medical and welfare services</p> <p>Given the low number of concerns identified in the consultation, the off-peak route and frequency of Route B will remain. The timetable change implemented in October 2017 (morning and afternoon services travelling via Brine Leas School) will also remain in place.</p> <p>Minor amendments to the layover time of the route (extending the service from Nantwich Bus Station to Nantwich Trade Park) are also proposed as part of the changes to Route G.</p>

Consulted Route	C - Crewe - Middlewich - Congleton
Current Routes	42 – Crewe – Middlewich – Congleton 85A – Crewe Bus Station – Morrisons (known as 1B Crewe Bus Station - Morrisons and onwards to Nantwich until September 2017)
What we proposed	<p>Retention of existing 42 service but with services diverted via Minshull New Road instead of Frank Webb Avenue and continuing along Dunwoody Way from Morrisons rather than continuing along Victoria Avenue. The proposals in the context of changes to present routes is set out below:</p> <p>42 – This service would be mostly covered by proposed Route C, with some changes to the route in Crewe. Instead of Victoria Avenue and Rolls Avenue, Route C would run from Minshull New Road via Morrisons and onwards along Dunwoody Way to serve the Eagle Bridge Medical Centre. The service would operate hourly on weekdays and the service would be every 90 minutes on a Saturday.</p> <p>85A –The Council would no longer subsidise the 85A to divert via Dunwoody Way to serve Eagle Bridge Medical Centre. Apart from this diversion, the 85A route is otherwise commercially operated and may reroute along West Street as per Service 85.</p>
What you said	<p>A total of 136 comments were received on the existing service 42 part of the route and 79 comments were received on the 85A part of the route. Key comments were:</p> <p>For 85A part of the route:</p> <ol style="list-style-type: none"> 1. No direct bus service to Eagle Bridge Medical Centre, Crewe Railway Station (from Nantwich) and Grand Central Retail Park (47 comments). <p>For 42 part of the route:</p> <ol style="list-style-type: none"> 2. Concern that the route would pass via Minshull New Road instead of Frank Webb Avenue. These concerns particularly related to the effects on service reliability from passing along Minshull New Road and the loss of the direct service from Frank Webb Avenue. 3. Concern that the service would no longer pass along Victoria Avenue and the loss of bus access in this area. 4. Concern that the last service of the day was too early (31 comments). Particular effects identified were the loss of access to Leighton Hospital and loss of evening leisure opportunities.
Can changes be	Comment 1: No. The service 85 (formerly 1B) is commercially operated and not affected by this review. The 85

<p>incorporated as an amendment to the consulted route?</p>	<p>operates the same route as the 85A at present except for approaching/departing from Crewe Bus Station via West Street instead of Dunwoody Way. The 85 service would thus continue to provide access to residents along the current 85A route to Crewe Railway Station and Grand Junction Retail Park. Retaining the 85A via Dunwoody Way would be an additional cost to the proposals.</p> <p>Comment 2: Change could be incorporated into proposals by redirecting route from Minshull New Road to Frank Webb Avenue as per present route of 42 service.</p> <p>Comment 3: If the route continues to serve Eagle Bridge Medical Centre, there is insufficient time on the timetable to pass along Victoria Avenue. The change would thus require an additional vehicle.</p> <p>Comment 4: Changes could be incorporated by extending the hours of operation of the service.</p>
<p>Impact of Change</p>	<p>Comment 1: The proposals would see there no longer being a direct bus service to the Eagle Bridge Medical Centre from A530 Middlewich Road, West Street, Minshull New Road, Earle Street, Macon Way, Nantwich Road and Mill Street (within Crewe). The commercially operated 85 service passes along this route, links to Crewe Bus Station and is not affected by the proposals.</p> <p>Postcode plotting of the responses shows that a large proportion of residents concerned at the lack of direct access to the Eagle Bridge Medical Centre lived in areas off Mill Street on the current 85B route. Residents requiring bus access to the Eagle Bridge Medical Centre would be able to change at Crewe Bus Station and use the proposed Route C for direct access or could use the Richard Street stop on the 85 route which is approximately 350m walking distance from the Eagle Bridge Medical Centre.</p> <p>Comment 2: The effects of change are likely to be localised – the change would benefit residents along Frank Webb Avenue but would be to the detriment of residents along Minshull New Road.</p> <p>Comment 3: The consulted proposal would see the proposed Route C not pass along Victoria Avenue but bus services in this area would still be provided between the junctions with Queens Park Drive and Walthall Street. The commercially operated 8 and 78 services are not affected by the review and would provide bus services within 400m walking distance of the current bus stops on Victoria Avenue.</p> <p>Comment 4: Evening access to Leighton Hospital was a common theme for a number of services including the 6E</p>

	and 31. Particular impacts identified included being able to travel to the hospital to make later time outpatient appointments as well as visiting patients in hospital. Survey data however shows that whilst there is some usage between 19:00-20:30, there is generally limited usage of evening bus services in this area in the evenings.
Estimated Cost	Confidential
Proposed Changes to Network	<p>Through the needs based criteria, Route C provides access to shops, accessing leisure and recreation activities, jobs and education/training sites. Route C also provides a service for residents to access health, medical and welfare services. The route also provides bus services where there are no reasonable transport alternatives and accessing public transport interchanges, as well as providing a service for older and disabled people</p> <p>The route is one of the most used supported bus routes in the borough and requires relatively low levels of subsidy per passenger from the Council.</p> <p>Retaining the existing 85A service via Eagle Bridge Medical Centre would be an additional cost to the Supported Bus budget and would have no changes to accessibility with all areas covered by other services.</p> <p>To maintain an hourly frequency on Route C, serve the Eagle Bridge Medical Centre and pass along Victoria Avenue would require an additional vehicle or the retention of the 85A and would provide limited benefits where alternative bus routes are available within 400m walking distance. These changes are thus not recommended for inclusion.</p> <p>The redirecting of Route C along Frank Webb Avenue instead of Minshull New Road can be accommodated in the proposals for a negligible change in cost. The proposals for Route C are thus amended to redirect Route C via Frank Webb Avenue.</p> <p>The provision of evening services to Leighton was a common theme in the consultation. As part of the procurement for Route C, the Council will seek costs from operators for operating an evening service.</p>

Consulted Route	D1 - Macclesfield-Forest Cottage-Burbage-Buxton D2 - Macclesfield-Hayfield
Current Routes	58 – Macclesfield-Forest Cottage-Burbage-Buxton 60 – Macclesfield-Hayfield
What we proposed	Retention of existing 58 and 60 routes. The proposals in the context of changes to present routes is set out below: 58 – No changes to the route or timetable. 60 – No changes to the route or timetable.
What you said	A total of 24 comments were received on these routes. No major concerns were identified.
Can changes be incorporated as an amendment to the consulted route?	Not applicable.
Impact of Change	Not applicable. The needs based criteria process outlines that Route D provides a bus service in areas where there are no reasonable transport alternatives. The route also allows access to public transport interchanges and provides a bus service which needs a low amount of subsidy from the Council. In addition to this, Route D obtains a high number of users.
Estimated Cost	Confidential
Proposed Changes to Network	None

Consulted Route	E1 - Altrincham-Wilmslow-Knutsford-Macclesfield E2 - Altrincham-Wilmslow-Knutsford-Northwich
Current Routes	27, 27A, 27B – Macclesfield – Chelford – Knutsford 88 – Altrincham – Wilmslow – Knutsford 289 – Northwich – Knutsford – Mere – High Legh – Little Bollington – Altrincham (Northwich – Knutsford retained)
What we proposed	<p>Retention of existing 88 route between Altrincham and Knutsford operating on an hourly frequency. From Knutsford alternative journeys would continue to Macclesfield via the route of the present 27 and Northwich via the route of the present 289. The proposals in the context of changes to present routes is set out below:</p> <p>27, 27A, 27B – No changes to the route thought services to Knutsford would extend to Altrincham. The 27B diversion via Beggarmans Lane would remain. The 27A diversion via Alderley Park would be withdrawn, service 130 provides an alternative from Macclesfield.</p> <p>88 – No changes to the route. The service would run hourly between Altrincham and Knutsford. After Knutsford, services would continue to Macclesfield (E1) or Northwich (E2) on alternate buses.</p> <p>289 – Part of this service (Northwich to Knutsford) would be covered by proposed Route E2 which would extend from Knutsford to Altrincham via Wilmslow. Mere, Bucklow Hill, High Legh and Little Bollington would no longer be served.</p>
What you said	<p>A total of 55 comments were received on the existing route 27 part of the service, 136 comments were received on the 88 part of the route and 46 comments were received on the existing route 289 part of the route. Key comments were:</p> <p>For the Wilmslow to Altrincham leg of the service (current 88):</p> <p>Comment 1: The majority of comments concerned the reduction in the frequency of the Knutsford to Altrincham part of the service from half hourly to hourly. The Route E timetable that went to consultation would not allow a number of school and college children to reach Altrincham in time (56 comments) as well as affecting others travelling to work (18 comments). Whilst less of a concern, there were also concerns about the length of time children might have to wait to travel home from school (22 comments).</p> <p>For the Macclesfield to Knutsford leg of the service (current 27, 27A, 27B):</p> <p>Comment 2: The service needs to operate more frequently (8 comments) and later (4 comments). Amongst the impacts identified were effects on travelling to work and appointments at Macclesfield General Hospital.</p>

	<p>Comment 3: Concerns about the reliability of the current service (13 comments)</p> <p>Comment 4: Service no longer serving Tabley Road (6 comments)</p> <p>Comment 5: Concerns that the last bus of the day from Macclesfield leaves too early.</p> <p>For Knutsford to Northwich leg of the service and Knutsford to Altrincham service that would no longer be provided (current 289):</p> <p>Comment 6: Some level of service needs to be provided for residents of High Legh (14 comments)</p> <p>Comment 7: Later evening service for appointments and finishing work times</p>
<p>Can changes be incorporated as an amendment to the consulted route?</p>	<p>Comment 1: The first bus of the day to reach Altrincham can be retimed to reach Altrincham for 08:20. Increasing the frequency of the service would require additional vehicles. The timing of return buses from Altrincham to Knutsford is restricted by available departure slots at Altrincham Interchange and there would also be effects on the timings of later services.</p> <p>Comment 2: Increasing the frequency of the Knutsford to Macclesfield section of the route would require an additional vehicle.</p> <p>Comment 3: The proposed timetable has been adjusted from the current 27 service timetable to assist the reliability of the service. The timetable also includes a layover period at Macclesfield or Northwich to assist subsequent journeys being kept to time.</p> <p>Comment 4: Tabley Road was previously directly served by the 300 Knutsford Town service. If the service was to route via Tabley Road the route would not be able to serve Wilmslow on the way to Altrincham where a far greater number of passengers use the route. An additional vehicle following the route of the existing 289 route between Knutsford and Altrincham via High Legh would be required.</p> <p>Comment 5: The time of the last bus from Macclesfield can be adjusted without any subsequent knock on effects.</p> <p>Comment 6: An additional vehicle would be required to operate the current 289 route between Knutsford and Altrincham to serve High Legh or provision of an alternative route would be required to maintain bus access to High Legh.</p>

	<p>Comment 7: The provision of a later bus from Northwich would require an additional run of the service.</p>
Impact of Change	<p>Comment 1: Retiming the first bus of the day would ensure passengers can still arrive into Altrincham for 07:10. The change would have a positive benefit for passengers needing to arrive earlier in Altrincham but would have a slighter negative effect on passengers looking to travel slightly later. Surveys show that there would be sufficient capacity for passengers from both services to travel on one vehicle.</p> <p>As set out above, increasing the frequency of the service would require an additional vehicle. The current 88 service was hourly until April 2015 when the operator offered to increase the frequency of the service to half-hourly at minimal cost to the Council. Since increasing the frequency of the service, passenger numbers have only increased modestly, thus indicating that maintaining the service at a half hourly frequency is not a good use of resource. The finishing times of schools and workplaces shows some variance. Due to the lack of a common finishing time which the bus could be timed to leave at, any change to the timing of evening buses would be likely to disadvantage approximately as many passengers who would benefit.</p> <p>Comment 2: The current service between Macclesfield and Knutsford operates on a two hourly frequency and has done so since July 2016. Increasing the frequency of the service to hourly is unlikely to see a significant increase in passengers and revenue with the additional resource required likely to be of more benefit elsewhere on the network.</p> <p>Comment 3: The changes to the timing of the Macclesfield to Knutsford section of the route were incorporated in the draft proposals that were consulted upon.</p> <p>Comment 4: Surveys show that the usage of the 289 between Knutsford and Altrincham via High Legh is low and this section of the route serves few of the needs based priorities. Alternative methods of retaining bus access to High Legh are set out elsewhere in this report.</p> <p>Comment 5: Retiming of the last bus would be to the benefit of passengers catching the last bus home from work but would inconvenience other passengers waiting for the last service. The comments indicating that the last bus is too early, indicate that the service is only just unsuitable and thus delaying departure by 15 minutes is likely to</p>

	<p>be of assistance.</p> <p>Comment 6: As above for comment 4.</p> <p>Comment 7: Retiming the last bus from Northwich would have knock on effects on later services. The majority of respondents raising this concern indicated that they had alternative travel and /or were only occasional users of the service.</p>
Estimated Cost	Confidential
Proposed Changes to Network	<p>The needs based criteria shows that Route E provides access to shops, leisure and recreation opportunities, jobs, access to education/training sites, as well as access to health, medical and welfare services. The Route also provides a bus service in areas where there are no reasonable transport alternatives and provides access to public transport interchanges. This route also provides a service for older and disabled people.</p> <p>As set out above, increasing the frequency of any parts of the Consulted Route E is unlikely to result in significant additional passengers. To partially mitigate the impacts, the first bus of the day from Knutsford to Altrincham will be retimed to arrive by 07:10 as per the present 88 service. The last bus of the day from Macclesfield to Knutsford will be timed 10 minutes later to depart at 17:45.</p>

Consulted Route	F – Macclesfield - Bollington/Kerridge – Poynton – Hazel Grove
Current Routes	<p>11 - Macclesfield-Kerridge</p> <p>392 - Macclesfield-Poynton-Stockport</p> <p>P1- Middlewood-Poynton-Hazel Grove</p>
What we proposed	<p>Hourly frequency service between Macclesfield and Hazel Grove following the majority of the present 392 route but with alternative journeys going via Badger Road/Clarke Lane and Kerridge every two hours and via Dorchester Way/South West Avenue every two hours. Route F would encompass P1 route within Western Poynton. The proposals in the context of changes to present routes are set out below:</p> <p>Service 11 - would be withdrawn and replaced by Route F which would operate alternatively via Badger Road/Clarke Lane and Kerridge every two hours and via Dorchester Way/South West Avenue every two hours. Parts of the area not served by Route F are served by service 10 which operates every 30 minutes between Macclesfield and Bollington.</p>

	<p>Service 392 - would be replaced by Route F operating hourly through to Hazel Grove rather than Stockport (see notes about Service 11 regarding the routing between Macclesfield and Bollington). Within Poynton the service would be routed via Higher Poynton and Middlewood before continuing to Hazel Grove.</p> <p>Service P1 - would be replaced by Route F within Eastern Poynton .</p>
What you said	<p>A total of 154 comments were received on the 392 part of the route, 40 comments were received on the 11 service part of the route and 226 comments on the P1 part of the route. Key comments were:</p> <p>For the proposals to incorporate the current service 392 into Route F between Macclesfield and Hazel Grove:</p> <ol style="list-style-type: none"> 1. Terminating the service at Hazel Grove would cause increased travel time (44 comments), difficulty changing buses for disabled users (28 comments) and increase the costs of travelling by having to buy multiple tickets (15 comments). 2. Service needs to operate later from Hazel Grove with a number of people unable to return from work due to the earlier last bus (25 comments). <p>For the proposals to incorporate the current 11 service into Route F:</p> <ol style="list-style-type: none"> 3. Services needs to retain access along Grimshaw Lane (10 comments). 4. Concerns over the reliability of the service. <p>For the proposals to incorporate the current P1 service into route F between Middlewood and Poynton Church:</p> <ol style="list-style-type: none"> 5. The proposals would leave a number of residents in Western Poynton without access to a bus service which would have negative impacts on older passengers who use the bus to travel around (41 comments) and getting to and from work (19 comments).
Can changes be incorporated as an amendment to the consulted route?	<p>Comment 1: Continuing the proposed service to Stockport would require an additional vehicle.</p> <p>Comment 2: Extending the hours of operation of Route F could be incorporated into the proposals.</p> <p>Comment 3: The Route F put forward for consultation would continue to serve Grimshaw Lane (with services going via South West Avenue on alternative hours). No changes are thus required to the proposals.</p>

	<p>Comment 4: Inserting additional time in the timetable to make the service more reliable would require an additional vehicle.</p> <p>Comment 5: Re-routing the service via Western Poynton would require an additional vehicle and would result in the service no longer continuing along A523 London Road.</p>
Impact of Change	<p>Comment 1: From the consultation, the termination of the service at Hazel Grove would affect a large number of respondents using the service. Significant impacts identified include not being able to get to work on time and concerns with disability access. These factors are likely to affect the number of passengers using the service.</p> <p>Comment 2: The early finish of the service at 17:15 from Hazel Grove would affect a large number of passengers who use the service for commuting, with passengers needing to leave work before 17:00 in order to catch the last bus of the day from Hazel Grove at 17:15. This is likely to affect overall patronage of the service at peak times.</p> <p>Comment 3: The consulted Route F included the route passing every 2 hours along Grimshaw Lane; no changes to the service are thus required.</p> <p>Comment 4: During the consultation timing tests of Consulted Route F have been undertaken and the route is likely to be unreliable with the proposed hourly two vehicle operation. An additional vehicle would thus be required to maintain the proposed route with an hourly frequency. The vehicle would however have considerable layover time which could be utilised by continuing the service to Stockport.</p> <p>Comment 5: Diverting the proposed service via Western Poynton would maintain the east-west link across Poynton and serve residents to the west of the town. Survey data showed limited passenger numbers using the P1 service to the east of the A523 and limited usage pick up and drop off on the A523 London Road. Whilst the consulted Route F could not travel via Western Poynton and maintain an hourly frequency with a two vehicle operation, a three vehicle hourly service would be able to accommodate this route change.</p>
Estimated Cost	Confidential
Proposed Changes to Network	Within the needs based criteria, Route F provides access to shops, leisure and recreation opportunities, jobs, as well as accessing education/training sites. The Route also provides a bus service for residents to access health,

	<p>medical and welfare services. Route F also accommodates bus services for areas where there are no reasonable transport alternatives available, as well as providing bus services for older and disabled people.</p> <p>As noted above, timing tests indicate that the consulted Route F would not be able to operate reliably with a two vehicle, hourly frequency operation. An additional vehicle would thus be required for the proposed route but would result in significant layover time at the terminus. The additional layover time will thus be used to continue the service via Western Poynton and Woodford Road instead of A523 London Road and to Stockport. The change is also more likely to retain more of the proposed passengers using the current 392 service, offsetting some of the additional costs.</p> <p>The consultation also identified that the proposed final bus of 17:15 from Hazel Grove was too early, with a significant number of commuting passengers finishing work at 5pm unable to get home from work. Given the cost of an additional service is likely to be nominal due to passenger revenues at this time, an additional service leaving Stockport Bus Station at 18:20 has been added to the timetable.</p>
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Consulted Route	G1 - Wrenbury - Nantwich G2 - Nantwich - Wrenbury Circular G3 - Nantwich - Audlem Circular G4 - Nantwich - Cronkinson Oak (circular) G5 - Nantwich - Sainsbury's (circular) G6 - Nantwich - Millfields (circular)
Current Routes	71 - Wrenbury - Nantwich 72 - Nantwich - Wrenbury - Whitchurch 73 - Nantwich - Audlem - Whitchurch 51 - Nantwich - Cronkinson Oak (circular) 52 - Nantwich - Sainsbury's (circular) 53 - Nantwich - Millfields (circular)
What we proposed	The service 72 (Nantwich – Wrenbury – Whitchurch) and service 73 (Nantwich – Audlem – Whitchurch) would terminate at Wrenbury and Audlem respectively with the 51-53 Nantwich town services provided as standalone services. Overall the above services would operate with two vehicles instead of the present three and thus

	<p>frequencies would be reduced. The proposals in the context of changes to present routes is set out below:</p> <p>71 – Service 71 would be covered by proposed Route G1. The service operates once a day in either direction (during school term time). The morning service would depart 5 minutes later from all stops. The afternoon return service would be at the same times at present.</p> <p>72 – Service 72 (Nantwich to Wrenbury) would be covered by Route G2. The part of the service from Wrenbury to Whitchurch would be withdrawn. The service would operate approximately every two hours.</p> <p>73 – Service 73 (Nantwich to Audlem) would be covered by proposed Route G3. The part of the service from Audlem to Whitchurch would be withdrawn. The service would operate approximately every two hours.</p> <p>51, 52, 53 – The 51, 52 and 53 services would be covered by proposed Routes G4, G5 and G6 respectively. The G4 (51) would operate every two hours, the G5 (52) would operate five times a day and the G6 (53) services would operate every two hours.</p>
What you said	<p>A total of 124 comments were received on the route. Key comments were:</p> <p>For the G1 Wrenbury to Nantwich part of the service (current 71) - 2 comments Comment 1 - Comments on the service were minimal, reflecting the minimal changes which are due to a change in school times.</p> <p>For the G2 Nantwich to Wrenbury Circular part of the service: (current 72) – 34 comments Comment 2 - A key concern identified on the proposed changes were the loss of access to areas currently served by the 72, particularly Wrenbury and Marbury and the loss of access for health, shopping and accessing other key services. Comment 3 - The loss of through services to Whitchurch was also identified as a key concern (15 comments) with identified impacts including loss of access to shopping facilities.</p> <p>For the G3 Nantwich to Audlem Circular part of the service: (current 73) – 49 comments Comment 4 – the key concern identified was the loss of the bus service in rural areas and the continuation of the service to Whitchurch (16 comments). Comment 5 – the time of the last bus was also identified by a number of respondents as being too early, resulting in passengers not being able to get home from work (7 comments).</p> <p>For the G4-6 Nantwich Town Service: (current 51-53) – 39 comments</p>

	<p>Comment 6 – Relatively few concerns were identified for the proposed changes to these routes, the main impacts identified were concerns over the increase in travel times (5 comments) as well as the current lack of a service at 3pm (4 comments).</p>
Can changes be incorporated as an amendment to the consulted route?	<p>Comment 1 – No changes required.</p> <p>Comments 2-4 – The proposed timetables for services G1 to G6 would be operated by two vehicles. By serving the G5 town service to Nantwich Trade Park in the layover time on Route B and incorporating the G4 and G6 town services into Routes G2 and G3, further time can be made available to serve rural areas left isolated by the proposals and extending either the G2 or the G3 service to Whitchurch.</p> <p>Comment 5 – A later service on the G4 route could be included.</p> <p>Comment 6 – The G4-G6 timetables put to consultation included services every 1-2 hours. Increasing the frequency of these services could be incorporated but would mean that other areas would not be served. A service would be retained at approximately 15:00 available to all passengers.</p>
Impact of Change	<p>Comment 1 – No changes required.</p> <p>Comment 2-4 and 6 – The changes identified above would see the amalgamation of the G4 and G6 Nantwich Town Services into the longer G2 and G3 routes to Wrenbury and Audlem. The Nantwich Town services (routes consulted on as G4-G6) would no longer pass along Station View, Cronkinson Oak (G4), Brereton Drive (G5) and Millfields, Marsh Lane (G6) although all bus stops on these routes would continue to be within 400m of a bus stop on the proposed route, there is thus little change to coverage as a result of this change.</p> <p>Whilst there is likely to be some detriment to users of the Nantwich Town Services, the proposals would retain access to these areas whilst retaining coverage to all residents in Cheshire East and maintaining the link to Whitchurch for users of the current 73 service.</p> <p>Comment 5 – The consultation feedback indicates 5 respondents who considered that the service finished too early with impacts including not being able to get home from work. The responses indicate that the majority of people affected by this concern finish work at 18:00 and thus the concern could be mostly mitigated by an additional service leaving Nantwich after 18:00.</p>

Estimated Cost	Confidential
Proposed Changes to Network	<p>The needs based criteria option shows that the G routes provide access to a number of health, medical and welfare services as well as providing access to public transport interchanges.</p> <p>The Recommended Network Route G will be amended from the Consulted Route G with the following changes:</p> <ul style="list-style-type: none"> • Absorption of G4 and G6 Nantwich town services into Routes G2 (Nantwich – Wrenbury) and G3 (Nantwich – Audlem). • Extension of Route G3 (Nantwich to Audlem) to Whitchurch. • Retiming of Route G2 (Nantwich to Wrenbury) to allow connection to rail services to Whitchurch. • Incorporation of four times a day extension of G3 Nantwich to Wrenbury to Marbury and Norbury. <p>The changes to the timetable would mean that the final G3 service to Audlem would be later, starting at 18:25.</p> <p>It should be noted that further changes to this set of routes are proposed to address concerns identified in the consultation for the Nantwich Rural Weekly routes (services 56, 75, 79, 83, and 89).</p>

Consulted Route	H1 - Congleton (Beartown) Town Service H2 - Congleton (Beartown) Town Service H3 - Congleton (Beartown) Town Service
Current Routes	90 - Congleton (Beartown) Town Services 91 - Congleton (Beartown) Town Services 92 - Congleton (Beartown) Town Services
What we proposed	The 90-92 Beartown Network would remain as at present. Services 90, 91 and 92 would be covered by proposed Routes H1 (90), H2 (91) and H3 (92) with no changes to the route or timetable.
What you said	A total of 21 comments were received on the route. No major concerns were identified.

Can changes be incorporated as an amendment to the consulted route?	Not applicable.
Impact of Change	Not applicable.
Estimated Cost	Confidential
Proposed Changes to Network	Through the needs based criteria process, Route H provides a bus service for residents to access health, medical and welfare services and well as providing a service where there are no reasonable transport alternatives. Route H also provides a bus service which has a low amount of subsidy from the Council. No changes are proposed to this set of routes.

Appendix 2 - Summary of Scoring for Needs Based Criteria

Recommended Network Route Reference	Current Service	Accessing shops	Accessing leisure and recreation opportunities	Accessing jobs	Reducing carbon emissions	Providing bus services where no reasonable transport alternatives	Providing bus services which have the highest number of users	Accessing education/ training sites	Accessing health, medical and welfare services	Improving local air quality	Accessing public transport interchanges	Providing bus services for older and disabled people	Future viability of bus services	Providing bus services which have the lowest amount of subsidy from the Council
F	11													
A	19													
E	27, 27A, 27B													
-	32													
-	35													
B	39													
C	42													
-	47													
G	51-53													
G	56													
D	58, 60													
G	72, 73													
G	75													
J	77													
J	78													
G	79													
G	83													
E	88													
G	89													
H	90-92													
-	99													
-	200													
E	289													
J	315													
J	319													
-	378													
F	392													
F	393													
-	Flexirider													
F	P1													
J	SB1 - 3													

Key

High

Medium

Low

None

Appendix – Other Affected Routes – Amendments to Proposals

Service	32 - Sandbach - Crewe
What we proposed	Service 32 would be withdrawn. The 12, 37, 38 and 78 would offer alternative options for the majority of the route, as well as local rail services between Crewe and Sandbach. A small section of the existing 32 route around Warmingham would not be covered by alternatives (note: during the consultation the 78 service between Coppenhall and Rode Heath was withdrawn commercially). Any Cheshire East resident with no alternative public transport access would be eligible to use the Little Bus service.
What you said	<p>A total of 48 comments were received on the route. Key comments were:</p> <p>Concerns were raised regarding isolation in some areas. The proposed withdrawal of the 32 service was perceived to result in additional cost and time for passengers using alternatives. The withdrawal of the 32 service would also negatively impact on the elderly (4 comments), family relations (5 comments), and people with health conditions (4 comments), with most of the affected not being able to afford the costs of the alternative means of transport.</p>
Can changes be incorporated as an amendment to a consulted route?	No, would require retention of service.
Impact of Change	<p>Postcode plotting of the respondents shows that the majority of respondents on the 32 service lived in Elsworth / Ettiley Heath. The 78 service would provide an alternative for residents in this area which would be retained as part of the Recommended Network (although now fully supported following the withdrawal of the commercial daytime parts of the 78 service in September 2017). Alternative transport is however available for the vast majority of the route, particularly the 37 service which links Elsworth to Crewe via an alternative route as well as Route J3 which would retain the SB3 helping local accessibility in Elsworth. Only very limited numbers of consultation respondents identified themselves as living in Warmingham (the only area which is just served by the 32).</p> <p>The needs based criteria shows that the 32 service scores relatively highly on a number of criteria including access to shops, leisure and recreation opportunities, accessing jobs education/training sites, health, medical and welfare services, although these would be served by other routes.</p>

Estimated Cost	Changes to Proposals
Confidential	No changes are proposed to the Recommended Network. Whilst the 32 service serves a number of the needs based criteria, passenger numbers using the service are limited and the majority of the route is served by other services which travel to the same destinations. Analysis of the identified high social impacts, shows that these would be mitigated by the retention of Route J (which would retain the 78 and SB3 services). The 32 service is thus continued to be recommended for withdrawal.
Usage of route (times when service is supported only)	
18,328	
Response Co-efficient	
0.43	
Social Impact Score	
5	

Service	35 - Altrincham - Warrington
What we proposed	Service 35 mainly operates outside of Cheshire East. Service 35 is partially funded by Cheshire East Council and the subsidy is proposed for withdrawal.
What you said	<p>A total of 12 comments were received on the route. Key comments were:</p> <p>The withdrawal of the 35 service would leave residents isolated and with no alternative means of transport, given other proposed withdrawal of service (4 comments). The withdrawal of the service would also completely restrict residents from areas such as Altrincham, Warrington and Lymm (3 comments).</p>
Can changes be incorporated as an amendment to a consulted route?	No, would require retention of service
Impact of Change	<p>The Consulted Proposals included the withdrawal of the three bus services in this area (35, 47 and 289 between Knutsford and Altrincham) with respondents to the consultation identifying that this would leave residents isolated.</p> <p>Postcode plotting of the responses for the 35 route shows that the vast majority of respondents on this service lived in the High Legh area, with few respondents living along the route that the route 35 actually passes along.</p>

	The needs based criteria suggested that this service did not contribute substantially to accessibility around the borough.
Estimated Cost	Changes to Proposals
Confidential	No changes are proposed to the Recommended Network. The respondents to the consultation are looking to retain some form of bus service in the area but few live in Little Bollington (the area within Cheshire East served by the 35 route). The Cheshire East Council contribution to the 35 route is continued to be recommended for withdrawal.
Usage of route (times when service is supported only)	
Approx. 250	
Response Co-efficient	
5.6	
Social Impact Score	
2	

Service	47 - High Legh - Warrington
What we proposed	Service 47 mainly operates outside of Cheshire East. Service 35 is partially funded by Cheshire East Council and the subsidy is proposed for withdrawal.
What you said	<p>A total of 19 comments were received on the route. Key comments were:</p> <p>The withdrawal of the 47 service would leave residents completely cut off from services and would have a greater impact due to the rural location (2 comments). It would also have a significant negative impact on residents as they would be left with no alternative (7 comments), with those adversely affected being the elderly (3 comments) and those on lower income (2 comments).</p>
Can changes be incorporated as an amendment to a consulted route?	No, would require retention of service
Impact of Change	The route of the 47 service only operates for a short section within the borough (serving High Legh), with Cheshire East Council paying a contribution to Warrington Borough Council to operate the service. As a result, passenger numbers using the service within the borough are low and few of the needs based criteria are served by the route.

	The consultation has however identified a number of adverse impacts for people in this area, with no bus services within High Legh with the withdrawal of the Knutsford to Altrincham section of the 289 service. Responses identify that the proposals would leave some residents unable to access key services.	
Estimated Cost	Changes to Proposals	
Confidential	Whilst the 47 serves relatively few passengers, the consultation has identified a small number of residents who would be adversely affected by the changes. These impacts could be mitigated at a low cost by the retention of the 47 service which operates twice a week and would provide residents with public transport to provide access to key services. The Council will thus seek to retain the 47 route as part of the mitigation for the Bus Review.	
Usage of route (times when service is supported only)		
Approx. 150		
Response Co-efficient		
12.67		
Social Impact Score		
6		

Service	56 - Tiverton - Nantwich 75 - Nantwich - Market Drayton 79 - Nantwich - Hanley 83 - Nantwich - Chester 89 - Nantwich - Wrexham
What we proposed	Services 56, 75, 79, 83 and 89 operate once a week (56 twice a week) providing services in the rural area around Nantwich. The consultation proposed to withdraw all these services.
What you said	<p>A total of 100 comments were received on the five routes which operate once a week (twice a week for Bus 56). Key comments were:</p> <p>On service 56 – Tiverton to Nantwich (35 comments)</p> <ol style="list-style-type: none"> 1. Withdrawal of the service would leave residents with no access to a bus service, particularly in Bunbury, Tiverton and Swanley (10 comments). This would affect access to shopping (16 comments), health services (6 comments) and social activities (7 comments).

	<p>On service 75 – Nantwich to Market Drayton (14 comments)</p> <p>2. Withdrawal of the service would mean no direct service to Market Drayton (5 comments) and would be a barrier to social activity (7 comments).</p> <p>On service 79 – Nantwich to Hanley (5 comments)</p> <p>3. The consultation received a limited number of responses for this route with no clear major concerns identified.</p> <p>On service 83 – Nantwich to Chester (43 comments)</p> <p>4. This service received by far the most comments of the five the Nantwich Rural weekly routes. Withdrawal of the service would leave residents without any access to a bus service with particular concerns in Bunbury, Tiverton and Spurstow. Withdrawal of the service would be a barrier for shopping (10 comments), banking services (8 comments), social activities (7 comments) and health services (7 comments).</p> <p>On route 89 – Nantwich to Wrexham (3 comments)</p> <p>5. The consultation received a limited number of responses for this service with no clear major concerns identified.</p>
<p>Can changes be incorporated as an amendment to a consulted route?</p>	<p>Yes, the changes proposed for Route G in Appendix B (extension of the Nantwich to Audlem route to Whitchurch) would retain coverage to virtually all residents within Cheshire East that are currently served by routes 75 and 79, allowing residents to travel to Nantwich and Whitchurch.</p> <p>To retain bus access to Cheshire East residents currently served by routes 56, 83 and 89 to the west of Nantwich, the new timetable could accommodate a twice a day service on a Tuesday, Thursday and Saturday serving these areas. These routes could travel via Bunbury and Bulkeley to Nantwich on a Tuesday, with the Thursday and Saturday service travelling via Bunbury and Tiverton to Nantwich. The route would operate twice a day on the day of operation with a service leaving Nantwich Bus Station at 09:45 and again at 13:45.</p> <p>The services would bring passengers to Nantwich on market days maintaining bus access for residents for shopping and key services.</p>

	The above changes would mean that virtually all Cheshire East residents currently served by the weekly Nantwich Rural services would still have access to a bus service.	
Impact of Change	The five weekly Nantwich Rural services provide the only bus access to some rural parts of the Borough. The current services do however require the bus to stay unused at the destinations for several hours before returning which is a wasteful use of resource given the limitations on the budget and the number of vehicles this can afford.	
	The needs based criteria shows that the services do provide access to shops, leisure and recreation opportunities, jobs, education/training sites and access to health, medical and welfare services. The services do however require a high level of subsidy per passenger.	
	The common theme from the consultation for these routes was the loss of any form of service provision, leaving residents unable to access key services, with a number of respondents having no alternatives.	
Estimated Cost		Changes to Proposals
Confidential		The continued provision of the weekly services would be an expensive means of providing access. These services are also the only scheduled bus services of this type in the borough with several other examples of similar services being operated by community transport.
Usage of route (times when service is supported only)		
12,510		Whilst usage of the route is relatively low, the route does provide the only means of access, with a higher social impact score identified.
Response Co-efficient		
1.10		The Recommended Network will thus be amended to include the Tuesday, Thursday and Saturday services to Bunbury, Bulkeley (Tue only) and Tiverton (Thur and Sat only) which with the proposed changes to extend the Nantwich to Audlem Route G3 to Whitchurch, would retain bus access to all virtually all residences in Cheshire East which are currently served by the weekly Nantwich Rural routes. Whilst the proposals would not take passengers to destinations outside the
Social Impact Score		
18		

	borough, the amendments to the service would maintain access to a bus service and provide residents with access to key services. The Consulted Proposals will thus be adjusted to incorporate the changes described above.
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Service	77 - Congleton - Mow Cop - Kidsgrove
What we proposed	The service 77 would be withdrawn. Local rail services run from Congleton to Kidsgrove offering an alternative to passengers travelling the whole route.
What you said	<p>A total of 73 comments were received on the route. Key comments were:</p> <p>Withdrawal of the 77 service would leave residents with no bus service, with particular concerns identified in Mow Cop (18 comments) and the West Heath area of Congleton (11 comments). This would significantly impact on the elderly (17 comments), residents restricted by poor health (12 comments), and those living in rural areas (9 comments). The proposed removal of the service would also be a barrier for shopping (21 comments), health services (19 comments), social activities (7 comments) transport links and onward travel (5 comments).</p>
Can changes be incorporated as an amendment to a consulted route?	An additional vehicle would be required however with the 78 service now a standalone part of the supported bus network, opportunities would exist to continue the route to serve the Odd Rode area, covering the routes of the 77 and 315 services and providing bus coverage in this area.
Impact of Change	<p>The consulted proposals to withdraw the 77 and 315 services would leave no public transport in the Odd Rode area and along the A34 corridor. The needs based criteria used to develop the Consulted Network ranked the 77 service below the threshold to become part of the Consulted Network although the service does provide access to shops, leisure and recreation opportunities as well as accessing jobs, education/training sites as well as health, medical and welfare services. The consultation and survey data indicates that the service is mostly used by older residents looking to go shopping and the loss of the service is likely to leave a number of residents with no alternatives.</p> <p>Whilst passenger numbers on the 77 and the 315 services in this area are relatively modest, there may be a higher number of passengers if the routes were combined.</p>
Estimated Cost	Changes to Proposals

Confidential	The proposals will leave a large proportion of the borough without public transport coverage. Whilst passenger numbers on the service are relatively low for a daytime service operating every day, the service has a higher social impact score. The effects can also be mitigated by combining the 77 service with the 78 and 315 services to create efficiencies, with a combined service from Leighton Hospital to Congleton via Sandbach, Alsager, Rode Heath, Scholar Green Kidsgrove and Mow Cop. The above amendments are incorporated into the Recommended Network as Route J1.
Usage of route (times when service is supported only)	
10,716	
Response Co-efficient	
0.88	
Social Impact Score	
9	

Service	78 - Nantwich - Rode Heath/Scholar Green
What we proposed	The consultation proposed to withdraw the supported parts of the 78 services – operating during the weekday morning (7:20 from Scholar Green), weekday mid-afternoon, evening and all Saturday services. During the consultation period, the commercially operated (i.e. not subsidised by the Council) daytime parts of the 78 service between Coppenhall and Rode Heath were deregistered). To avoid the complete loss of the 78 service between Coppenhall and Rode Heath, the Council redirected the subsidy previously used to support the evening and Saturday 78 services to allow the weekday daytime 78 service to continue operating. These changes took effect from September 2017 with the 78 service currently operating weekdays between approximately 7:00 and 18:00.
What you said	A total of 297 comments were received on the service. During the consultation the comments received were regarding both the consulted proposals and the possible withdrawal of the entire 78 route from Coppenhall to Rode Heath. The withdrawal of the 78 service raised concerns of the lack of bus services resulting in isolation, particularly in Rode Heath, with concern over access to health services, including those at Scholar Green medical centre and at Leighton Hospital. Concerns were also raised at the loss of evening and Saturday services.
Can changes be incorporated as an amendment to a consulted route?	No, additional vehicles would be required. The route could also be extended to Congleton to cover areas served by both the 77 and 315 services.
Impact of Change	The withdrawal of the commercially operated daytime parts of the 78 service represents a change in the coverage of the commercial bus network, with the route between Coppenhall and Rode Heath now being wholly supported. As set out in section 3, the 78 service has thus been evaluated using the needs-based criteria methodology which

	has determined that the service would have been included in the Consulted Network if the changes had taken place prior to the design of the network. The 78 service has thus been included in the Recommended Network as an additional route (Route J1) to the Consulted Network.
Estimated Cost	Changes to Proposals
Confidential	As set out above, the now fully supported section of the 78 route between Leighton Hospital and Rode Heath will form part of the Recommended Network (with services extended to Congleton to replace the 77 and 315 services).

Service	99 - Congleton - Macclesfield
What we proposed	Service 99 would be withdrawn, with parts of the route would be covered by services 9, 14, 109 and proposed Route H3. The 38 service would continue to run from Congleton to Macclesfield on weekday (and Saturday) daytimes on a different route to the 99. A direct train service is also available from Congleton to Macclesfield.
What you said	<p>A total of 60 comments were received on the route. Key comments were:</p> <ol style="list-style-type: none"> 1. The withdrawal of the 99 service would restrict direct access between Congleton and Macclesfield from areas such as Buglawton and Lyme Green retail park. Withdrawal of the service would also impact on the residents who travel to and from work (11 comments) and the elderly (4 comments), in addition to being a barrier for health services (11 comments), onward travel and transport links (10 comment), social activities (6 comments), and shopping (6 comments).
Can changes be incorporated as an amendment to a consulted route?	No, an additional vehicle would be required.
Impact of Change	The commercial 38 service operates between Congleton and Macclesfield with the 99 service providing an alternative route. Given the presence of the alternative 38 service, the withdrawal of the 99 service is most likely to affect passengers travelling to/from Buglawton in Congleton and Moss Rose/Lyme Green in Macclesfield which the 99 route passes through, with these areas losing their direct Congleton to Macclesfield route if the service is withdrawn.

	<p>The needs based criteria shows that the 99 service scores relatively highly on a number of criteria including access to shops, leisure and recreation opportunities, accessing jobs education/training sites, health, medical and welfare services. The majority of access to these areas are however served by the 38 service and other routes.</p> <p>Postcode plotting of the consultation responses for this route shows that the vast majority of respondents live in Congleton, with approximately 10 responses from respondents living in Macclesfield. The consultation has identified a relatively low social impact score of 2 from residents living in Buglawton. Whilst the consultation also identified respondents being concerned at being unable to access shops and key services, postcode plotting shows that the vast majority would be covered by the Route H1-3 in the Recommended Network which would retain the current 90-92 Congleton town services.</p>
Estimated Cost	Changes to Proposals
Confidential	<p>The consultation has identified negative impacts as a result of the proposed withdrawal of the 99 service. From the consultation responses, the low volume of responses around Macclesfield indicates that the major impacts would be in Congleton and in particular in Buglawton which would no longer benefit from a direct service passing through to Macclesfield. The most severe effects would be on respondents who identified that they would be unable to get to work. Residents looking to access key services and use the service for shopping would still be able to use Routes H1-3 which would retain the current Congleton Town network.</p> <p>The consultation has however a relatively low social impact score with the service only moderately used. An alternative route is in place connecting Macclesfield and Congleton and retaining the service would be a high cost mitigation measure. The service is thus continued to be recommended for withdrawal.</p>
Usage of route (times when service is supported only)	
23,571	
Response Co-efficient	
0.39	
Social Impact Score	
2	

Service	200 - Wilmslow - Manchester Airport	
What we proposed	Service 200 would be withdrawn, parts of the route within Wilmslow town centre would be covered by proposed Route E. National rail services would be available between Wilmslow, Styal and Manchester Airport.	
What you said	<p>A total of 55 comments were received on the service. Key comments were:</p> <p>Withdrawal of the 200 service would leave residents with no means of transport, with a limited rail service and difficulties travelling for health (7 comments), shopping (7 comments) education (7 comments), work (6 comments) and social activities (6 comments). The removal of the 200 service would also pose a negative impact to visitors and potential loss of business due to lack of access to Styal Mill and HMP Styal.</p>	
Can changes be incorporated as an amendment to a consulted route?	No, would require retention of service	
Impact of Change	<p>During the consultation Northern Rail have confirmed that from May 2018 Styal Railway Station will have an hourly service which provides a significant upgrade on the current provision. As well as providing an alternative, the enhanced railway service is also likely to significantly reduce the number of passengers who would use the 200 service, increasing the cost per passenger and making the service more unviable.</p> <p>The majority of residences within Styal are within walking distance of Styal Railway Station, providing a good quality alternative to the 200 service.</p> <p>The needs base criteria shows that the 200 service scores relatively low, but does provide access to health, medical and welfare services as well as access to public transport interchanges.</p>	
Estimated Cost		Changes to Proposals
Confidential		From May 2018 Styal Railway Station will receive an hourly railway service which allows passengers from Styal to travel to Manchester Airport and Wilmslow – the same route as the 200 service. As well as providing an alternative, the enhanced railway service is also likely to
Usage of route (times when service is supported only)		
28,404		

Response Co-efficient	<p>reduce the number of passengers using the 200 service, further increasing the cost per passenger. The consultation showed a relatively low response co-efficient for the number of passengers with a social impact score of 5 from respondents considering there to be no other options available. These issues would however be alleviated by the improved rail service.</p> <p>Given the presence of an alternative means of travel and the likely reduction in passengers, the 200 service is continued to be recommended for withdrawal.</p>
0.23	
Social Impact Score	
5	

Service	315 - Congleton - Rode Heath
What we proposed	The 315 service would be withdrawn. Access to Kidsgrove and within Church Lawton and Alsager would be covered by the services 3 and 78. There would be no bus service between Congleton and Red Bull Crossroads.
What you said	<p>A total of 98 comments were received on the route. Key comments were:</p> <p>Withdrawal of the 315 service would negatively impact on residents of Scholar Green and Rode Heath due to complete loss of service (in combination with the loss of service 78.). This would leave residents with no alternative means of transport and would pose a large barrier to access basic services including health services (22 comments), shopping facilities (22 comments), social activities (11 comments), onward travel and transport links (8 comments) and banking (7 comments).</p>
Can changes be incorporated as an amendment to a consulted route?	An additional vehicle would be required however with the 78 service now a standalone part of the supported bus network, opportunities would exist to continue the route to serve the Odd Rode area, covering the routes of the 77 and 315 services and providing bus coverage in this area.
Impact of Change	<p>The proposed withdrawal of the 77 and 315 services would leave no bus access along the A34 corridor, affecting areas such as Scholar Green and Mow Cop. Whilst the 3 service serves parts of Alsager, the 315 also provides a town service to residents in the Linley Estate and Lawton Gate.</p> <p>Postcode plotting of the home postcodes of respondents on the 315 service indicates that the majority live in</p>

	<p>Scholar Green, Alsager and Rode Heath. The consultation responses also indicate that the withdrawal of the 77 and 315 services would lead to some residents not having access to key services, with access to health facilities and shopping particularly identified, with a social impact score of 12.</p> <p>The needs based criteria used to develop the Consulted Network ranked the 77 service below the threshold to become part of the Consulted Network although the service does provide access to shops, leisure and recreation opportunities as well as accessing jobs, education/training sites as well as health, medical and welfare services.</p>
Estimated Cost	Changes to Proposals
Confidential	The proposals will leave a large proportion of the borough without public transport coverage and whilst passenger numbers on the service are relatively low for a daytime service, the service has a higher social impact score.
Usage of route (times when service is supported only)	
15,308	
Response Co-efficient	The effects of the withdrawal of the 315 service can be mitigated by combining the 315 service with the 77 and 78 services to create efficiencies, with a combined service from Leighton Hospital to Congleton via Sandbach, Alsager, Rode Heath, Scholar Green Kidsgrove and Mow Cop. The above amendments are incorporated into the Recommended Network as Route J1.
0.91	
Social Impact Score	
12	

Service	319 - Sandbach - Holmes Chapel - Goostrey
What we proposed	The 319 service would be withdrawn. Access to Holmes Chapel would be retained through the proposed Route C. There would be no bus service to Cranage and Goostrey.
What you said	<p>A total of 110 comments were received on the route. Key comments were:</p> <p>Withdrawal of the 319 service would impact on the isolation of rural localities of Goostrey, Allostock and Twemlow and restrict access to Holmes Chapel and Sandbach. This would leave residents with no alternative means of transport (48 comments), and it would also be a barrier for health services (37 comments), shopping (33 comments), social activities (19 comments) and banking (11 comments). Concerns were also raised by residents in Holmes Chapel with the withdrawal of the service to Sandbach.</p>

Can changes be incorporated as an amendment to a consulted route?	No, an additional vehicle would be required although there is an opportunity to merge the operation of the 77, 78, 315, 319 and SB1-3 services to utilise vehicles more efficiently.	
Impact of Change	<p>The 319 service currently provides the only bus coverage in Goostrey, Cranage, Allostock and Twemlow Green, connecting to Holmes Chapel (also served by proposed Route C) and Sandbach (served by other routes). The needs based criteria process demonstrates that although the 319 service is below the threshold for inclusion in the Consulted Network, the service provides access to shops, leisure and recreational opportunities and jobs as well as education/training sites and public transport interchanges.</p> <p>Postcode plotting of responses from the consultation shows that the vast majority of respondents lived in Holmes Chapel and Goostrey. The consultation has identified that a number of residents who use the route would be unable to access key services with no alternatives available. Whilst there is a railway station at Goostrey, the station is located more than 400m away from the main settlement with a number of respondents in the consultation unable to access the station. The proposals would thus leave a number of residents with no alternative means of travel to access key services.</p>	
Estimated Cost	Changes to Proposals	
Confidential	<p>Whilst usage of the route is relatively modest, the withdrawal of the 319 service would result in a number of social impacts, with a large a number of respondents reportedly unable to access key services, lack of alternatives and a social impact score of 25, the fourth highest of all routes.</p> <p>Given the lack of alternatives and the higher social impact, the 319 service will be incorporated into the Route J proposals with a twice daily service to allow passengers to get to Holmes Chapel and Sandbach to access key services.</p>	
Usage of route (times when service is supported only)		
19,683		
Response Co-efficient		
0.75		
Social Impact Score		
25		

Service	378 - Wilmslow - Handforth
What we proposed	The 378 service was provided commercially but was withdrawn during the consultation owing to low passenger numbers.

What you said	The 378 service was not consulted upon.	
Can changes be incorporated as an amendment to a consulted route?	No an additional route would be required.	
Impact of Change	The withdrawal of the commercially operated 378 service represents a change in the coverage of the commercial bus network. As set out in section 3, the 378 service has thus been evaluated using the needs-based criteria methodology which has determined that the service would have been included in the Consulted Network if the changes had taken place prior to the design of the network. Due to scoring below the threshold, the 378 service is not recommended for inclusion in the Recommended Network.	
Estimated Cost		Changes to Proposals
Confidential		The replacement of the 378 service is not included in the Recommended Network.

Service	P1 - Middlewood - Poynton - Hazel Grove
What we proposed	The current P1 route would be withdrawn and part of the route would be served by the proposed Route F. There would be no services between Poynton Church and Argyle Street in Hazel Grove.
What you said	<p>A total of 226 comments were received on the route. Key comments were:</p> <p>Withdrawal of the P1 service would significantly impact on the residents of Higher Poynton (17 comments) and West Poynton (27 comments), and would pose as a barrier from access to services and locations such as Stockport. Removal of the P1 route also presents a barrier to onwards travel and transport links (49 comments), health services (43 comments), shopping facilities (35 comments), social activities (23 comments) and work (9 comments).</p>

Can changes be incorporated as an amendment to the consulted route?	Yes, as set out in the changes to Route F, an additional vehicle would be incorporated into Route F. In addition to continuing to Stockport, this would provide sufficient time in the timetable for the route to pass along Woodford Road and Chester Road to Hazel Grove Railway Station instead of the consulted route along A523 London Road.
Impact of Change	<p>The needs based criteria shows that the P1 service serves relatively few priorities. Survey results also showed that the majority of passengers that used the service boarded and alighted in the Eastern part of the town which was subsequently included in the route for the proposed Route F.</p> <p>The consulted proposals would no longer provide access in the western parts of Poynton and were identified in the consultation as creating a number of concerns, particularly access to health and shopping facilities for residents in this area. The social impact score of 27 was also relatively high mainly due to residents being unable to access key services.</p> <p>The proposals for Route F include an additional vehicle, with the service also continuing to Stockport. Whilst diverting the route via Woodford Road and Chester Road could not be accommodated in the proposed timetable, the additional vehicle and extension of the route would provide scope to divert the route through western Poynton. The diversion would disadvantage residents in northern Poynton, however whilst the surveys showed low usage in western Poynton on the existing P1 route, usage was also low in northern Poynton along A523 London Road and a greater number of concessionary pass holders live to the west of the town. The route would also be able to serve interchanges at Poynton and Hazel Grove railway stations.</p>
Estimated Cost	Changes to Proposals
Confidential	As set out above, the availability of an additional vehicle would allow the proposed Route F to pass through western Poynton and would meet more of the needs based criteria as well as mitigating the majority of the social impacts identified. The proposed route F will thus be re-routed via Woodford Road, Chester Road and Hazel Grove railway station before continuing to Stockport.
Usage of route (times when service is supported only)	
38,719	
Response Co-efficient	
0.80	
Social Impact Score	
27	

Service	SB1 - Sandbach Town Services SB2 - Sandbach Town Services SB3 - Sandbach Town Services
What we proposed	The SB1, SB2 and SB3 would be withdrawn. The 78 service would cover part of the SB2 route. The 37 and 78 services would also cover part of the SB3 route.
What you said	<p>A total of 77 comments were received on the route. Key comments were:</p> <p>Withdrawal of the 319 service would impact on access to services within Sandbach for the elderly (16 comments) and residents with health restrictions and mobility concerns (23 comments), leaving residents with no transport alternative. The removal of the service would also prove a barrier to day to day life such as accessing a GP and health services (29 comments), shopping (25 comments), and social activities (9 comments).</p>
Can changes be incorporated as an amendment to a consulted route?	The retention of the 319 service can be accommodated through the proposals to retain the 77, 78, 315 and 319 routes (route J) which could be used to provide the Sandbach Town Services on a daily basis at a reduced frequency.
Impact of Change	<p>The SB1-3 services provide the town services within Sandbach. The scoring from the needs based criteria was below the threshold for inclusion in the Consulted Network although the route does provide access to a number of health, medical and welfare services.</p> <p>The consultation and on-board surveys show that a large proportion of passengers using the service are elderly concessionary pass holders. Postcode plotting of the respondents to the consultation for this service showed that the respondents were distributed across the three parts of Sandbach served by each of the routes. The consultation also identified that a number of residents would have no alternative means of leaving their homes with the postcode plotting showing that respondents generally lived further away from alternative routes (e.g. service 37), identifying that the withdrawal of the service would leave a number of residents without alternative transport and unable to access other services in Sandbach.</p>
Estimated Cost	Changes to Proposals
Confidential	The consultation has identified that withdrawal of the Sandbach Town Services would result in some residents being unable to access scheduled bus services, particularly elderly residents. A higher social
Usage of route (times when service is supported only)	
27,494	

Response Co-efficient	impact of 14 was identified due to residents being unable to access key services. The retention of the Sandbach Town Services can be incorporated as proposed Route J3, utilising the vehicles providing the 77, 78, 315 and 319 services. The inclusion of route J3, providing Sandbach town services 3-4 times a day on a weekday, in thus included in the Recommended Network.
0.42	
Social Impact Score	
14	

Service	Crewe Flexirider	
What we proposed	The Crewe Flexirider evening service would be withdrawn.	
What you said	<p>A total of 4 comments were received on the route. Key comments were:</p> <p>Passengers felt that they would be left with no alternative transport in the evenings.</p>	
Can changes be incorporated as an amendment to a consulted route?	No, would require retention of service.	
Impact of Change	<p>Review of the usage of the Crewe Flexirider shows that the service is used by a relatively small group of passengers. The number of consultation responses on the service was very low but did indicate some impact on evening social activities.</p> <p>Alternative transport would be likely to be in the form of taxis (or walking/cycling) with the limited extents of the service (within the Crewe boundaries only) meaning that the costs of this alternative transport would be fairly low. The impacts associated with the withdrawal of the service are thus likely to be fairly minimal.</p>	
Estimated Cost	Changes to Proposals	
Confidential	The consultation identified few negative impacts associated with the proposed withdrawal of the Crewe Flexirider service. Given these limited impacts, limited usage and high cost per passenger the Crewe Flexirider is continued to be recommended for withdrawal.	
Usage of route (times when service is supported only)		
Response Co-efficient		

Social Impact Score	
0	

Service	5,6 - Macclesfield - Weston Estate
What we proposed	Sunday services would be withdrawn
What you said	A total of 34 comments were received on the route. Key comments were: Loss of access to leisure facilities and social opportunities (8 comments).
Can changes be incorporated as an amendment to the consulted route?	No.
Impact of Change	The proposals would withdraw Sunday services on routes 5 and 6 between Macclesfield and Weston Estate. The 5 and 6 are currently the only local bus services in this part of Macclesfield which operate on a Sunday. The consultation identified some negative impacts including residents being unable to leave their homes on a Sunday although in general the response coefficient and social impacts show that the impacts of withdrawing the 5 and 6 on a Sunday would be less than for other proposed changes.
Estimated Cost	Proposed Changes to Network
Confidential	As set out in section 4, the Recommended Network would not provide support for services operating on a Sunday.
Usage of route (times when service is supported only)	
9,836	
Response Co-efficient	
0.61	
Social Impact Score	
1	

Service	6E - Brookhouse - Leighton Hospital	
What we proposed	Weekday evening service 6E would be withdrawn	
What you said	A total of 48 comments were received on the service. Key comments were: The lack of evening services to Leighton Hospital for visiting and appointments (13 comments), the barrier to social and nightlife (19 comments) and difficulties in returning home from work, particularly shifts at Leighton Hospital (6 comments).	
Can changes be incorporated as an amendment to the consulted route?	No,. The Council will obtain a cost for extending the hours of operation of the 6E and other services as part of the procurement.	
Impact of Change	The majority of comments relate to the lack of an evening service between Shavington and Leighton Hospital with 8 respondents feeling that they would be left with no alternative and 6 respondents reporting that the changes would have a negative impact on their quality of life leading to isolation. The proposals may also have associated effects including an adverse impact on the night time economy in Crewe. Evening services to Leighton Hospital was a common theme in the consultation for a number of routes. Whilst surveys show usage at this time is lower, this was a key concern raised and as part of the procurement of the Recommended Network, the Council will seek costs for providing evening services.	
Estimated Cost		Proposed Changes to Network
Confidential		The provision of evening services to Leighton Hospital was a common theme in the consultation for a number of routes. As part of the procurement the Council will seek costs for extending the hours of operation of the 6E along with other services.
Usage of route (times when service is supported only)		
8,956		
Response Co-efficient		
0.73		
Social Impact Score		

8	
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Service	8 - Sydney - Crewe - Wistaston Green	
What we proposed	Evening and Sunday services would be withdrawn	
What you said	A total of 59 comments were received on the route. Key comments were: 1. Loss of the evening services (16 comments) with the majority of these comments relating to getting to and from work (11 comments) 2. Retention of Sunday services (10 comments) which were reported to have effects to getting to and from church (5 comments) and leisure / social / shopping facilities (4 comments)	
Can changes be incorporated as an amendment to the consulted route?	No.	
Impact of Change	<p>The Council subsidises the 8 service to operate in the evenings after 6pm and on Sundays, with services at both times consulted on for withdrawal.</p> <p>In the consultation results the main impact associated with the loss of evening services relates to passengers not being able to return home from work. Postcode plotting shows the majority of these respondents live in Wistaston Green / Wistaston.</p> <p>The impacts identified in the consultation for the proposed withdrawal of Sunday services mainly relate to loss of access to church and leisure, shopping and social activities. The impacts identified for the withdrawal of Sunday services are however less than the proposed withdrawal of evenings services.</p>	
Estimated Cost		Proposed Changes to Network
Confidential		The consultation has identified that retaining the 8 service would result in some negative impacts, mainly from the withdrawal of evening services. The proposals to the 8 service do have a high response co-efficient and a higher social impact score. As part of the procurement
Usage of route (times when service is supported only)		
10,323		
Response Co-efficient		

1.24	<p>the Council will seek costs from operators for providing evening services in other areas and the identified impacts in this area will be taken into account when reviewing the tender responses.</p> <p>The impacts of withdrawing Sunday services were generally less. As set out in section 4, to maximise service provision at other times, the Recommended Network does not include support for services operating on a Sunday.</p>
Social Impact Score	
9	

Service	9 - Macclesfield - Moss Rose (Circular)
What we proposed	Evening services on Friday, Saturday and Sunday would be withdrawn. Services on Monday to Thursday would not be affected
What you said	<p>A total of 21 comments were received on the route. Key comments were:</p> <ol style="list-style-type: none"> 1. The most common effect identified related to loss of social opportunities (5 comments) with one respondent identifying difficulties in getting from work as a result of the proposals.
Can changes be incorporated as an amendment to the consulted route?	No
Impact of Change	<p>In general, a lower number of responses were received on the proposed changes to this route.</p> <p>The proposal would remove the services after 20:55 on Friday and Saturday evenings. Along with similar services for the 10 service between Macclesfield and Bollington, these are the only routes in the borough where later night services are extended to only operate on Friday and Saturday evenings. The service operates commercially until approximately 8pm and continuing the support of the Friday and Saturday services would be later than anywhere else in the borough.</p> <p>The main impacts identified in the consultation relate to respondents reporting the loss of social opportunities from night time activities and getting home from working in the night time economy. The impacts associated are thus</p>

	<p>likely to be less than other concerns raised (e.g. where passengers cannot get home from work). The proposals may also have associated effects including an adverse impact on the night time economy in Macclesfield.</p> <p>The consulted proposals would also withdraw services after 16:35 on Sunday. The impacts associated are generally less, with the last bus operating after the end of usual Sunday trading hours.</p>
Estimated Cost	Proposed Changes to Network
Confidential	<p>The proposal would withdraw the Friday, Saturday and Sunday evening services on the 9 service from Macclesfield to Moss Rose. The consultation has identified there to be some impacts from reduced social opportunities at night however the route is relatively short, with the furthest point of the route approximately 2.5km from Macclesfield Bus Station. The impacts on individuals are thus likely to be less than longer distance services where alternative transport may take longer / cost more.</p> <p>As set out in Section 4, the provision of Sunday services is not proposed for the inclusion in the Recommended Network. the provision of Sunday services is not proposed for the inclusion in the Recommended Network.</p>
Usage of route (times when service is supported only)	
2,797	
Response Co-efficient	
0.86	
Social Impact Score	
1	

Route	10, 10A - Macclesfield - Bollington
What we proposed	Evening services on Friday, Saturday and Sunday would be withdrawn. Services on Monday to Thursday would not be affected.
What you said	<p>A total of 85 comments were received on the route. Key comments were:</p> <ol style="list-style-type: none"> 1. Concerns over withdrawals of the evening (24 comments) and weekend services (11 comments)

	<p>2. Impacts on social lives within Bollington by posing a barrier to social activities and events (28 comments)</p> <p>3. Concerns of accessing Macclesfield for work and social activities from Bollington</p>
Can changes be incorporated as an amendment to the consulted route?	No
Impact of Change	<p>Similar to the 9 service to Moss Rose above, the Council currently supports additional Friday and Saturday evening services on the 10 service between Macclesfield and Bollington, the only instances where the Council operates similar services of this type in the borough.</p> <p>The consultation identified that 28 respondents feel that their social opportunities would be reduced as a result of the proposals, with 10 respondents identifying that the proposals would make it a barrier to get home from work. The service operates commercially until approximately 8pm and continuing the support of the Friday and Saturday services would be later than anywhere else in the borough. The proposals may also have associated effects including an adverse impact on the night time economy in Macclesfield.</p> <p>The consulted proposals would also withdraw services after 16:35 on Sunday. The impacts associated are generally less, with the last bus operating after the end of usual Sunday trading hours.</p>
Estimated Cost	Proposed Changes to Network
Confidential	<p>The proposal would withdraw the Friday, Saturday and Sunday evening services on the 10 service from Macclesfield to Bollington. The consultation has identified there to be some impacts from reduced social opportunities at night and difficulties getting home from work for some respondents. Whilst these additional services do support the night-time economy, these are the only such services in the borough and the distance is relatively short for alternative means of travel such as a taxi. The retention of the 10 service is thus not included in the Recommend Network.</p>
Usage of route (times when service is supported only)	
8,391	
Response Co-efficient	
1.57	
Social Impact Score	
5	

	As set out in Section 4, the provision of Sunday services is not proposed for the inclusion in the Recommended Network.
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Route	12E - Shavington - Leighton Hospital	
What we proposed	The first 12E bus on Sunday morning would be withdrawn	
What you said	A total of 42 comments were received on the route. Key comments were: Staff potentially unable to get to Leighton Hospital on time on Sunday (5 comments) or not able to access health facilities (10 comments).	
Can changes be incorporated as an amendment to the consulted route?	No	
Impact of Change	The proposal is for the withdrawal of the first 12E services on a Sunday, with the service operating commercially at other times on a Sunday. The change would mean that passengers would have to wait an additional two hours before being able to use the service. The consultation identified some impacts of potentially affecting staff working at the hospital and people accessing appointments but from the responses given, the impacts on the majority of respondents would be comparatively minor compared to the impacts for some other services.	
Estimated Cost		Proposed Changes to Network
Confidential		As set out in section 4, the provision of Sunday services is not proposed for the inclusion in the Recommended Network.
Usage of route (times when service is supported only)		
1,904		
Response Co-efficient		
4.57		
Social Impact Score		
1		

Route		31 - Crewe - Leighton Hospital - Winsford - Northwich	
What we proposed		Evening services from Crewe bus station on a weekday and Saturday would be withdrawn.	
What you said		A total of 35 comments were received on the route. Key comments were: The loss of access to Leighton Hospital for both visiting and evening clinics and appointments (10 comments) and the loss of the service being a barrier to social activities (5 comments)	
Can changes be incorporated as an amendment to the consulted route?		No.	
Impact of Change		The proposal would withdraw the subsidy for the 31 service which would affect the operation of the last bus of the day from Crewe to Northwich. The consultation identifies concerns of respondents not being able to access hospital appointments and loss of social opportunities. The proposals may also have associated effects including an adverse impact on the night time economy in Crewe. Postcode plotting of respondents shows that the majority of respondents on this service live in Crewe and as part of the procurement of the Recommended Network, the Council will seek costs from operators for providing other evening services to Leighton Hospital.	
Estimated Cost		Proposed Changes to Network	
Confidential		Whilst the social impact score for the 31 service is lower and relatively few passengers are affected, the provision of evening services to Leighton Hospital was a common theme in the consultation for a number of routes. Costs for the provision of evening services will be obtained as part of the procurement for the Recommended Network.	
Usage of route (times when service is supported only)			
1,897			
Response Co-efficient			
2.74			

Social Impact Score	
2	

Route	37 - Crewe - Sandbach - Middlewich - Winsford	
What we proposed	Evening services on weekdays and Saturday would be withdrawn	
What you said	A total of 107 comments were received on the route. Key comments were: Retention of at least some of the evening services for social and leisure purposes (47 comments), concerns over the loss of part of the Saturday service (11 comments), concerns from commuters who do not have an alternative for going to or returning from work (11 comments) and concerns over the impact the withdrawal could have on Middlewich as it does not have a train station (13 comments) and associated air quality and congestion impacts.	
Can changes be incorporated as an amendment to the consulted route?	No, the service would need to be sourced from vehicles already working on daytime services.	
Impact of Change	The consultation identified a number of impacts relating to residents being unable to get home from work, loss of social opportunities and resulting consequential impacts on congestion and air quality. The consultation identified concerns of respondents with regards to the withdrawal of the evening service and its impact on their social and leisure activities. The proposals may also have associated effects including an adverse impact on the night time economy and potentially incidents such as driving whilst under the influence of alcohol. Concerns were expressed on the impact on Middlewich as it does not have a train station and this would significantly impact on commuters who do not have an alternative for going to or returning from work.	
Estimated Cost		Proposed Changes to Network
Confidential		The provision of evening services was a common theme in the consultation for a number of routes. Costs for the provision of evening services will be obtained as part of the procurement for the Recommended Network.
Usage of route (times when service is supported only)		
10,313		
Response Co-efficient		

1.90	
Social Impact Score	
11	

Route	38 - Crewe - Sandbach - Congleton - Macclesfield	
What we proposed	Evening services on weekdays and Saturday would be withdrawn. The first and last service on a Sunday would also be withdrawn	
What you said	<p>A total of 295 comments were received on the route. Key comments were:</p> <ol style="list-style-type: none"> 1. Continuation of the evening service for commuting to and back from work (60 comments) 2. Evening service for social purposes (82 comments) 3. Maintain weekend service 	
Can changes be incorporated as an amendment to the consulted route?	No, the service would need to be sourced from vehicles already working on daytime services.	
Impact of Change	<p>Withdrawal of the 38 service would cause particular concerns to commuters who rely on the evening service to commute to and from work and is also seen as a barrier to social activities.</p> <p>The proposals may also have associated effects including an adverse impact on the night time economy in Crewe and Macclesfield, and potentially incidents such as driving whilst under the influence of alcohol. The proposals identified the highest social impact score of all routes, mainly due to passengers being unable to get home from work.</p>	
Estimated Cost	Proposed Changes to Network	
Confidential	The provision of evening services was a common theme in the consultation for a number of routes. Costs for the provision of evening services will be obtained as part of the procurement for the Recommended Network.	
Usage of route (times when service is supported only)		
50,680		
Response Co-efficient		

0.95	The provision of Sunday services is not proposed for the inclusion in the Recommended Network.
Social Impact Score	
38	

Route	130 - Macclesfield - Wilmslow - Manchester	
What we proposed	Sunday services would be withdrawn	
What you said	A total of 106 comments were received on the route. Key comments were: 1. Concerns over access to both Macclesfield and Manchester Hospital (31 comments) 2. Loss of access to health facilities (20 comments) social / shopping facilities and loss of access to work (9 comments)	
Can changes be incorporated as an amendment to the consulted route?	No.	
Impact of Change	The Council currently subsidises the 130 service to operate on a Sunday. The main impacts identified in the consultation centred on the loss of access to social and shopping activities as well as access to health facilities for Sunday appointments at Macclesfield Hospital. Regular services operate along the 130 route on weekdays and Saturday providing other opportunities to travel for social purposes and access leisure facilities, with relatively few respondents identifying that their activity had to be undertaken on a Sunday. Sunday railway services to Manchester are also available from Macclesfield, Alderley Edge, Wilmslow and Handforth stations. The proposals are thus likely to be inconvenient to a number of passengers but the social impact score is relatively low.	
Estimated Cost		Proposed Changes to Network
Confidential		
Usage of route (times when service is supported only)		
20,166		
Response Co-efficient		
As set out in section 4, the Recommended Network would not provide support for services operating on a Sunday.		

0.87	
Social Impact Score	
6	

Route	300 - Knutsford - Longridge
What we proposed	Weekday evening and all Saturday services would be withdrawn.
What you said	<p>A total of 35 comments were received on the route. Key comments were:</p> <ol style="list-style-type: none"> 1. Concerns over the withdrawal of the Saturday service which was seen as both well used and valuable (9 comments) 2. Concerns over isolation for Westfield Drive, Lilac Avenue and Northwich Road and the provision of a service stop at Tabley Road (9 comments) 3. Maintain the evening service (5 comments)
Can changes be incorporated as an amendment to the consulted route?	No
Impact of Change	<p>The consultation showed that the main concern centred around the loss of Saturday services on the 300 service. Particular concerns identified were barriers to shopping, health services and social activities.</p> <p>Postcode plotting shows that the majority of respondents lived in the Shaw Heath area of Knutsford with another large group living off Northwich Road. The proposed route E included in the Recommended Network would pass along B5085 Knutsford Road to the north of this area with large parts of the area within 400m walking distance. The Route E would operate at an hourly frequency with weekday and Saturday services until approximately 6-7pm depending on the direction of travel.</p> <p>On weekdays and Saturdays residents living off Northwich Road would also be within 400m walking distance of the two hourly E2 service between Knutsford and Northwich.</p>
Estimated Cost	Proposed Changes to Network

Confidential	The consultation has identified impacts regarding loss of access, particularly on a Saturday. The main areas served by the 300 are however in close proximity to the proposed Route E which would maintain bus access in these areas on a Saturday and later into the evening. The proposed retention of the evening and Saturday 300 services is thus considered to be low priority.
Usage of route (times when service is supported only)	
17,574	
Response Co-efficient	
0.27	
Social Impact Score	
1	

Appendix 3 – Consultation Summary Report

Cheshire East Council

Supported Bus Service Review 2017

A summary of consultation responses



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Report produced by Ben Buckley and Emily Steer of the Research and Consultation Team, Cheshire East Council, on behalf of the Strategic Infrastructure Team, Cheshire East Council. Please email RandC@cheshireeast.gov.uk for further information. 9th October 2017.

Executive summary

Introduction

During Summer 2017 Cheshire East Council consulted on proposed changes to the bus services which are supported (subsidised) by the Council. During the consultation almost 4,000 responses were received, and over 600 people attended one of 13 public consultation events held throughout the borough. The consultation responses will be used, as part of a wider methodology, to amend the proposals for the Council's supported bus network, with final proposals to be presented to the council's Cabinet in November 2017.

Supported bus route usage

Overall:

- 60% of those using a route did so at least twice a week
- Monday to Friday before 6pm was the most popular time for using a route – 87% of those responding used a route during this time
- The main reasons for using routes were shopping (67%), leisure / social (49%), medical (43%) and travel to work (14%)
- 76% of respondents had no alternative transport available to buses.

Overall impact of the proposals

Unsurprisingly, those responding to the consultation were largely in disagreement with the proposals, it seems clear that the proposed changes will impact on a number of residents of Cheshire East.

In the very worst cases, some respondents, who have no access to alternative transport, stated that as a result of the proposals they could become isolated, no longer able to commute to work, having to relocate, or not being able to access health services.

The proposed changes for which there was most concern seemed to be ones proposing cuts to evening and weekend services, and those most likely to be impacted by the proposals included the elderly, those living in rural areas and those with limiting long term illnesses or disabilities.

Route-by-route summaries

In total, proposed changes for 45 supported routes were consulted on. Of these, proposals for 17 were to replace them with new routes A to H – proposals for these routes created less concern than the proposals for the remaining 28.

These remaining 28 routes have been given an Assessment Priority from 1 to 24, where 1 is the route which should be looked at first when looking to mitigate the impacts of proposals, through to 24 which is the route which should be looked at last. These Assessment Priorities were created from the following 3 indicators: Route Usage figures, a Response Coefficient, and a Social Impact Count.

Overall, this gives us an indication as to the potential impact of each proposal and suggests what the key concerns about each of the proposals were. The table below shows these 28 routes listed in order from Assessment Priority 1, down to Assessment Priority 24, alongside these key concerns:

Route number	Assessment Priority	Suggested changes to the original proposal
38	1	Evening and / or weekend service provision
78	2	Evening and / or weekend service provision (medical run)
319	3	Rural service provision
37	4	Evening and / or weekend service provision
8	5	Evening and / or weekend service provision (Sundays)
56, 75, 79, 83 & 89	6	Rural service provision for the 56, 75 & 83
315	7	Rural service provision / Vulnerable elderly
77	8	Urban re-route
SB1-3	9	Vulnerable elderly
10, 10A	10	Evening and / or weekend service provision
130	11	Evening and / or weekend service provision (Sundays)
6E	12	Evening and / or weekend service provision
32	13	None suggested
5, 6	14	Evening and / or weekend service provision (Sundays)
200	15	Rural service provision
99	16	Other - Make minor tweaks
300	17	Vulnerable elderly / Urban re-route
12E	18	Evening and / or weekend service provision (medical run)
31	19	Evening and / or weekend service provision (medical run)
47	20	Rural service provision
35	21	Rural service provision
9	22	None suggested
Little Bus	23	See section 1.4
Crewe Flexirider	24	None suggested

Introduction

Between 18th May and 26th July 2017 Cheshire East Council consulted on proposed changes to the bus services which are supported (subsidised) by the Council.

As part of the consultation, almost 4,000 survey and letter responses were received, and over 600 people attended one of 13 public consultation events held throughout the borough. There were also numerous newspaper articles written about the consultation, and some social media discussion about it. Full detail about the consultation methodology can be found in Appendix 1.

This report presents a summary of all consultation responses received by the council as accurately and fairly as possible, but it should be noted that it does not detail every viewpoint received.

This report is broken down as follows:

- Chapter 1 of this report summarises responses to the closed questions in the consultation survey
- Chapter 2 provides individual summaries of survey responses for each of the 45 routes consulted on
- Appendices 1 and 2 provide detail about the consultation methodology and about survey respondents
- Appendices 3 to 5 provide route specific data and individual route summaries
- Appendices 6 to 8 provide summaries of other consultation activity.

This report is supplemented by the report “Supported Bus Service Review 2017 – All formal responses”, which contains a copy of all formal responses received as part of the consultation. This formal responses report is available from the council upon request.

Chapter 1 – Overall results

Chapter 1 presents a summary of results to the closed questions included in the questionnaire. In total 3,771 people completed a consultation questionnaire. Appendix 4 includes a breakdown of responses to these questions on a route-by-route basis.

Section 1.1 – Respondent profile

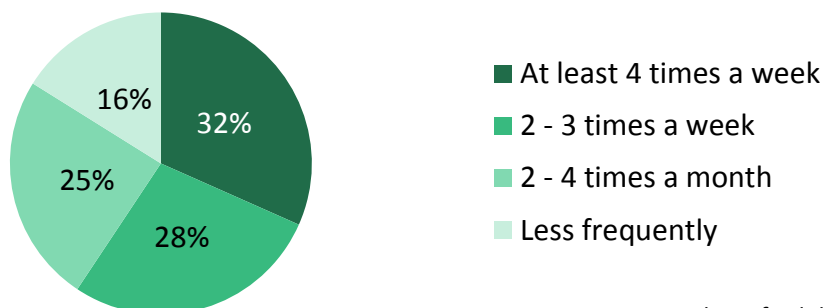
Those completing the questionnaire for any of the routes being consulted on were asked a series of questions to understand their usage of the service.

Frequency of usage

Overall, 60% of respondents used their services at least twice a week, with one third, 32%, using them 4 times a week – see Figure 1. Those more likely to use their service at least 4 times a week included:

- Those aged under 45 (48% Vs 32%)
- Residents of Crewe (47% Vs 32%)
- Those living in the most deprived areas of Cheshire East (44% Vs 32%), as defined by [Index of Multiple Deprivation](#) definitions.

Figure 1: How often do you use this bus service?



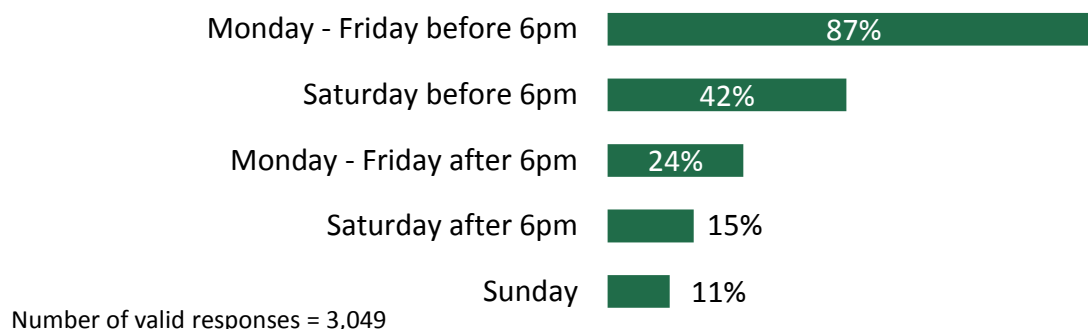
Number of valid responses = 2,983

Times of usage

The most popular time to travel on the routes was Monday to Friday before 6pm, with 87% of respondents travelling on their route at this time. Around 11% of respondents travelled on their route on a Sunday – see Figure 2.

Figure 2: On which days and time do you usually travel?

Percentages may not add 100% as respondents could select all that applied

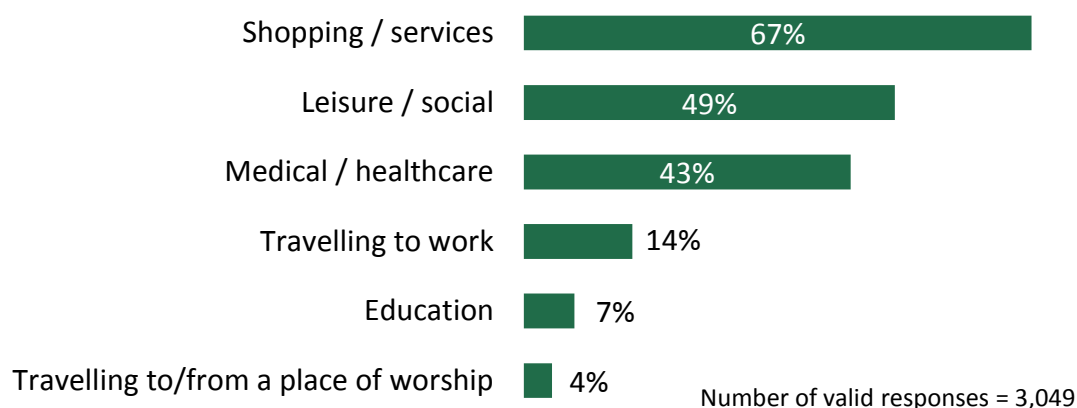


Journey purpose

The main reasons for using the routes were for shopping / services (67%), leisure / social (49%), medical / healthcare (43%) and travel to work (14%) – see Figure 3.

Figure 3: What is the main purpose of your journey?

Percentages may not add 100% as respondents could select all that applied

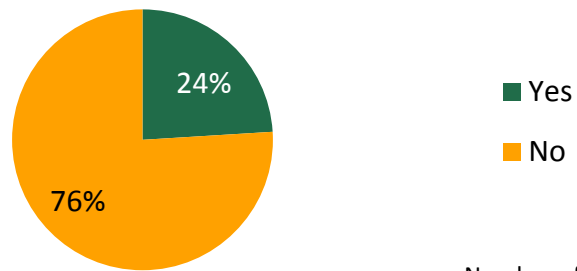


Availability of alternative transport

76% of respondents stated they do not have alternative transport available if they could not use their bus route – see Figure 4. Those less likely to have alternative transport available included:

- Those living in the most deprived areas in Cheshire East (91% have no alternative transport available Vs 76% across Cheshire East)
- Those living in Crewe (89% Vs 76%)
- Those under age 45 (87% Vs 76%)
- Those with a limiting health problem / disability (87% Vs 76%)
- Females (81% Vs 76%).

Figure 4: Do you have alternative transport available if you could not use this bus?

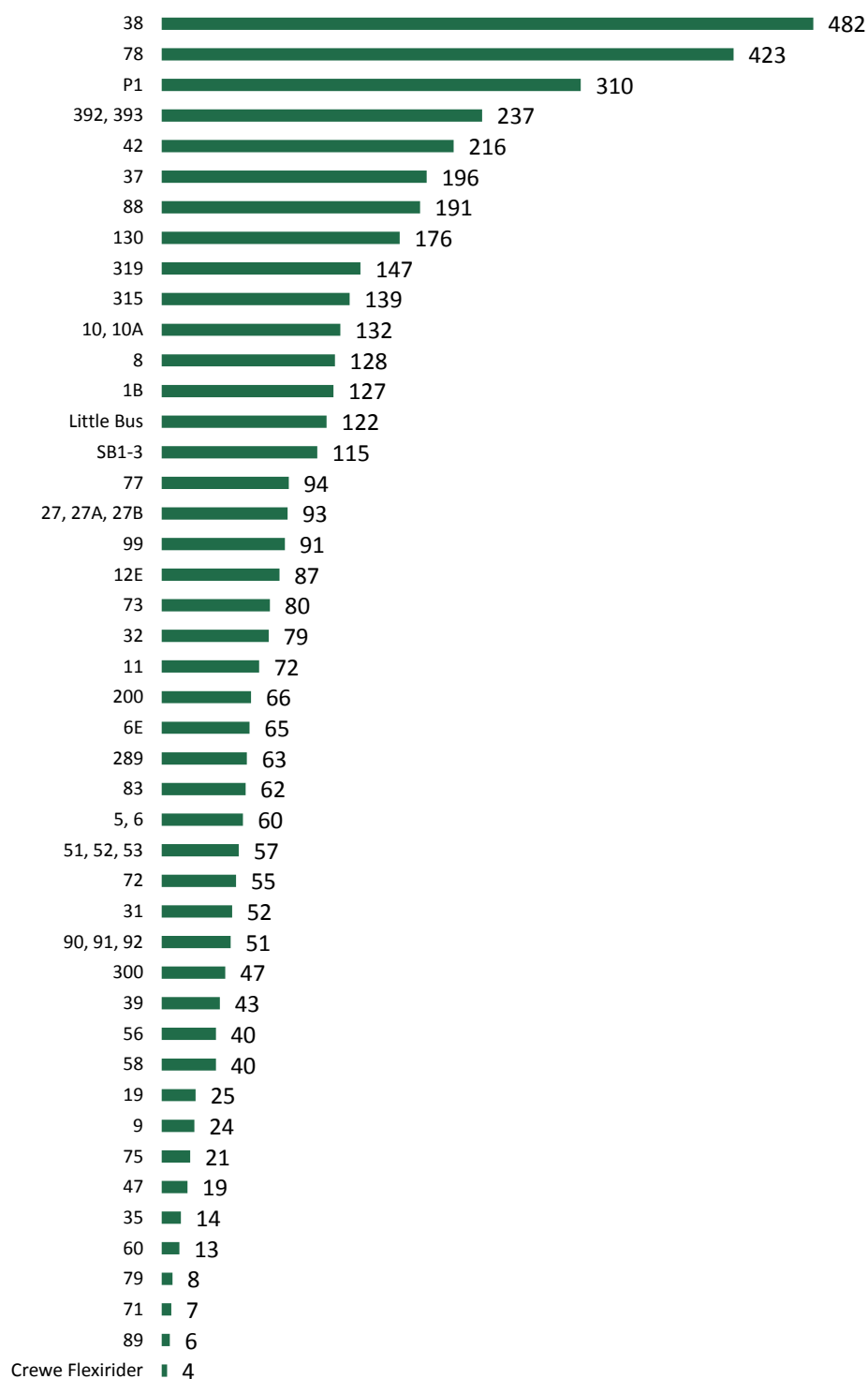


Number of valid responses = 2,777

Section 1.2 – Number of consultation responses by route

Figure 5 below shows the number of responses received as part of the consultation, by each of the routes being consulted on. Overall, 3,049 respondents gave 4,579 responses for individual routes, with several respondents submitting a response for more than one route.

Figure 5: Number of consultation responses by route



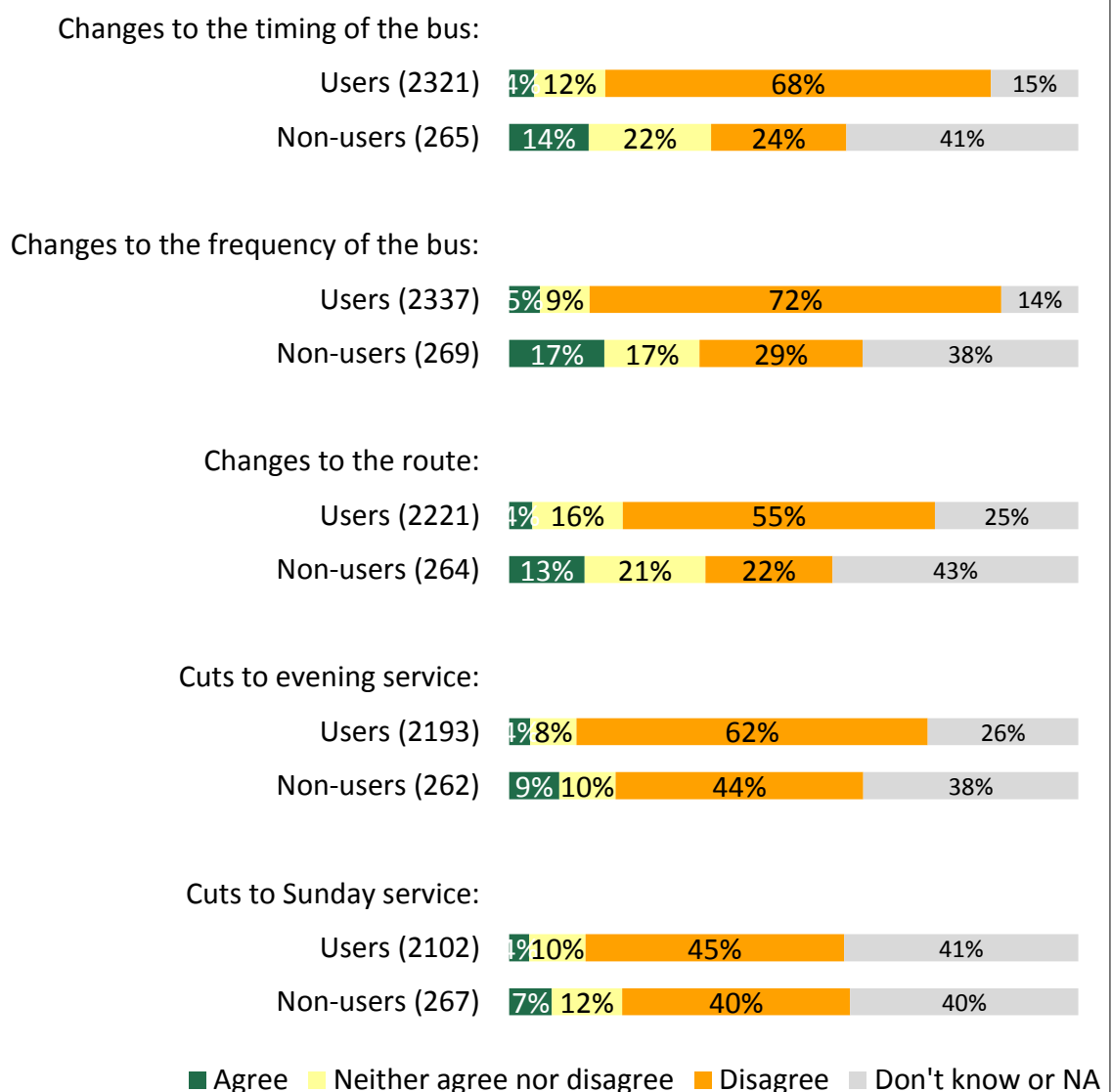
Number of valid responses = 3,049

Section 1.3 – Overall views of the proposals

There was general disagreement with the proposals, particularly for current users of the bus services being consulted on, with between 45% and 72% of them disagreeing with proposed cuts and changes to services. Current users of the services being consulted on were more likely to respond “don’t know” or “NA” to questions about changes to the route, cuts to evening services and cuts to Sunday services.

It is interesting to note that non-users of the services were more likely to agree with the proposals, particularly with the proposed changes to the timings, frequencies and routes of the services – see Figure 6 below.

Figure 6: Thinking about the proposals for supported bus services, what are your views on our proposals?



Number of valid responses in brackets

Section 1.4 – Little Bus

Introduction

The Council provides a door to door flexible transport (dial a ride) service called Little Bus. Little Bus operates between during weekday daytimes and is available to anyone who pre-registers and has impaired mobility or lives in an area with no scheduled bus service.

The consultation proposed to reduce the funding for the Little Bus service in line with the reduction for the other supported bus services. This would reduce the number of Little Bus vehicles operating from 9 at present to 4 or 5 which would not be provide enough vehicles to serve the whole borough daily.

The consultation also looked to find out how respondents want the Little Bus service to be managed in the future, with the following 7 options outlined for how the Little Bus Service could be operated in the future.

1. Little Bus operates on a first come first served basis
2. Priority given to pre-booked “essential” journeys such as for work, education or health appointments, any remaining seats on the bus would be available to book after a certain time on the day before travel
3. Little Bus operates 5 vehicles between 9.30am and 2.30pm only
4. Little Bus operates 4 vehicles between 9.30am and 2.30pm and again between 4.00pm and 5.00pm
5. Little Bus serves different parts of the borough on different days
6. Membership of Little Bus is limited to people with more severe health issues which affects their ability to use other public transport (e.g. receiving Disability Living Allowance, Attendance allowance, blue badge holder, wheelchair user, etc)
7. Apply a charge of up to £3 for concessionary bus pass holders, in line with the charge applied to non-concessionary bus pass holders. This could provide further funding to increase the number of vehicles available for Little Bus users.

Respondent Profile – Little Bus

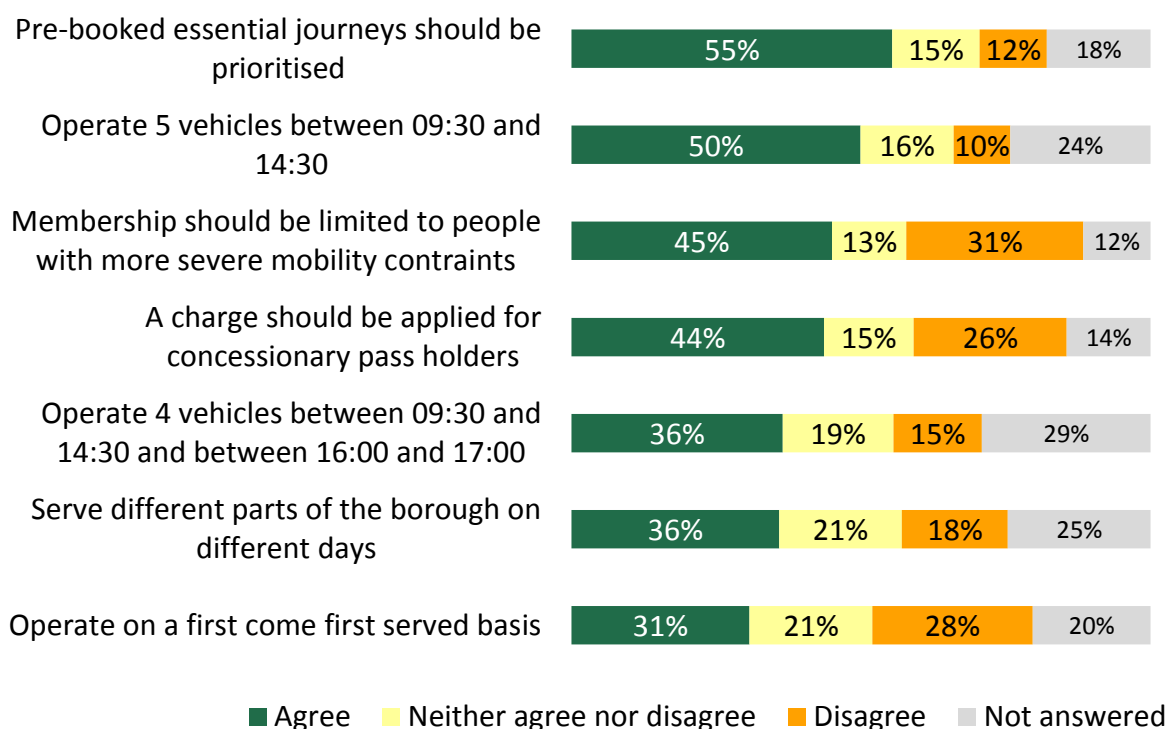
The consultation questionnaire and information leaflet were sent to all 2,232 registered members of the Little Bus service. In total 491 consultation responses were received from Little Bus members, representing a response rate of 22%.

A large proportion of these, 89%, had no alternative means of transport available to them if they could not use Little Bus.

Little Bus members – Views on future provision of the service

Little Bus members were asked how strongly they agree with options to manage the Little Bus service in the future – the responses are shown in Figure 7 below.

Figure 7: How much do you agree, or disagree, with each of the options for the Little Bus service? *LITTLE BUS MEMBERS ONLY*

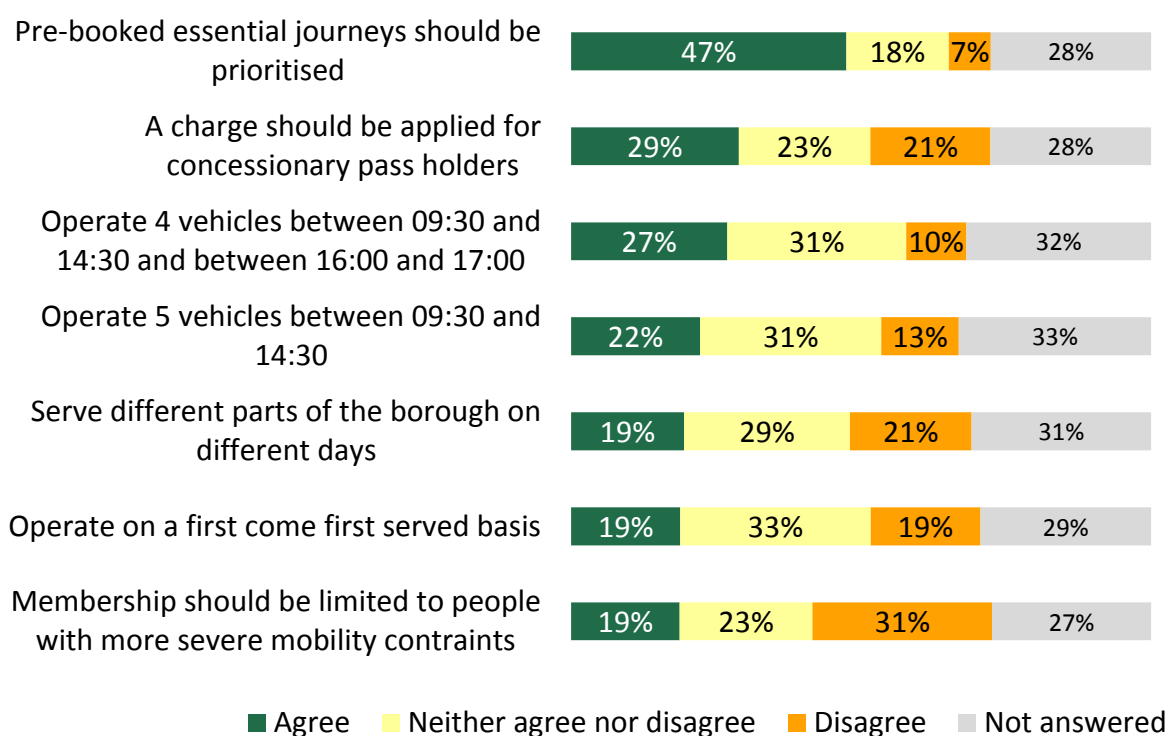


Number of valid responses = 491

Non-members – Views on the future provision of the service

Non Little Bus members were also asked the same question, and it is noticeable that non-members were more likely to select “Neither agree nor disagree” for each option. See Figure 8 below.

Figure 8: How much do you agree, or disagree, with each of the options for the Little Bus service? *NON-MEMBERS ONLY*



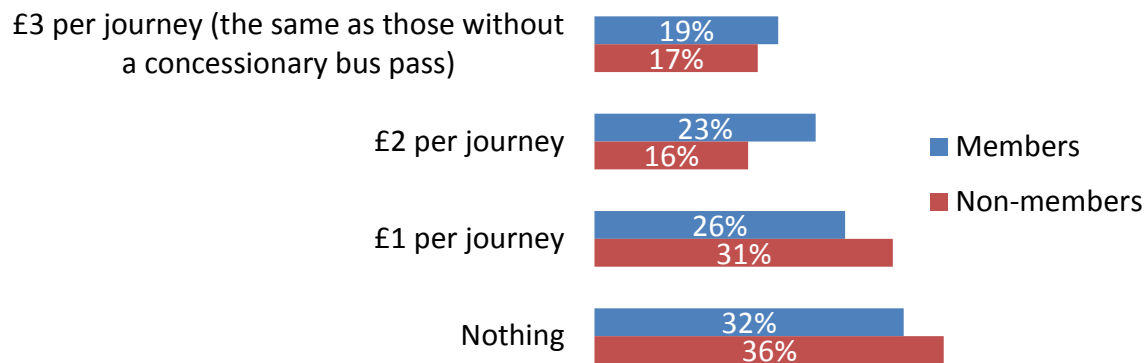
Number of valid responses = 2,727

Charging concessionary bus pass holders

Respondents were asked how much they felt concessionary bus pass holders should be charged for using Little Bus (those without concessionary bus passes currently pay £3 per journey).

Almost one third, 32%, of Little Bus members felt concessionary bus pass holders should not be charged, with 26% stating concessionary bus pass holders should be charged £1 per journey, 23% stating it should be £2 per journey and 19% stating it should be £3 per journey - see Figure 9.

Figure 9: How much do you think concessionary bus pass holders should be charged for using Little Bus?



Number of valid responses = 362 for members, and 1,607 for non-members

Comments on the Little Bus proposals

Question 25 of the survey asked respondents to provide any further comments on the options for Little Bus, including any suggestions for how the service could be improved. 1,050 participants in total answered this question, with comments grouped into the below categories.

It should be noted that respondents were unlikely to comment directly on the proposals made for Little Bus, choosing instead to suggest improvements for the service, or to comment on what they thought was wrong with the service.

Suggested improvements for the Little Bus service (213 comments)

The main improvements suggested were around increasing the number of Little Bus destinations, pick-up points and frequency of service – in the main increasing the level of service provision. Respondents here suggested:

- Increasing the **number of destinations** for users to visit, and **pick-up points** – Respondents felt this should be increased to cover more rural areas, to help service an aging population, and to help service a greater demand placed on the service as a result of cuts to current subsidised bus routes (73 comments)
- Increasing the **frequency of services** – Respondents also felt that the frequency of Little Bus should be extended to serve evenings and weekends, and to also be available on a daily basis rather than once or twice a week (28 comments)

Thereafter, respondents also made a number of suggested improvements, including:

- Improving **promotion** of the service – Respondents felt the service was not promoted as much as it could be, and should be promoted in a wider variety of ways including

through pamphlets distributed at local libraries and at bus stops, as well as via social media and the Cheshire East website (45 comments)

- Improving the **booking system** – Some felt this could best be achieved by abolishing the booking system, due to the difficulty of trying to arrange a medical appointment to fit in with the limited Little Bus times and capacity, whilst others felt the booking system needed to be improved by making it easier to make appointments by having more people answering the phone, or more seats available. Having to pre-book Little Bus did cause respondents concern, and this was seen as the main negative as compared to regular scheduled services (41 comments)
- Some suggested that **accessibility** onto, and **standard of**, Little Bus should be improved, including through low floor access, a wheelchair lift and more comfortable seating (26 in total).

Fares (125 comments)

A significant number of respondents commented on the issue of fares for using Little Bus.

Some were happy to pay a fare to use the service – Several concessionary pass holders stated that they were happy to pay up to £3 per return journey for the service, and that they would be happy to relinquish their free passes in order to help fund the service and keep it running (46 comments). A number of non-pass holders also suggested that concessionary pass holders should be charged for their journeys as Little Bus provides a door to door service, unlike the public bus service, therefore is no different than using a taxi service (33 comments).

A number of concessionary pass holders stated that they should not have to pay for the service, or that they were not willing to pay for the service, for a number of reasons including the fact they cannot afford to pay a fare, or that they receive disability benefits so should not pay. Others however contradicted this saying that those receiving disability benefits should pay as they receive them to go towards travel expenses (26 comments).

Additional comments relating to the fares cited that use of Little Bus should be free, the proposed fares are too high, carers should be charged a reduced fare rather than the full non-concessionary price, and a yearly pass should be made available (20 comments).

Eligibility to use the service (77 comments)

Respondents also discussed who they felt should and shouldn't be eligible to use Little Bus.

On the one hand, some felt Little Bus should be provided purely for the elderly, infirm and individuals with special educational needs or disabilities, or with medical appointments, or for poorer residents, or those using it to access key services, such as for weekly shops (33 comments).

On the other hand respondents felt the service should be available to anyone who requires it, including able bodied individuals, those who cannot drive, those who do not have access to alternative transport and particularly for those who have had their regular public bus service cut – respondents emphasised the view that as a result of the proposed cuts, demand for Little Bus will increase (44 comments).

Timetable (57 comments)

Respondents suggested that with the proposed bus service cuts, there would be a need to alter the timetable for Little Bus, or to extend its operating hours, so that it can meet demand for those getting to school or work, or for those attending appointments at local hospitals and medical centres.

Other Comments (493 comments)

Finally, there were a number of other comments made in regard to Little Bus, including:

- A number of comments praising the current service provided by Little Bus, and requests for the service not to be altered or reduced in any way as it is well used (129 comments)
- A number suggesting they had never heard of the Little Bus service and knew nothing about it in terms of how it operates, where it serves and who it was designed for (112 comments).
- Some stating that without Little Bus they would become housebound or isolated in their villages, emphasising how the service provides a lifeline for many to allow them to continue to live independently (96 comments)
- A number of comments suggesting that Little Bus is not an alternative to regular bus services, and nor should it be used as one, as it will not be able to accommodate all the extra passengers if the quantity of Little Buses is being reduced (91 comments)
- Requests for more public transport (16 comments)
- Criticisms of the council, how it spends council tax and of the consultation (24 comments).

Chapter 2 – Route-by-route consultation summaries

Proposals for 45 routes were consulted on as part of this review.

Section 2.1 provides an overall summary of the impact of the proposals.

Section 2.2 provides consultation summaries for the 17 routes that were proposed for retention or amalgamation with other routes, that may be subject to route or timetable changes (the new routes are referred to as routes A-H).

Section 2.3 provides consultation summaries for the remaining 28 routes, which were proposed for either:

- Weekday evening and / or weekend service cuts
- Full or partial withdrawal.

Consultation response summaries are given in tables which are formatted as per the below.

(Current) route number		(Current) route name	
Specific proposal for the route being consulted on			
Annual passengers: Number of annual passengers using the route (rank out of all routes in brackets)	Consultation responses: Number of consultation responses specific to the route (rank out of all routes in brackets)	Social impact count: Number of individuals of each route implying a significant social impact as a result of the proposal (rank out of all routes in brackets)	Assessment priority: Assessment priority from 1 to 24 for routes that are proposed for either full or partial withdrawal.
Used for: Main uses for the route, based on analysis of consultation responses only.		Used by: Those most likely to use the route, based on analysis of consultation responses only.	
Overall summary: An overall summary of consultation responses for the route.			
Possible changes to proposal: Possible changes to the route proposal, based on how to reduce concerns about the proposal as effectively as possible.			

Section 2.1 – An overall summary of the impact of proposals

The following section contains a very general summary of responses to the question “please provide details on how you are affected by the proposed changes to this service”. More detailed open comments summaries for each route can be found in Appendix 5.

In total this is a summary of the 2,972 comments received across all bus routes consulted on, and is presented under the following 5 categories:

Key concerns/comments about the proposals

The main concern expressed by respondents was the loss of evening services (448 references), followed by the loss of weekend services (218 references). Many respondents also requested an increase in service provision, rather than service cuts (111 references).

Impacted groups

Respondents felt that the groups most likely to be impacted by the proposals were the elderly (305 references), those living in rural areas (233 references, compared to 106 urban references), and those with long term limiting illnesses or disabilities (132 references).

The proposals could be a barrier to...

Respondents felt the proposals could be a barrier to health services, including access to hospitals and doctors (711 references), shopping facilities (467 references), social activities (422 references), work (234 references), onward travel and transport links (245 references), and to education, particularly for school children (133 references).

Consequences of changes

As a consequence of the proposals some felt they would be left with no alternative transport (626 references), which would in turn significantly isolate them (236 references). Others felt consequences of the proposals could include a loss of employment (51 references), a loss of their home (16 references) or business (2 references). Respondents also suggested the proposals would lead to an increase in taxi usage (162 references), and a general increase in travel time (143 references).

Limitations of adapting to the proposals

Respondents suggested there are two main limitations which would prevent them from adapting to the proposals, these being health, with some feeling the proposals required a level of activity they could not meet (245 references), and cost, with some feeling they would be unable to afford alternatives (194 references).

Section 2.2 – Detailed summaries for routes being retained with changes

The following section contains summaries of consultation responses for routes that were proposed for retention, but with changes to the route and / or timetable.

These summaries comprise data taken from the “Route Assessment Matrices” (see Appendix 3), route specific stats (see Appendix 4) and from the route specific open comments (see Appendix 5).

New route A: Macclesfield – Prestbury

19 Macclesfield – Prestbury			
The proposal – route / timetable changes: This service would be replaced by new route A, with no changes to the route. Service remains hourly but no service at lunchtime (12:00-13:00).			
Annual passengers: 32,460 (12)	Consultation responses: 25 (35)	Social impact count: 0 (35)	Assessment priority: Not applicable
Used for: The main uses for the route are Shopping – Social – Medical reasons. More likely to be used Saturday daytime.		Used by: More likely to be used by those aged 60 plus, living in some of the more affluent areas of the borough around Macclesfield.	
Overall summary: Although the route has a relatively high number of passengers, relatively little concern about the proposal was received, suggesting general acceptance of the proposals, though a number of respondents were concerned about the loss of the 12 noon – 1pm service.			
Possible changes to proposal: Re-instatement of the 12 noon – 1 pm service.			

New route B: Crewe – Wybunbury – Shavington – Nantwich

39 Nantwich – Wybunbury – Crewe	
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The proposal – route / timetable changes: The service would be covered by new route B with no changes to the route.

Annual passengers (part year figure only): 16,756 (25)	Consultation responses: 43 (33)	Social impact count: 0 (35)	Assessment priority: Not applicable
Used for: The main uses for the route are Shopping – Social reasons.		Used by: More likely to be used by those aged 60 plus, living in Nantwich, Shavington and Crewe.	
Overall summary: Although the route has a fairly high number of passengers, little concern about the proposal was received.			
Possible changes to proposal: None recommended.			

New route C: Crewe – Leighton Hospital – Middlewich – Holmes Chapel – Congleton

<p>Crewe – Nantwich</p> <p>1B Following the end of the consultation the 1B service was merged by the operator to form the 85A service from Hanley to Nantwich</p>			
The proposal – route / timetable changes: Service 1B would be withdrawn and replaced with new route C from Minshull New Road to Crewe Bus Station. The remainder of the 1B route is covered by the service 1A.			
Annual passengers: 50,000 (6)	Consultation responses: 127 (14)	Social impact count: 5 (18)	Assessment priority: Not applicable
Used for: More likely to be used 4+ times a week, for Shopping – Medical – Social trips.		Used by: Much more likely to be used by those living in the most deprived areas of CE,	

	living in Crewe, who are less likely to have access to alternative transport, and with a limiting health problem / disability.
<p>Overall summary: Although this route has a high number of passengers, it has a relatively low number of consultation responses, and a fairly low social impact count.</p> <p>Concerns focused the inconvenience caused by loss of direct service to 3 key locations – Eagle Bridge Medical Centre, Crewe Railway Station (from Nantwich) and the Retail Park (Grand Junction).</p>	
<p>Possible changes to proposal: Whilst this route is used by some of the most vulnerable residents in the borough, the severity of the impacts – mainly inconvenience – is probably not as great as for other proposals where services are being withdrawn altogether for example.</p> <p>Therefore no changes to proposal recommended.</p>	

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Crewe – Congleton

The proposal – route / timetable changes: This service would be mostly covered by new route C with some changes to the route in Crewe. Instead of Victoria Avenue and Rolls Avenue, route C would run from Minshull New Road via Morrisons to serve the Eagle Bridge Medical Centre. The service would be hourly on weekdays and every 90 minutes on a Saturday.

Annual passengers:
101,268 (2)

Consultation responses:
216 (5)

Social impact count:
14 (6)

Assessment priority:
Not applicable

Used for: More likely to be used to access shopping and medical services.

Used by: Residents living in Congleton, Middlewich, Holmes Chapel and Crewe.

Overall summary: Although this route has a very high number of passengers it had a relatively low number of responses. It did however have a high social impact count, though this may be a reflection of the large number of passengers.

There were 3 main concerns around the proposed new route – 1) that the route is a key

'medical' route, providing access to Leighton Hospital and therefore any changes to this link would be significant, 2) that the new route intends to go down Minshall New Road, which respondents felt had bad congestion, which could therefore impact on the reliability of the service and 3) concern about the discontinuation of service along Victoria Avenue.

Requests were also made for a later last bus for the service, to fit in with appointment and visiting hours at Leighton Hospital, as many respondents were concerned about being stranded after, or being unable to take, the new schedule of later appointments being offered.

Possible changes to proposal: Overall, given this proposal is only for fairly minor timetable changes, and given the low level of concern, the proposal is largely acceptable.

However, it may be sensible to avoid some proposed route changes, particularly Minshall New Road in Crewe, as this is seen as congested. Given the route provides access to Leighton Hospital, later evening timetabling should be considered to allow late visits / appointments in particular.

Route D1: Macclesfield – Buxton

58 Macclesfield – Forest Cottage – Burbage – Buxton

The proposal – route / timetable changes: Service 58 would be covered by new route D2. No changes to current 58 timetable.

Annual passengers:	Consultation responses:	Social impact count:	Assessment priority:
40,000 (8)	40 (34)	0 (35)	Not applicable

Overall summary: Although the route has a relatively high number of passengers, little concern about the proposal was received.

Possible changes to proposal: None recommended.

Route D2: Macclesfield – Hayfield

60 Macclesfield – Hayfield

The proposal – route / timetable changes: Service 60 would be covered by the proposed new route D1. No changes to current 60 timetable.

Annual passengers: 50,000 (6)	Consultation responses: 13 (39)	Social impact count: 0 (35)	Assessment priority: Not applicable
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Overall summary: Although the route has a relatively high number of passengers, little concern about the proposal was received.

Possible changes to proposal: None recommended.

Route E: Altrincham – Wilmslow – Knutsford – Macclesfield / Northwich

88 Knutsford – Wilmslow – Altrincham

The proposal – route / timetable changes: This service would be covered by proposed new routes E1 and E2 with no changes to the route. The service would run hourly between Altrincham and Knutsford. After Knutsford, services would continue to Macclesfield (E1) or Northwich (E2) on alternate hours.

Annual passengers: 182,931 (1)	Consultation responses: 191 (7)	Social impact count: 5 (18)	Assessment priority: Not applicable
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Used for: More likely to be used 4+ times a week, and used mainly Mon – Fri before 6pm. Much more likely to be used for educational trips.

Used by: Much more likely to be used by those aged under 25. Also slightly more likely to be used by those living in the most affluent areas of CE, and those from Wilmslow, Knutsford and Alderley Edge.

Overall summary: Although this route has a very high number of passengers, relatively it has a very low number of consultation responses, and low social impact count, suggesting low levels of concern about the proposal. Main concern, where there was any, was seen towards the proposed frequencies.

However, a number of respondents commented that the proposed timetable would not allow schoolchildren to arrive in Altrincham in time for the start of the school day – proposed timetable changes to hourly from half-hourly would not suit these passengers.

Possible changes to proposal: Whilst overall the proposal is seen as acceptable, it is strongly recommended that consideration is given to accommodating the ‘school run’, adjusting the service times in-line with school opening / closing times and putting on services every half hour during peak times.

27, 27A, 27B Macclesfield – Chelford – Knutsford

The proposal – route / timetable changes: This service would be withdrawn and replaced by proposed new route E1 with no changes to the route. The 27B diversion at Beggarmans Lane would remain. The 27A diversion via Alderley Park would be withdrawn, service 130 provides an alternative from Macclesfield. Route 1E would serve Macclesfield and Knutsford every two hours as at present.

Annual passengers: 19,216 (20)	Consultation responses: 93 (18)	Social impact count: 5 (18)	Assessment priority: Not applicable
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Used for: Less likely to be used 4+ times a week, and less likely to be used after 6pm or on the weekends. The main uses for the route are Shopping – Medical – Social.

Used by: Used by respondents from Knutsford and Macclesfield.

Overall summary: A route with an average number of passengers, average number of responses and average social impact count, concern about the proposal was limited.

Concerns were expressed around the frequency and reliability of this service, and about poor service to specific locations such as Chelford and Tabley Road. Concerns were also raised about the final bus departure time.

Possible changes to proposal: Possible re-timing of last bus from Macclesfield slightly later.

289

Northwich – Knutsford – Mere – High Legh – Little Bollington – Altrincham

The proposal – route / timetable changes: Part of this service (Northwich to Knutsford) would be covered by proposed new route E2 which would extend to Altrincham via Wilmslow. Mere, Bucklow Hill, High Legh and Little Bollington would no longer be served.

Annual passengers:
21,480 (17)

Consultation responses:
63 (26)

Social impact count:
3 (24)

Assessment priority:
Not applicable

Used by: More likely to be used by those aged 60+, from some of the most affluent areas in Cheshire East, mainly from rural areas around Knutsford.

Overall summary: Although this route has an average number of passengers, responses and an average social impact count, it is clear that the proposal will have a significant negative impact on one small area – High Legh. It is an example of a rural area where any service at all would act as a lifeline to the community.

Possible changes to proposal: Provision of a service to High Legh, even of low frequency, would act as a ‘lifeline’ to rural residents, this is a route where having some element of service is more important than having high frequency services.

Route F: Macclesfield – Poynton – Hazel Grove

P1

Crewe – Sandbach – Congleton – Macclesfield

The proposal – service withdrawal: The current P1 route would be withdrawn and part of the route would be served by the proposed new route F. There would be no services between Poynton Church and Argyle Street in Hazel Grove.

Annual passengers:
38,719 (9)

Consultation responses:
310 (3)

Social impact count:
27 (3)

Assessment priority:
Not applicable

Used for: Broadly used in-line with Cheshire East trends, the main purposes of route usage are for Shopping – Social – Medical reasons.	Used by: Older residents from Poynton, more likely to be living in the most affluent areas of the borough, and who are more likely to have access to alternative means of transport.
Overall summary: This route had a high number of passengers, high number of consultation responses, and high social impact count. The main concern here seems to be that the proposed route change would leave West Poynton without a service, and therefore cut off. Respondents felt this would leave them isolated, and would remove their connection to transport links in Stockport, Hazel Grove and to the train station.	
Possible changes to proposal: An adjustment to the route to ensure West Poynton receives a service would alleviate much of the impact of this proposal.	

392, 393 Macclesfield – Tytherington – Bollington – Poynton – Hazel Grove – Stockport

The proposal – route / timetable changes: The majority of the 392 route would be covered by part of the proposed new route F. Services would end at Hazel Grove Park and Ride, instead of Stockport. Within Bollington, route F services would go via South West Avenue instead of Bollington Road. Route 10 would continue to serve areas within Bollington which would not be served by route F. Route F would operate every hour and would go via Badger Road or Dorchester Way on alternate hours.

Annual passengers: 94,520 (3)	Consultation responses: 237 (4)	Social impact count: 3 (24)	Assessment priority: Not applicable
Used for: Broadly used in-line with Cheshire East trends, the main purposes of route usage are for Shopping – Social – Medical reasons.		Used by: Mainly used by respondents living in and around Poynton.	
Overall summary: A route with a very high number of passengers, but actually a relatively low number of responses and low social impact count. The main impact of this proposal seemed to be that services would no longer continue to			

Stockport, with services proposed to terminate at Hazel Grove Park and Ride. Impacts would include increased travel time, difficulty changing buses and concerns about the cost of connecting up multiple routes.

As well as opposing the proposed route change, respondents here requested an increase in service provision in the evenings.

Possible changes to proposal: Implement service provision to Stockport, and re-time the last bus.

11 Macclesfield – Kerridge

The proposal – route / timetable changes: Service 11 would be withdrawn and mainly replaced by new route F. Marlborough Drive to Clarke Lane would be covered by service 10. Route F would operate every hour and would go via Badger Road or Dorchester Way on alternate hours. Service 10 runs every 30 minutes during the day on weekdays, Saturday and Sundays.

Annual passengers:	Consultation responses:	Social impact count:	Assessment priority:
37,890 (10)	72 (23)	1 (30)	Not applicable

Uses: More likely to be used for shopping trips, by more elderly residents from mainly Bollington, as well as Macclesfield.

Overall summary: Although the route has a relatively high number of passengers, little concern about the proposal was received. A number of specific small proposal tweaks were suggested.

Possible changes to proposal: Possibly make the first service of the day earlier.

Route G: Nantwich – Audlem / Wrenbury and Nantwich Town Services

51, 52, 53 Nantwich Town services

The proposal – route / timetable changes: The 51, 52 and 53 services would be covered by proposed new routes G4, G5 and G6 respectively. The G4 would operate every two hours,

the G5 would operate five times a day and the G6 would operate every two hours.

Annual passengers: 35,509 (11)	Consultation responses: 57 (28)	Social impact count: 7 (14)	Assessment priority: Not applicable
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Used for: Access to shopping and medical services.	Used by: Much more likely to be used by those aged 60+, those with a limiting health problem / disability, and those living within the Nantwich urban area.
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Overall summary: Although this route has a high number of passengers, it has a relatively low number of consultation responses, suggesting the proposals were largely acceptable.

However, given the vulnerability of the routes passengers, changes to the timetable may have an impact.

Possible changes to proposal: None recommended.

71 Wrenbury – Nantwich

The proposal – route / timetable changes: Service 71 would be withdrawn and would be covered by the proposed new route G1. The service operates once a day in either direction (during school term time). The morning service would depart 5 minutes later from all stops. The afternoon return service would be the same times as present.

Annual passengers: 2,174 (35)	Consultation responses: 7 (40)	Social impact count: 0 (35)	Assessment priority: Not applicable
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Overall summary: A route with a low number of passengers (the service operates twice a day mostly for school children), a low social impact count, and too low a number of responses to provide a good sample.

Possible changes to proposal: None recommended.

The proposal – route / timetable changes: Service 72 (Nantwich to Wrenbury) would be covered by new route G2. The part of the service from Wrenbury to Whitchurch would be withdrawn. The service would operate approximately every two hours.

Annual passengers:
17,392 (23)

Consultation responses:
55 (29)

Social impact count:
2 (26)

Assessment priority:
Not applicable

Used for: Broadly used in-line with Cheshire East trends, the main purposes of route usage are for shopping and social reasons.

Used by: Residents who are more likely to live in fairly deprived rural areas around Wrenbury, Audlem and Nantwich.

Overall summary: Although this route has a fairly high number of passengers, it received relatively few consultation responses, but this may be because the impact of the proposal is fairly localised.

This proposal would clearly have a significant impact on residents along the parts of the route that would no longer be serviced, including Norbury and Marbury, isolating these areas further. Respondents also called for the proposed route to continue to Whitchurch, as the 72 currently does.

Possible changes to proposal: Provision of a service, even of low frequency would act as a 'lifeline' to rural residents, particularly in Marbury and Norbury. This is a route where having some element of service is more important than having high frequency services. Retaining cross-border services should be considered.

The proposal – route / timetable changes: Service 73 (Nantwich to Audlem) would be covered by the proposed new route G3. The part of the service to Audlem to Whitchurch would be withdrawn. The service would operate approximately every two hours.

Annual

Consultation responses:

Social impact count:

Assessment priority:

passengers: 17,392 (23)	80 (21)	9 (10)	Not applicable
Used for: More likely to be used for shopping and social trips.		Used by: Those slightly more likely to have access to alternative transport, who live in mid-deprivation areas around Audlem and Nantwich.	
Overall summary: This is a route with an average number of passengers, a relatively average number of responses, but a high social impact count, as a number of respondents would no longer have access to a bus service. Concern was around changes in the route, as well as changes to the frequency of the service, with particular concern surrounding the loss of the service to Whitchurch. Respondents also felt the cut off for the last bus was too early.			
Possible changes to proposal: Provision of a service, even of low frequency, would act as a ‘lifeline’ to rural residents who otherwise would have no service. This is a route where having some element of service is more important than having high frequency services. Retaining the cross-border service into Whitchurch should also be considered. Respondents also requested that the last bus was an hour later, as they felt the proposed time was somewhat restrictive.			

Route H: Congleton Town Services

90, 91, 92 Congleton (Beartown) Network			
The proposal – route / timetable changes: These services would be covered by proposed new routes H1 (90), H2 (91) and H3 (92) with no changes to the routes.			
Annual passengers: 84,056 (4)	Consultation responses: 51 (31)	Social impact count: 0 (35)	Assessment priority: Not applicable
Overall summary: Although the route has a very high number of passengers, little concern about the proposal was received.			
Possible changes to proposal: None recommended.			

Section 2.3 – Detailed summaries for routes with proposed full or partial withdrawal

The following section contains summaries of consultation responses for routes that were proposed for either full or partial withdrawal.

These summaries comprise data taken from the “Route Assessment Matrices” (see Appendix 3), route specific stats (see Appendix 4) and from the route specific open comments (see Appendix 5). Routes are listed in order from Assessment Priority 1, up to Assessment Priority 24, as derived in the Route Assessment Matrices (see Appendix 3).

38 Crewe – Sandbach – Congleton – Macclesfield			
The proposal – weekend and / or evening services cuts: Evening services on weekdays and Saturday would be withdrawn. The first and last service on a Sunday would also be withdrawn.			
Annual passengers: 50,680 (5)	Consultation responses: 482 (1)	Social impact count: 38 (1)	Assessment priority: 1 from 24
Used for: Accessing social activities, and work, particularly in the evenings and at weekends.		Used by: A wide range of Cheshire East residents, from across the whole borough, but mainly from Congleton. More likely to be used by younger respondents.	
Overall summary: This route is the top assessment priority based on its high number of passengers, its high number of consultation responses, and high social impact count. It is clear this service is used in the evenings, and on weekends, more than other services, for access to work and social activities – this explains why the proposal to cut services at these times has generated such concern. The social impact of introducing this proposal could be the most significant of all the proposals made.			
Possible changes to proposal: Maintaining some service in the evening, and at weekends, should be strongly considered.			

The proposal – weekend and / or evening services cuts: Weekday morning, weekday mid-afternoon, evening and all Saturday services would be withdrawn. Scholar Green would no longer be served by buses after 09:00.

Annual passengers: 23,415 (16)	Consultation responses: 423 (2)	Social impact count: 30 (2)	Assessment priority: 2 from 24
Used for: While shopping is the top reason for using the service, the route is much more likely to be used for medical trips than other routes (63% Vs 44%).		Used by: More likely to be used by those with a limiting health problem / disability, living in rural areas, and in Alsager, Sandbach and Crewe.	
<p>Overall summary: Although this route is ranked 16th for the number of passengers, it is very highly ranked for the number of consultation responses, and its social impact count.</p> <p>It is clear that this route is significantly used to access health services, including those at Scholar Green medical centre, and at Leighton Hospital. This is compounded by Rode Health surgery recently closing, with patients transferred to Scholar Green medical centre. Evening and weekend services were felt to be essential, to enable attendance at both these medical centres.</p>			
<p>Possible changes to proposal: The retention of evening and Saturday services were the key concerns raised during the consultation.</p> <p>Note: During the consultation the commercially operated (i.e. not subsidised by the council) daytime parts of the 78 service between Coppenhall and Rode Heath were deregistered. To avoid the complete loss of the 78 service between Coppenhall and Rode Heath, the council has redirected the subsidy previously used to support the evening and Saturday 78 services to allow the weekday daytime 78 service to continue operating. These changes took effect from September 2017 with the 78 service currently operating weekdays between approximately 7am and 6pm. The changes to the commercial bus network during the consultation are considered as part of the revised proposals.</p>			

319

Sandbach – Holmes Chapel – Goostrey

The proposal – service withdrawal: The 319 service would be withdrawn. Access to Holmes Chapel would be retained through the proposed new route C. There would be no bus service to Cranage and Goostrey.

Annual passengers: 19,683 (19)	Consultation responses: 147 (9)	Social impact count: 25 (4)	Assessment priority: 3 from 24
Used for: This is another route which whilst heavily used for shopping, is also much more likely to be used for medical journeys than other routes. Less likely to be used 4 times a week or more.		Used by: More likely to be used by more elderly residents living in rural areas around Holmes Chapel, Goostrey, Allostock and Twemlow, who access Holmes Chapel and Sandbach.	
Overall summary: Although this route is ranked 19 th for the number of passengers, it is fairly highly ranked for the number of consultation responses, but very highly ranked for its social impact count.			
The proposed changes will mainly impact elderly rural residents, having significant impacts on some of the most vulnerable and less mobile residents in the borough.			
Possible changes to proposal: Provision of a service, even of low frequency, would act as a ‘lifeline’ to rural residents, this is a route where having some element of service is more important than having high frequency services.			

37

Crewe – Sandbach – Middlewich – Winsford

The proposal – weekend and / or evening services cuts: Evening services on weekdays and Saturday would be withdrawn.

Annual passengers: 10,313 (30)	Consultation responses: 196 (6)	Social impact count: 11 (9)	Assessment priority: 4 from 24
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Used for: Accessing social activities, and work, particularly in the evenings and at weekends.	Used by: More likely to be used by younger respondents, from Sandbach and Middlewich.
<p>Overall summary: Similar in dynamic to responses for route 38 (priority 1 from 24), except impacting residents from Sandbach and Middlewich instead. Although this route does not have a high number of passengers, it does have a relatively high proportion of responses, signifying high concern about the proposal.</p> <p>Respondents were concerned about the loss of evening and weekend services, for access to work and to social activities – the social impact of introducing this proposal could be high. Residents in Middlewich would be particularly affected, especially as this town does not have a train station.</p>	
<p>Possible changes to proposal: Maintaining some service in the evening, and at weekends, should be strongly considered.</p>	

8

Sydney – Crewe – Wistaston Green

The proposal – weekend and / or evening services cuts: Evening and Sunday services would be withdrawn.

Annual passengers: 10,323 (29)	Consultation responses: 128 (13)	Social impact count: 9 (10)	Assessment priority: 5 from 24
Used for: Much more likely to be used 4+ times a week (65% Vs 32%), and more likely to be used at weekends, particularly on a Sunday. More likely to be used for shopping.		Used by: The most deprived residents in the borough, living in Crewe. Used by those less likely to have alternative transport available.	
Overall summary: The service is supported for a short period in weekday evenings. During these times the service is used by relatively few passengers, but the service does have a relatively very high proportion of responses, and high social impact count, indicating that			

the proposal may significantly impact those who do use the service.

Concerns were also raised by the loss of Sunday services which enable some of the most deprived residents in the borough access work and shopping facilities – essential to those who do use it.

Possible changes to proposal: Maintaining some service on Sundays, and maybe Saturdays too, should be strongly considered.

56	Tiverton – Nantwich
75	Nantwich – Market Drayton
79	Nantwich – Hanley
83	Nantwich – Chester
89	Nantwich – Wrexham

Please note these routes have been combined into one here as figures for annual passengers could not be split for each route.

The proposal – services withdrawn: Services 56, 75, 79, 83 & 89 would be withdrawn within Cheshire East. The section of Route 75 between Nantwich and Audlem is partially covered by the proposed new routes G3 and G6. The route of service 79 (as far as Buerton) would be covered by proposed new route G3.

Annual passengers:	Consultation responses:	Social impact count:	Assessment priority:
12,510 (all services) (27)	137 (11)	18 (5)	6 from 24

Overall summary: Although the number of passengers of these routes is average, the number of consultation responses is proportionally very high, and the social impact count is also high.

Looking at numbers of responses by the individual routes concern was low for the withdrawal of route 79 (8 responses, 0 social impact count) and route 89 (6 responses, 0 social impact count).

More concerns were raised for routes 56 (40 responses, 9 social impact count), 75 (21 responses, 0 social impact count) and 83 (62 responses, 9 social impact count).

Opposition to the withdrawal of these 3 routes centred around the impact it will have on a number of isolated rural communities, and the respondents that live within those communities – whilst the numbers (of passengers) may be low, the impact on these individuals could be significant – for some this is their only service.

Possible changes to proposal: Retain some element of service for the 56, 75 and 83. Provision of a service, even of low frequency, would act as a ‘lifeline’ to rural residents, this is a route where having some element of service is more important than having high frequency services.

315 Congleton – Rode Heath

The proposal – service withdrawal: The 315 service would be withdrawn. Access to Kidsgrove and within Church Lawton and Alsager would be covered by services 3 and 78. There would be no bus service between Congleton and Red Bull Crossroads.

Annual passengers:	Consultation responses:	Social impact count:	Assessment priority:
15,308 (26)	139 (10)	12 (8)	7 from 24

Used for: Mainly used for Shopping – Medical – Social purposes.

Used by: More likely to be used by those with a limiting health problem / disability, and those living in some of the more affluent areas of CE, particularly around the rural areas of Alsager and Congleton.

Overall summary: This is another proposal which, while the service has relatively few passengers, the impact of the proposal will affect older residents and those with a limiting health problem / disability. Residents in this area would also be affected by changes to the 78 service.

The proposed changes will mainly impact elderly rural residents, having significant social impacts on some of the most vulnerable and less mobile residents in the borough.

Possible changes to proposal: Provision of a service, even of low frequency, would act as a ‘lifeline’ to rural residents, this is a route where having some element of service is more

important than having high frequency services.

77 Congleton – Mow Cop – Kidsgrove

The proposal – service withdrawal: The 77 would be withdrawn. Local rail services run from Congleton to Kidsgrove offering an alternative to passengers travelling the whole route.

Annual passengers: 10,716 (28)	Consultation responses: 94 (17)	Social impact count: 9 (10)	Assessment priority: 8 from 24
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Used for: Broadly used in-line with Cheshire East trends, the main purposes of route usage are for Shopping – Social – Medical reasons.

Used by: Mid-deprivation residents living in rural areas.

Overall summary: Although this is a medium usage route, the number of responses is comparatively high, as is the social impact count – those that use the service could be significantly impacted by the proposal.

It appears that the following areas are going to be significantly impacted by this proposal: 1) Mow Cop, which would be left isolated without this service, and 2) West Heath in Congleton, who are not served by the Beartown Network. The impacts of this proposal then seem to be strongly focused on these 2 areas, potentially causing significant social impact in these areas.

Possible changes to proposal: Provision of some level of service to both Mow Cop, and West Heath in Congleton, should be considered.

SB1-3 Sandbach Town Services

The proposal – service withdrawal: The SB1, SB2 and SB3 would be withdrawn. The 78 service would cover part of the SB2 route. The 37 and 78 services would cover part of the SB3 route.

Annual passengers: 27,494 (14)	Consultation responses: 115 (16)	Social impact count: 14 (6)	Assessment priority: 9 from 24
Used for: Frequently used, mainly Mon to Fri before 6pm, largely to access shopping and medical services.		Used by: Much more likely to be used by elderly residents, those with a limiting health problem / disability, and who live in more affluent areas around Sandbach.	
<p>Overall summary: Given the high number of passengers, the number of consultation responses is fairly average. However, it does have a high social impact count.</p> <p>It seems clear that this is a service well used Mon to Fri before 6pm, by elderly Sandbach residents who have health restrictions and mobility issues, to access medical and shopping services. Although the number of passengers and number of responses are fairly average, it receives a high social impact count because of the unique nature of those who use the service, and the reasons they use it for. Completely withdrawing this service will impact some of the most vulnerable residents in the borough.</p>			
<p>Possible changes to proposal: Provision of a certain level of the service between Mon to Fri before 6pm.</p>			

10, 10A Macclesfield – Bollington			
The proposal – weekend and / or evening services cuts: Evening services on Friday, Saturday and Sunday would be withdrawn. Services on Monday to Thursday would not be affected.			
Annual passengers: 8,391 (33)	Consultation responses: 132 (12)	Social impact count: 5 (18)	Assessment priority: 10 from 24
Used for: More likely to be used in the evenings and at weekends by those responding, as compared other subsidised services, and more likely to be used to		Used by: More likely to be used by those under 60, and has a higher proportion of passengers living in the most affluent areas in Bollington and Macclesfield.	

access social activities, as well as work.	
<p>Overall summary: Although this route has a medium number of passengers, it has a comparatively very high number of responses, suggesting significant concern about the proposal.</p> <p>It is quite clear that this route serves as a significant link for Bollington residents accessing social activities and work in Macclesfield, both in the evenings and at weekends. The proposal therefore will have a direct impact on one of the main uses for the route.</p>	
<p>Possible changes to proposal: Maintaining some service in the evening, and at weekends, should be considered.</p>	

130 Macclesfield – Wilmslow – Manchester			
The proposal – weekend and / or evening services cuts: Sunday services would be withdrawn			
Annual passengers: 20,166 (18)	Consultation responses: 176 (8)	Social impact count: 6 (16)	Assessment priority: 11 from 24
Used for: Broadly used in-line with Cheshire East trends, the main purposes of route usage are for Shopping – Social – Medical reasons. It appears to be better used on Sundays than other subsidised routes.		Used by: Those living in Wilmslow, Macclesfield, Handforth and Alderley Edge.	
Overall summary: Although this route has an average number of passengers, it has a relatively high number of consultation responses, indicating significant concern about the proposal – cuts to the Sunday service were strongly opposed.			
This is simply a case of a route which is well used on a Sunday. It is a route used to access Manchester and other service centres, for access to key services and medical centres, as well as for social activities.			

Possible changes to proposal: Maintaining some service on Sundays should be considered.

6E Brookhouse – Leighton Hospital

The proposal – weekend and / or evening services cuts: Weekday evening service 6E would be withdrawn.

Annual passengers:
8,956 (32)

Consultation responses:
65 (25)

Social impact count:
8 (13)

Assessment priority:
12 from 24

Used for: More likely to be used on weekday nights by those responding, as compared other subsidised services. The main purposes of route usage are for Social – Shopping – Medical reasons. It is also slightly more likely to be used for accessing work.

Used by: Slightly more likely to be used by those aged under 60, living in some of the most deprived areas of CE, who are less likely to have access to alternative transport, and who live in Crewe.

Overall summary: Although this route has a medium number of passengers, it has a comparatively high number of responses, and fairly high social impact count.

Respondents on this service have expressed a greater level of concern about the loss of evening services than for other subsidised routes being consulted on. The route is used to attend appointments in the evenings, as well as for evening hospital visits. It is also used to access nightlife activities in Crewe town centre.

Possible changes to proposal: Maintaining some service in the evening, and at weekends, should be strongly considered.

32 Sandbach – Crewe

The proposal – service withdrawal: Service 32 would be withdrawn. The 12, 37, 38 and 78 would offer alternative options for the majority of the route, as well as local rail services between Crewe and Sandbach. A small section of the existing 32 route around Warmingham

would not be covered.

Annual passengers: 18,328 (21)	Consultation responses: 79 (22)	Social impact count: 5 (18)	Assessment priority: 13 from 24
Used for: Broadly used in-line with Cheshire East trends, the main purposes of route usage are for Shopping – Social – Medical reasons.		Used by: More likely used by some of the more affluent residents of CE, and those living in Sandbach.	
<p>Overall summary: Although this is a route with an average number of passengers, average number of responses and average social impact count, it appears that the impacts of this proposal are focused on the area which will lose a service – Warmingham. This could potentially cause a significant social impact in this area, as the service is vital to these residents.</p> <p>Concern about the proposed changes were in regard to the frequency and route of services, particularly for respondents in Warmingham and Elworth – generally it was felt as if the proposals would be inconvenient. Few responses were received from residents in Warmingham.</p>			
<p>Possible changes to proposal: Provision of some level of service to Warmingham should be considered.</p>			

5, 6 Macclesfield – Weston Estate

The proposal – weekend and / or evening services cuts: Sunday services would be withdrawn.

Annual passengers: 9,836 (31)	Consultation responses: 60 (27)	Social impact count: 1 (30)	Assessment priority: 14 from 24
Used for: More likely to be used by consultation respondents on week nights,		Used by: More likely to be used by residents of the most deprived areas of the borough,	

and on Sundays, mainly to attend social activities and do shopping.	and residents from Macclesfield.
<p>Overall summary: Whilst this route has a medium number of passengers, it does have a relatively high number of responses. It is another route for which consultation respondents suggested the loss of a Sunday service was a key concern, as compared responses to other subsidised routes consulted on. The loss of a Sunday service may impact on some of the most deprived residents of the borough.</p>	
<p>Possible changes to proposal: Provision of some element of service on a Sunday.</p>	

200Wilmslow – Manchester Airport			
The proposal – service withdrawal: Service 200 would be withdrawn, parts of the route within Wilmslow town centre would be covered by proposed new route E, and current service 378. National rail services would be available between Wilmslow, Styal and Manchester Airport.			
Annual passengers: 28,404 (13)	Consultation responses: 66 (24)	Social impact count: 5 (18)	Assessment priority: 15 from 24
Used for: More likely to be used for access to social activities and work.		Used by: More likely to be used by those aged under 45, and those living in some of the more deprived areas of CE, in and around the Wilmslow area.	
Overall summary: There are approximately 28,000 passengers trips a year using the 200 service although there were a relatively low number of consultation responses, but then a medium social impact count – this would indicate that the proposal significantly impacts a small proportion of the current passengers. Opposition to this proposal centred around the potential impact on Styal, and in particular how people might access Styal Mill, and HMP Styal – respondents felt that current rail services would need to be expanded for them to be a viable replacement to the buses.			

Possible changes to proposal: Although the proposal affects a relatively small number of residents, impacts could be significant, both personally and economically. Provision of a service, even of low frequency, would act as a 'lifeline' to rural residents, this is a route where having some element of service is more important than having high frequency services.

99 Congleton – Macclesfield

The proposal – service withdrawal: Service 99 would be withdrawn, parts of the route would be covered by services 9, 14, 109 and proposed new route H3. The 38 service would continue to run from Congleton to Macclesfield on weekday (and Saturday) daytimes on a different route to the 99. A direct train service is also available from Congleton to Macclesfield.

Annual passengers: 23,571 (15)	Consultation responses: 91 (19)	Social impact count: 2 (26)	Assessment priority: 16 from 24
Used for: Shopping and social reasons.		Used by: Residents from mid-deprivation areas in Congleton.	

Overall summary: With a fairly high number of annual passengers, this route received an average number of consultation responses, and had a low social impact count. The proposal is to withdraw the service, and the relatively low level of response suggests that the alternatives (e.g. the 38 service between Congleton and Macclesfield) would be acceptable.

The main complaints were around the loss of service to the areas not currently served by the 38, but that are served by the 99, such as at Buglawton and access to the Lyme Green Retail Park. The alternative rail transport was not seen as appropriate given the location of Congleton rail station and the increase in travelling time for some respondents.

Possible changes to proposal: None recommended – the proposed alternatives should mitigate the impacts sufficiently.

300 Knutsford – Longridge

The proposal – weekend and / or evening services cuts: Weekday evening and all Saturday services would be withdrawn.

Annual passengers: 17,574 (22)	Consultation responses: 47 (32)	Social impact count: 1 (30)	Assessment priority: 17 from 24
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Used for: Mainly for accessing shopping, but also medical services and social activities.

Used by: Used by more elderly and those with a limiting health problem / disability, living in Knutsford town.

Overall summary: Although this route has a fairly high number of responses, it received relatively few consultation responses.

Those who do use it however, who are more likely to be elderly, would feel the loss of the Saturday day service in particular.

Possible changes to proposal: A low priority, but some Saturday service provision would be ideal.

12E Shavington – Leighton Hospital

The proposal – weekend and / or evening services cuts: The first 12E bus on Sunday morning would be withdrawn.

Annual passengers: 1,904 (36)	Consultation responses: 87 (20)	Social impact count: 1 (30)	Assessment priority: 18 from 24
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Used for: More likely to be used 4+ times a week, and more likely to be used after 6pm during the week and on Sunday.

Used by: More likely to be used by the most deprived CE residents, living in Crewe, as well as residents from Shavington. Used by respondents less likely to have alternative means of transport.

Overall summary: Whilst this service has a relatively low number of annual passengers, it has a relatively high number of consultation responses – removal of the first bus on the Sunday may impact those who work at the hospital, or those who visit.

Possible changes to proposal: Maintain the first bus on Sunday morning.

31 Crewe – Leighton Hospital – Winsford – Northwich

The proposal – weekend and / or evening services cuts: Evening services from Crewe bus station on a weekday and Saturday would be withdrawn.

Annual passengers: 1,897 (37)	Consultation responses: 52 (30)	Social impact count: 2 (26)	Assessment priority: 19 from 24
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Used for: The main reason for using this route was for medical purposes.

Used by: More likely to be used by the most deprived CE residents, living in Crewe, as well as residents from Sandbach and Congleton.

Overall summary: The proposed change would affect the last bus of the day from Crewe to Northwich, with the consultation drawing a relatively high number of consultation responses compared to the number of passengers.

This service serves the hospital like the 12E, and so cutting services will impact those who work, visit and attend appointments there. It is also more likely used by some of the most deprived residents of the borough.

Possible changes to proposal: Maintaining the service in the evening, and at weekends, could be considered.

47 High Legh – Warrington

The proposal – service withdrawal: Service 47 runs mainly outside of Cheshire East. Service 47 is partially funded by Cheshire East Council and we propose to withdraw the subsidy.

Annual passengers: 150 (39)	Consultation responses: 19 (37)	Social impact count: 6 (16)	Assessment priority: 20 from 24
<p>Overall summary: This and the 35 both have extremely low numbers of passengers in comparison to other subsidised routes, but relatively speaking this route has a very high number of responses, and a very high social impact count, indicating that although it affects few, the impacts of the proposal could be significant.</p> <p>Removal of this subsidy could in effect cut off a rural area where the Knutsford to Altrincham part of the 289 service is also proposed for withdrawal. This is another example of a rural area served by a cross-border service for which any service at all is a lifeline.</p>			
<p>Possible changes to proposal: Provision of a service, even of low frequency, would act as a 'lifeline' to rural residents, this is a route where having some element of service is more important than having high frequency services.</p>			

35 Altrincham – Warrington			
<p>The proposal – service withdrawal: Service 35 runs mainly outside of Cheshire East. Service 35 is partially funded by Cheshire East Council and we propose to withdraw the subsidy.</p>			
Annual passengers: 250 (38)	Consultation responses: 14 (38)	Social impact count: 2 (26)	Assessment priority: 21 from 24
<p>Overall summary: This and the 47 both have extremely low numbers of passengers in comparison to other subsidised routes, but relatively speaking this route has a very high number of responses, and a medium social impact count, indicating that although it affects few, the impacts of the proposal could be significant.</p> <p>Removal of this subsidy could in effect cut off a rural area – this is another example of a rural area served by a cross-border service for which any service at all is a lifeline. It should be noted that most respondents for this service lived in High Legh, which is currently not served by the 35.</p>			

Possible changes to proposal: Provision of a service, even of low frequency, would act as a 'lifeline' to rural residents, this is a route where having some element of service is more important than having high frequency services.

9 Macclesfield – Moss Rose (Circular)

The proposal – weekend and / or evening services cuts: Evening services on Friday, Saturday and Sunday would be withdrawn. Services on Monday to Thursday would not be affected.

Annual passengers: 2,797 (34)	Consultation responses: 24 (36)	Social impact count: 1 (30)	Assessment priority: 22 from 24
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Used by: More likely to be used by more deprived residents of CE, living in Macclesfield.

Overall summary: A little used service that had a low social impact count, though it did have a relatively high number of consultation responses.

However, responses were generally unfocused, with no central theme, and whilst this route serves some of the more deprived areas in Cheshire East, generally it seems as if the proposal is largely acceptable.

Possible changes to proposal: None recommended.

Little Bus

The proposal – weekend and / or evening services cuts: We propose to reduce funding for the Little Bus service in line with reduction for the other supported bus services. This would reduce the number of Little Bus vehicles operating from 9 at present to 4 or 5. This means there would not be enough vehicles to provide the current level of service.

Annual passengers:	Consultation responses:	Social impact count:	Assessment priority:
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Not available	122 (15)	7 (14)	23 from 24
Overall summary: A route with a fairly high number of consultation responses, and an average social impact count. This route has been consulted on separately – see section 1.4 of this report for a summary of consultation feedback.			
Possible changes to proposal: See section 1.4.			

Crewe Flexirider

The proposal – weekend and / or evening services cuts: The Crewe Flexirider evening service would be withdrawn.

Annual passengers: Not available	Consultation responses: 5 (41)	Social impact count: 0 (35)	Assessment priority: 24 from 24
Overall summary: A route with a low social impact count and a very low number of responses.			
Possible changes to proposal: None recommended.			

Appendices

Appendix 1 – Consultation background, methodology and number of responses

Background

Between 18th May and 26th July 2017 Cheshire East Council consulted on proposed changes to the bus services which are supported (subsidised) by the Council.

These proposals were suggested as a way to meet a required £1.6 million annual saving in the supported bus service budget, a budget reduced from £3.6 million per year down to £2 million per year. This saving was agreed as part of the council's budget setting process, a process which was consulted on, and which was finalised at the beginning of 2017.

The proposals

In order to develop the proposals to be consulted on, the council conducted an evidence gathering exercise during spring 2017, which included bus passenger surveys, and data mapping, to help understand passenger usage habits of the current bus network.

Using this evidence, proposals for the service were then designed to maximise service coverage across the borough, at the times of day when passengers use the bus services most.

The proposals were to:

- Withdraw support for bus services after 6pm at night, and on Sundays – evidence showed fewer people used services at these times
- Withdraw support for services which were not well used, or which did not meet the council's policy priorities
- Combine overlapping routes together where feasible
- Reduce the budget for "Little Bus" (also known as "Flexible Transport Services", "Flexirider" or "Dial-A-Ride") in line with reductions to the wider supported bus service.

The council then listed each of the routes in Cheshire East which they supported, and stated how each of these routes would be affected by the proposals. The consultation then sought to ascertain what the impact of these proposals would be.

Consultation methodology

The consultation was widely promoted throughout the borough. The main methods of engagement are listed below:

Public events – 13 public events about the consultation were held throughout the borough during June and July 2017, at each of the towns / villages shown on the map on the right. These events incorporated all key service centres and principal towns within the borough, as well as additional events at Disley (as recommended by the Cheshire East Environment and Regeneration Scrutiny Committee) and Mow Cop (at the request of Odd Rode Parish Council). Anyone who wished to attend the events could do so.



The events provided further details on the proposals with staff available to assist with the completion of paper surveys, and to provide further detail about the proposals, particularly in terms of alterations to specific routes where these were being implemented.

Paper consultation packs – Over 6,700 consultation packs were distributed throughout the borough for people to take home and complete. These packs consisted of a brochure explaining the consultation and giving detail about potential impacts on individual routes, as well as a feedback questionnaire and a freepost return envelope.

These packs were distributed in the following places:

- Cheshire East libraries
- Cheshire East Council Customer Contact Centres (Macclesfield and Crewe)
- The public events
- Provided to bus operators for distribution on-board buses
- Posted to every registered Little Bus member.

Online – The consultation document and feedback questionnaire were available online at www.cheshireeast.gov.uk/busreview. The consultation was also promoted online, through the council's website and via the council's social media accounts.

Email – Details of the consultation were emailed to:

- Approximately 1,700 business contacts held by the Council's Skills and Growth Company
- Over 1,300 partner organisations of the Council
- All neighbouring local authorities
- All town and parish councils in Cheshire East
- Other relevant stakeholders.

Face to face meetings – Focus groups/discussions were held with IRIS Vision Resource Centre Group, Care4CE Macclesfield, Care4CE Handforth and Chester and District Federation for the Blind – Crewe Club.

Posters – Posters advertising the consultation were provided to all bus operators to advertise the consultation on-board bus services. Posters were also provided to every town and parish council within the borough for display.

Number of responses

In total 3,962 consultation responses were received. This included:

- 2,182 completed paper questionnaires
- 1,589 completed online questionnaires
- 163 email responses
- 28 written letter responses.

In addition, approximately 600 people attended one of the public events or face to face meetings, and 3 petitions relating to the consultation were received or started.

Appendix 2 – Consultation respondent profiles

Response counts by respondent demographics

The following tables present the number of consultation responses by various respondent demographics.

Responses by medium	Count	%
Total online responses	1,589	42%
Total paper responses	2,182	58%
Total	3,771	100%

Are you?	Count	%
Female	2,169	58%
Male	1,243	33%
Prefer not to say	70	2%
Not answered	289	8%
Total	3,771	100%

Which age group do you belong to?	Count	%
Under 25	142	4%
25 to 44	361	10%
45 to 59	507	13%
60 plus	2,497	66%
Prefer not to say	102	3%
Not answered	162	4%
Total	3,771	100%

Are you pregnant, on maternity leave or returning from maternity leave?	Count	%
Yes	27	1%
No	2,825	75%
Prefer not to say	94	2%
Not answered	825	22%
Total	3,771	100%

To which of these groups do you consider you belong?	Count	%
White English / Welsh / Scottish / Northern Irish / Irish	3,258	86%
Any other white background	41	1%
Black / African / Caribbean / Black British	10	0%
British Asian	6	0%
Mixed: White and Black Caribbean / African / Asian	13	0%
Any other mixed / Multiple background	7	0%
Other Ethnic group	17	0%
Prefer not to say	182	5%

Not answered	237	6%
Total	3,771	100%

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?	Count	%
Yes	1,486	39%
No	1,735	46%
Prefer not to say	253	7%
Not answered	297	8%
Total	3,771	100%

Which of the following best describes your religious belief/faith?	Count	%
Christian	2,265	60%
Muslim	15	0%
Buddhist	10	0%
Hindu	6	0%
Jewish	6	0%
Agnostic	5	0%
Atheist	5	0%
Humanist	3	0%
Baha'i	1	0%
Other	8	0%
None	693	18%
Prefer not to say	464	12%
Not answered	290	8%
Total	3,771	100%

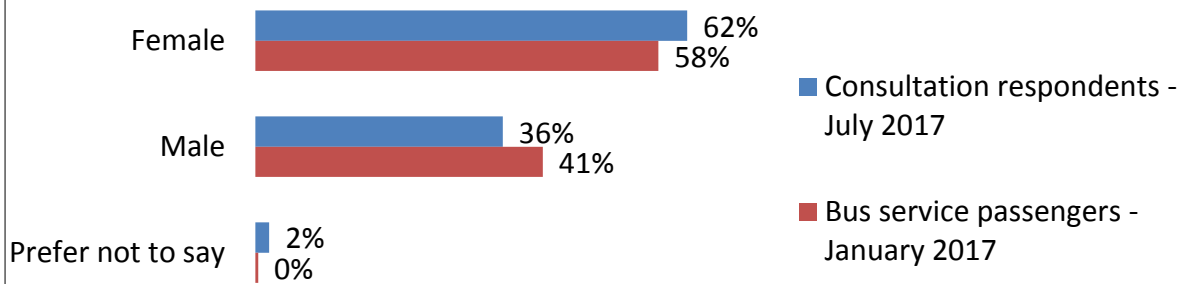
Demographic comparisons of consultation respondents Vs Bus passengers

In January 2017, Cheshire East Council conducted on-board bus surveys throughout Cheshire East, to gather baseline data for bus service usage, which would then inform the proposals to be consulted on.

As part of this data gathering exercise, the council obtained figures for bus service passengers by gender and age. The following charts compare the proportion of consultation respondents Vs the proportion of bus service passengers, by gender and age. Please note, percentages for consultation respondents in charts 10 and 11 may not be the same as those given in the tables above, this is because the figures in the charts exclude those who didn't answer.

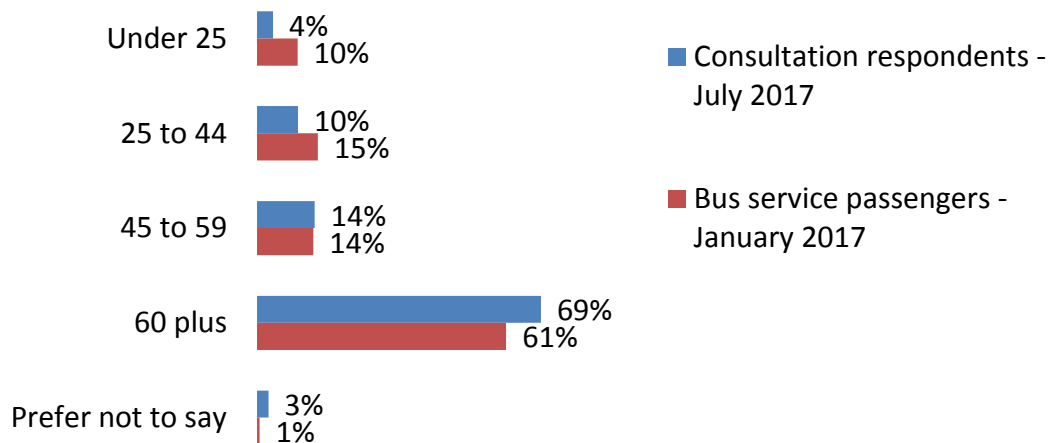
Comparisons in Figure 10 show us that the proportion of consultation respondents Vs bus passengers were very similar by gender – 62% of consultation respondents were female, compared to 58% of bus passengers who were female. This adds validity to the consultation results, suggesting respondents are reflective of bus passengers as a whole.

Figure 10: Consultation respondents Vs Bus passengers, by gender



Comparisons in Figure 11 also show that the proportion of consultation respondents Vs bus passengers were similar by age – 69% of consultation respondents were aged 60 plus, compared to 61% of bus passengers. This also add validity to consultation results.

Figure 11: Consultation respondents Vs Bus passengers, by age



Appendix 3 – Route Assessment Matrices

The following two Route Assessment Matrices have been created to understand the impact of each of the proposals within the Bus Service Consultation 2017.

Route Assessment Matrix 1 lists the 17 routes for which route changes have been proposed – the proposal was to replace these routes with new ones. This matrix simply suggests changes to proposals which might need to be considered when designing the new routes.

Route Assessment Matrix 2 lists the 28 routes for which either full or partial service withdrawal was proposed. Each these 28 routes have been assigned an Assessment Priority, from 1 – the route that should be looked at first when prioritising interventions to mitigate the impacts of proposals, through to 24 – the route that should be looked at last, or the route which is potentially least affected by its proposal.

Both Route Assessment Matrices contain the following 3 indicators – more detail about how these indicators were created is given further below:

- Usage – The number of annual passengers of a route, during the times that the service is supported. This is based on information provided by operators
- Response Coefficient – This is a coefficient which indicates for each route the level of response within the consultation compared to the number of passengers at times when the service is supported. The higher the response coefficient, the greater the volume of comment, or concern, for each route
- Social Impact Count – This is the total number of comments received for each route that implied a very significant social impact that could occur as a result of the proposal for each route. The social impacts that were included in this count were someone implying the proposal would lead to them: losing their job; losing their accommodation/having to relocate; suffering from significant social isolation or significant negative impact on their wellbeing.

Please note these figures should be treated as indicative only.

A summary of the proposed changes for each route is given within the Route Assessment Matrices (see column “Proposed change”), and these summaries are either “route/timetable changes”, “weekend and/or evening service cuts” or “service withdrawn” – please note the colour coding for each of these summaries is the same as that used within the consultation documentation. It is interesting to note here that of these 3 summaries, “route/timetable changes” had the lowest Response Coefficient (0.17), suggesting concern about these proposals was low, and “weekend and/or evening service cuts” had the highest Response Coefficient (1.12), suggesting concern about these proposals was high.

Proposed change	Usage (A)	Number of consultation responses (B)	Response Coefficient (= B / A x 100)
Route / Timetable changes	800,871	1,363	0.17
Weekend and /or evening service cuts	168,426	1,879	1.12
Service withdrawn	195,133	1,215	0.62
Total	1,164,430	4,457	
*Please note figures in this table exclude those for Little Bus and Crewe Flexirider			

Cheshire East Council Bus Service Consultation 2017 – Route Assessment Matrix 1 (for routes being retained, with changes)								
Current route	New route	Proposed change	Usage (A)	Number of Consultation responses (B)	Response Coefficient (= B / A x 100)	Social Impact Count	Usage / Response Coefficient / Social Impact Count – Levels	Suggested changes to proposal
19	A	Route / Timetable changes	32,460	25	0.08	0	High / Low / Low	None suggested
39	B	Route / Timetable changes	16,756	43	0.26	0	Medium / Medium / Low	None suggested
1B	C	Route / Timetable changes	50,000	127	0.25	5	High / Medium / Medium	None suggested
42	C	Route / Timetable changes	101,268	216	0.21	14	Very high / Low / High	Other - Make minor tweaks
58	D	Route / Timetable changes	40,000	40	0.1	0	High / Low / Low	None suggested
60	D	Route / Timetable changes	50,000	13	0.03	0	High / Low / Low	None suggested

88	E	Route / Timetable changes	182,931	191	0.1	5	Very high / Low / Medium	Other - Cover the 'school run'
27, 27A, 27B	E	Route / Timetable changes	19,216	93	0.48	5	Medium / Medium / Medium	None suggested
289	E	Route / Timetable changes	21,480	63	0.29	3	Medium / Medium / Medium	Rural service provision
P1	F	Service withdrawn	38,719	310	0.8	27	High / High / Very high	Other - Urban re-route
392, 393	F	Route / Timetable changes	94,520	237	0.25	3	Very high / Medium / Medium	None suggested
11	F	Route / Timetable changes	37,890	72	0.19	1	High / Low / Low	Other - Make minor tweaks
51, 52, 53	G	Route / Timetable changes	35,509	57	0.16	7	High / Low / Medium	None suggested
71	G	Weekend and /or evening service cuts	2,174	7	0.32	0	Low / Medium / Low	None suggested
72	G	Route / Timetable changes	17,392	55	0.32	2	Medium / Medium / Low	Rural service provision
73	G	Route / Timetable changes	17,392	80	0.46	9	Medium / Medium / High	Rural service provision
90, 91, 92	H	Route / Timetable changes	84,056	51	0.06	0	Very high / Low / Low	None suggested

Cheshire East Council Bus Service Consultation 2017 – Route Assessment Matrix 2 (full or partial withdrawal)

Current route	Proposed change	Usage (A)	Number of Consultation responses (B)	Response Coefficient (= B / A x 100)	Social Impact Count	Usage / Response Coefficient / Social Impact Count – Levels	Assessment Priority	Suggested changes to proposal
38	Weekend and /or evening service cuts	50,680	482	0.95	38	High / High / Very high	1	Evening and / or weekend service provision
78	Weekend and /or evening service cuts	23,415	423	1.81	30	Medium / Very high / Very high	2	Evening and / or weekend service provision (medical run)
319	Service withdrawn	19,683	147	0.75	25	Medium / High / Very high	3	Rural service provision
37	Weekend and /or evening service cuts	10,313	196	1.9	11	Medium / Very high / High	4	Evening and / or weekend service provision
8	Weekend and /or evening service cuts	10,323	128	1.24	9	Medium / Very high / High	5	Evening and / or weekend service provision (Sundays)
56, 75, 79, 83 & 89	Services withdrawn	12,510	137	1.1	18	Medium / Very high / High	6	Rural service provision for the 56, 75 & 83
315	Service withdrawn	15,308	139	0.91	12	Medium / High / High	7	Rural service provision / Vulnerable elderly
77	Service withdrawn	10,716	94	0.88	9	Medium / High / High	8	Urban re-route
SB1-3	Service withdrawn	27,494	115	0.42	14	High / Medium / High	9	Vulnerable elderly
10, 10A	Weekend and /or evening service cuts	8,391	132	1.57	5	Medium / Very high / Medium	10	Evening and / or weekend service provision
130	Weekend and /or evening service cuts	20,166	176	0.87	6	Medium / High / Medium	11	Evening and / or weekend service provision (Sundays)
6E	Weekend and /or evening service cuts	8,956	65	0.73	8	Medium / High / Medium	12	Evening and / or weekend service provision
32	Service withdrawn	18,328	79	0.43	5	Medium / Medium / Medium	13	None suggested
5, 6	Weekend and /or evening service cuts	9,836	60	0.61	1	Medium / High / Low	14	Evening and / or weekend service provision (Sundays)
200	Service withdrawn	28,404	66	0.23	5	High / Low / Medium	15	Rural service provision
99	Service withdrawn	23,571	91	0.39	2	Medium / Medium / Low	16	Other - Make minor tweaks
300	Weekend and /or evening service cuts	17,574	47	0.27	1	Medium / Medium / Low	17	Vulnerable elderly / Urban re-route
12E	Weekend and /or evening service cuts	1,904	87	4.57	1	Low / Very high / Low	18	Evening and / or weekend service provision (medical run)
31	Weekend and /or evening service cuts	1,897	52	2.74	2	Low / Very high / Low	19	Evening and / or weekend service provision (medical run)
47	Service withdrawn	150	19	12.67	6	Very low / Very high / Medium	20	Rural service provision
35	Service withdrawn	250	14	5.6	2	Very low / Very high / Low	21	Rural service provision
9	Weekend and /or evening service cuts	2,797	24	0.86	1	Low / High / Low	22	None suggested
Little Bus	Service withdrawn	NA	122	NA	7	NA / NA / Medium	23	See section 1.4
Crewe Flexirider	Weekend and /or evening service cuts	NA	5	NA	0	NA / NA / Low	24	None suggested

Category levels were assigned as follows.

For route usage:

- Very high usage was for any route with 51,000 plus annual passengers
- High usage was for any route with 25,000 to 51,000 annual passengers
- Medium usage was for any route with 8,000 to 25,000 annual passengers
- Low usage was for any route with 251 to 8,000 annual passengers
- Very low usage was for any route with 0 to 250 annual passengers.

For Response Coefficient:

- Very high Response Coefficient was given for any value 1.00 plus
- High Response Coefficient was given for any value 0.50 to 1.00
- Medium Response Coefficient was given for any value 0.25 to 0.50
- Low Response Coefficient was given for any value 0 to 0.25.

For Social Impact Counts:

- Very high Social Impact Count was given for any value 21 plus
- High Social Impact Count was given for any value 9 to 20
- Medium Social Impact Count was given for any value 3 to 8
- Low Social Impact Count was given for any value 0 to 2.

And finally, Assessment Priorities were assigned to each of the following Usage / Response Coefficient / Social Impact Count categories. Any routes that had the same categories were then ranked by response coefficient (highest to lowest):

Usage / Response coefficient / Social impact Count – Levels	Assessment Priority
High / High / Very high	1
Medium / Very high / Very high	2
Medium / High / Very high	3
Medium / Very high / High	4, 5, 6
Medium / High / High	7, 8
High / Medium / High	9
Medium / Very high / Medium	10
Medium / High / Medium	11, 12
Medium / Medium / Medium	13
Medium / High / Low	14
High / Low / Medium	15
Medium / Medium / Low	16, 17
Low / Very high / Low	18, 19
Very low / Very high / Medium	20
Very low / Very high / Low	21
Low / High / Low	22

Appendix 4 – Route specific stats

The following tables present results for various survey questions, and for various different respondent demographics, for each route within the consultation. These results should be treated as indicative only. Any figure highlighted in green is one that is significantly higher than the “All response” average, ones highlighted in pink are significantly lower than the “All response” average. Figures here may differ to figures quoted in other parts of this report due to rounding errors and missing values.

	4 times a week +	2 - 3 times a week	Mon - Fri before 6pm	Mon - Fri after 6pm	Sat before 6pm	Sat after 6pm	Sun	Education	Medical	Work	Shopping	Social	Worship	Cuts to timing of the bus (Worse %)	Changes to the frequency (Worse %)	Changes to the route (Worse %)	Cuts to evening service (Worse %)	Cuts to Sunday service (Worse %)	Alternative transport? (No %)	Min	Max	
All responses	32%	28%	87%	24%	42%	15%	11%	7%	44%	15%	69%	50%	4%	83%	85%	73%	75%	59%	76%	1,179	3,049	
38	31%	24%	77%	55%	47%	35%	25%	9%	31%	23%	53%	64%	4%	83%	81%	61%	88%	69%	78%	221	482	
P1	27%	29%	90%	24%	45%	16%	4%	4%	43%	13%	74%	56%	6%	90%	86%	94%	84%	72%	63%	90	310	
78	36%	34%	92%	17%	52%	10%	3%	4%	63%	11%	75%	45%	3%	91%	92%	77%	75%	57%	81%	128	423	
319	10%	39%	95%	3%	37%	1%	0%	1%	65%	2%	87%	41%	3%	87%	95%	87%	56%	55%	75%	31	147	
56	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4	40
75	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4	21
79	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2	8
83	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	15	62
89	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1	6
37	36%	22%	83%	52%	46%	34%	12%	10%	33%	29%	58%	60%	4%	80%	86%	63%	86%	58%	78%	90	196	
8	65%	24%	88%	20%	55%	16%	29%	2%	53%	19%	83%	51%	8%	77%	85%	69%	75%	68%	89%	61	128	
315	36%	36%	92%	9%	51%	4%	1%	3%	50%	11%	79%	50%	4%	96%	93%	84%	67%	61%	81%	28	139	
77	28%	30%	95%	10%	13%	5%	3%	3%	47%	15%	78%	41%	2%	88%	92%	84%	74%	71%	81%	24	94	
SB1-3	36%	48%	96%	7%	15%	2%	0%	3%	77%	3%	89%	42%	3%	90%	93%	93%	71%	59%	76%	17	115	
10, 10A	31%	31%	75%	46%	44%	43%	40%	5%	28%	23%	58%	64%	2%	68%	74%	44%	84%	75%	64%	70	132	
392, 393	28%	29%	92%	25%	46%	16%	8%	7%	38%	16%	70%	59%	6%	82%	74%	89%	87%	61%	64%	79	237	
130	37%	20%	89%	21%	52%	13%	32%	6%	46%	18%	66%	48%	7%	74%	77%	54%	67%	74%	77%	81	176	
6E	42%	22%	65%	57%	35%	20%	18%	0%	48%	20%	49%	55%	6%	76%	81%	70%	92%	78%	92%	36	65	
73	25%	30%	93%	30%	58%	14%	0%	10%	34%	15%	78%	68%	5%	85%	92%	84%	74%	23%	63%	22	80	
1B	44%	21%	91%	20%	53%	11%	9%	2%	57%	18%	63%	40%	2%	86%	88%	84%	76%	58%	91%	43	127	
42	28%	29%	89%	30%	48%	19%	6%	5%	60%	11%	74%	49%	4%	72%	78%	57%	73%	47%	80%	86	216	
88	52%	19%	94%	14%	34%	5%	4%	33%	23%	18%	45%	34%	3%	83%	87%	36%	50%	27%	82%	78	191	
27, 27A, 27B	16%	33%	87%	18%	51%	9%	9%	1%	49%	11%	55%	47%	2%	75%	66%	42%	73%	50%	75%	30	93	
32	20%	38%	91%	18%	38%	9%	5%	8%	34%	14%	73%	47%	3%	92%	95%	88%	74%	50%	69%	28	79	
289	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	11	63
51, 52, 53	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	6	57
200	31%	25%	82%	12%	42%	8%	30%	6%	36%	32%	55%	59%	5%	93%	90%	87%	76%	70%	68%	37	66	
99	20%	26%	84%	30%	30%	14%	11%	8%	38%	21%	57%	56%	1%	85%	86%	75%	76%	56%	78%	41	91	
72	21%	21%	89%	13%	53%	15%	0%	5%	29%	11%	69%	58%	11%	83%	85%	87%	60%	31%	69%	13	55	
300	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	11	47
39	27%	27%	91%	19%	35%	9%	5%	0%	33%	9%	70%	58%	0%	63%	68%	63%	69%	62%	71%	13	43	
5, 6	29%	24%	58%	42%	28%	22%	40%	3%	27%	12%	50%	65%	5%	73%	58%	36%	81%	78%	73%	25	60	
31	23%	25%	90%	21%	40%	12%	4%	4%	60%	12%	52%	54%	0%	67%	70%	57%	63%	45%	83%	20	52	
12E	45%	29%	76%	40%	51%	17%	21%	1%	49%	16%	68%	54%	8%	69%	75%	62%	80%	69%	84%	45	87	
47	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	4	19
35	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5	14
90, 91, 92	24%	36%	88%	16%	45%	12%	10%	8%	53%	12%	75%	51%	2%	75%	72%	70%	63%	57%	64%	21	51	
9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	9	24
11	38%	38%	93%	13%	44%	18%	19%	6%	46%	11%	81%	54%	3%	65%	67%	50%	57%	52%	68%	31	72	
58	23%	25%	98%	23%	53%	20%	35%	3%	23%	0%	78%	78%	5%	61%	64%	48%	65%	50%	76%	16	40	
60	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5	13
19	36%	20%	88%	8%	64%	8%	8%	4%	44%	0%	76%	56%	8%	68%	63%	25%	27%	30%	83%	10	25	
71	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2	7
Crewe Flexirider	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3	4
Little Bus	9%	34%	84%	7%	11%	3%	2%	0%	39%	0%	75%	33%	2%	72%	81%	75%	33%	27%	93%	33	122	

*Indicates where results have been suppressed due to low number of responses for the route

	Under 45	45 to 59	60 plus	Have a limiting health problem / disability	Christian	Most deprived quintile	2nd quintile	3rd quintile	4th quintile	Least deprived quintile	Urban	Rural
All responses	14%	13%	73%	45%	74%	15%	19%	25%	20%	20%	57%	43%
38	24%	18%	58%	28%	67%	24%	17%	24%	20%	15%	77%	23%
P1	8%	12%	80%	39%	73%	0%	7%	26%	23%	44%	35%	65%
78	10%	10%	79%	59%	80%	10%	16%	19%	34%	21%	43%	57%
319	5%	11%	84%	51%	86%	1%	9%	56%	17%	17%	25%	75%
56	3%	0%	98%	39%	77%	0%	40%	60%	0%	0%	0%	100%
75	*	*	*	*	*	*	*	*	*	*	*	*
79	*	*	*	*	*	*	*	*	*	*	*	*
83	2%	12%	86%	39%	76%	0%	33%	50%	14%	3%	22%	78%
89	*	*	*	*	*	*	*	*	*	*	*	*
37	25%	19%	56%	32%	71%	15%	25%	21%	23%	16%	64%	36%
8	10%	17%	74%	56%	84%	46%	25%	12%	9%	8%	94%	6%
315	10%	12%	78%	61%	83%	6%	23%	12%	46%	13%	25%	75%
77	15%	13%	71%	52%	74%	9%	19%	53%	5%	14%	37%	63%
SB1-3	3%	5%	92%	76%	88%	2%	1%	29%	34%	34%	34%	66%
10, 10A	26%	18%	56%	22%	51%	4%	19%	26%	14%	37%	48%	52%
392, 393	14%	13%	73%	28%	67%	3%	10%	27%	16%	45%	48%	52%
130	15%	14%	71%	45%	71%	22%	20%	18%	14%	27%	69%	31%
6E	17%	22%	61%	52%	64%	47%	31%	7%	9%	7%	90%	10%
73	10%	19%	70%	31%	69%	4%	38%	48%	3%	7%	13%	87%
1B	17%	13%	70%	61%	73%	59%	26%	10%	3%	3%	87%	13%
42	10%	15%	75%	52%	76%	21%	20%	29%	18%	12%	80%	20%
88	33%	15%	52%	30%	70%	6%	14%	27%	12%	41%	60%	40%
27, 27A, 27B	16%	10%	74%	43%	68%	6%	24%	30%	23%	18%	61%	39%
32	8%	19%	72%	45%	78%	7%	12%	20%	40%	22%	43%	57%
289	5%	12%	83%	36%	78%	6%	10%	27%	46%	10%	31%	69%
51, 52, 53	0%	4%	96%	79%	93%	10%	46%	8%	0%	35%	98%	2%
200	21%	15%	64%	39%	75%	12%	52%	7%	16%	14%	45%	55%
99	17%	16%	67%	28%	69%	21%	26%	33%	12%	8%	95%	5%
72	10%	12%	78%	43%	78%	4%	76%	11%	4%	4%	15%	85%
300	12%	2%	85%	68%	90%	17%	12%	69%	0%	2%	95%	5%
39	8%	8%	85%	41%	89%	9%	0%	44%	35%	12%	56%	44%
5, 6	17%	17%	66%	48%	60%	44%	25%	7%	13%	11%	96%	4%
31	9%	16%	75%	49%	60%	31%	23%	10%	21%	15%	64%	36%
12E	18%	8%	74%	55%	73%	29%	14%	26%	16%	16%	81%	19%
47	*	*	*	*	*	*	*	*	*	*	*	*
35	*	*	*	*	*	*	*	*	*	*	*	*
90, 91, 92	13%	8%	79%	43%	66%	26%	11%	15%	32%	17%	74%	26%
9	15%	15%	70%	65%	71%	42%	26%	5%	21%	5%	89%	11%
11	8%	8%	85%	51%	63%	3%	18%	37%	17%	25%	43%	57%
58	6%	12%	82%	40%	57%	23%	13%	20%	20%	23%	67%	33%
60	*	*	*	*	*	*	*	*	*	*	*	*
19	5%	5%	90%	48%	50%	5%	18%	9%	41%	27%	55%	45%
71	*	*	*	*	*	*	*	*	*	*	*	*
Crewe Flexirider	*	*	*	*	*	*	*	*	*	*	*	*
Little Bus	2%	2%	97%	96%	88%	14%	28%	29%	17%	12%	48%	52%

*Indicates where results have been suppressed due to low number of responses for the route

Appendix 5 – A summary of all route specific open comments

This appendix contains a summary of the comments received in reply to the question “please provide any further details on how you are affected by the proposed changes to this service”.

Summaries are provided for each of the 45 routes in the consultation, these routes are listed in the same order as those presented in Chapter 2, and in the Route Assessment Matrices in Appendix 3.

Comments made for routes being retained with changes

19 Macclesfield - Prestbury

(15 comments)

This service would be replaced by proposed Route A with no changes to the route.

Service remains hourly but no service at lunchtime (12:00-13:00)

Due to the limited proposed changes to the bus the number of comments was relatively low and therefore does not allow for a complete analysis. Respondents of this service generally felt the removal of the lunchtime service was a barrier to shopping (4 comments) as these were the times they frequently used and 7 respondents reported using the lunchtime bus specifically. Concerns were raised about the increased waiting times, especially in the winter months (2 comments).

39 Nantwich – Wybunbury – Crewe

(20 comments)

‘The service would be covered by proposed Route B with no changes to the route’

Due to the minimal changes to this route the number of comments received was relatively low, respondents were either concerned that the service was about to be withdrawn in some aspect and wished to object to that (7 comments), or they felt that there was need for a greater frequency of buses on this route from two hourly as is now to an hourly service (7 comments) – an increase in frequency from present levels.

1B Crewe – Nantwich

(79 comments)

‘Service 1B would be withdrawn and replaced with Route C from Minshull New Road to Crewe Bus Station. The remainder of the 1B route is covered by the service 1A’

Central to this route were concerns raised by respondents focused on three key locations that would no longer have a direct service. These were Eagle Bridge Medical Centre, Crewe Railway Station (from Nantwich) and the Retail Park.

Impacted Groups

Respondents were concerned about the impact changes would have on two groups within this section, these were the elderly (8 comments) and workers (6 comments).

The proposal could be a barrier to...

A large proportion of the comments considered the change to the service to be a barrier to health services (27 comments) notably the Eagle Bridge Medical Centre as this was now only served by the proposed Route C. Barriers were also identified to work (11 comments), transport links (9 comments) in regards to Crewe Railway station, and shopping facilities (8) in regards to Crewe town centre and Morrison’s.

Route Specifics

Concerns were raised around timetabling (5 comments) especially in regard to an hourly service suggesting this was incompatible with those using this service to attend medical appointments leaving long waits for a return bus. Concerns were also raised about having to change bus services (4 comments) to access these locations.

Potential consequences of proposals

As a result of the suggested alternatives there were 9 respondents who felt they had been left with no alternative method of transport, and 4 respondents who reported these changes would lead to either a negative impact on wellbeing or an increased sense of isolation. Respondents also reported these changes would lead to an increase in amount of time spent travelling (7 comments) as well as an increase in taxi use (6 comments).

Restrictions

8 respondents felt that poor health would prevent them from accessing the alternative. 4 respondents reported cost would cause issues, especially in regards to taxi use, and 4 respondents reported location as a restriction of access to service.

Other

Some respondents felt the documentation was unclear and were uncertain what service was available to them if the 1B was to be withdrawn (4 comments).

42 Crewe - Congleton

(136 comments)

'This service would be mostly covered by the proposed Route C with some changes to the route in Crewe. Instead of Victoria Avenue and Rolls Avenue, Route C would run from Minshull New Road via Morrisons to serve the Eagle Bridge Medical Centre.

The service would be hourly on weekdays and every 90 minutes on a Saturday

Central to this route is that the changes represent a barrier to health services for a high number of respondents, this is due to the route serving Leighton Hospital and any changes to the route that were seen to restrict this service were widely opposed by a range of respondents. Location based concerns were also raised around this route such as the discontinuation of service to Victoria Avenue, the diversion of the bus down the congested Minshull New Road and the impact this would have on reliability and the lack of service to more rural areas such as Goostrey and the impact this would have.

Key concerns/comments

The most frequently suggested improvement by respondents was a later last bus for the service to fit in with appointment and visiting hours at Leighton Hospital as many respondents were concerned about being stranded after, or being unable to take, the new schedule of later appointments offered (31 comments). Concerns were also raised about the redirection of the route down Minshull New Road and the impact this would have on the reliability of the service (3 comments) as well as concerns about areas impacted by the new route such as Victoria Avenue (13 comments).

Impacted Groups

The group respondents felt were mostly likely to be impacted by the changes were the elderly (12 comments) followed by those who were dependent on the bus for work purposes (8 comments). Respondents who reported they had poor health or mobility issues also felt they would be affected (13 comments), especially those respondents living on or near Victoria Avenue which would no longer be served.

The proposal could be a barrier to...

Changes to this service represented a barrier to health services for a large number of respondents (77 comments) however other barriers were also identified such as to shopping services (19 comments), social activities (12 comments), transport links and onward travel (14 comments) and as a barrier to getting to and from work (9 comments).

Potential consequences of proposals

As a Potential consequences of proposals to this bus route 30 respondents feel they have been left with no alternative travel and of these 12 respondents report the changes will have a large negative impact on their life and potentially isolate them. Respondents also report an increase in taxi usage (9 comments) but were concerned about whether they could afford such as cost (8 comments).

58 Macclesfield – Forest Cottage – Burbage – Buxton

(16 comments)

‘Service 58 would be covered by proposed Route D2’

‘No changes to current 58 timetable’

While there were no main concerns raised about this route, there was a limited amount of confusion around the interpretation of proposals. Some respondents also stated that they did not believe they would be impacted by the changes outlined (4 comments).

60 Macclesfield – Hayfield

(8 comments)

‘Service 60 would be covered by the proposed Route D1.’

‘No changes to current 60 timetable’

While there were no main concerns raised about this route, respondents were keen to emphasise the importance of this bus route for local walking groups (3 comments). 3 respondents felt they were unlikely to be effected by the proposed changes to this route and 2 respondents raised that this route has previously served Disley and requested this service be offered again.

88 Knutsford – Wilmslow - Altrincham

(136 comments)

‘This service would be covered by proposed Routes E1 and E2 with no changes to the route.’

‘The service would run hourly between Altrincham and Knutsford. After Knutsford, services would continue to Macclesfield (E1) or Northwich (E2) on alternate hours.’

Central to this route was its critical importance for a number of school and college children within Cheshire East. Previously after GHA went into administration this route had been maintained due to its importance as a school route, respondents ask that once again

Cheshire East consider this. The reduction of frequency from half-hourly to hourly was seen as unacceptable with the proposed timetable. Above all respondents call for this routes priority as a service used by school children to be considered and the proposals altered to reflect this.

Key concerns/comments

The main improvement requested by respondents was to maintain this service's usefulness as a school bus, the reduction of service from half hourly to hourly was seen as unacceptable (44 comments) but this could be mitigated by refocusing the timetable to be more suitable for school times. Respondents ask for the 7:05 service to be kept on to allow children to travel to school and a more suitable time is needed in the afternoon to coincide with the end of school. Respondents were not completely against the reduction of frequency but ask that at these peak times service is maintained (7 comments).

Impacted Groups

The most frequently identified group as being impacted by the change was school children (49 comments) followed by those who rely on the service to travel to and from work (12 comments).

The proposal could be a barrier to...

The greatest barrier respondents felt as a result of the change was to education (56 comments) as many children, or parents of children reported they had no other way to get to and from school than this previously relied on service. Barriers were also expressed to work (18 comments) and transport links and onward travel such as Wilmslow train station (9 comments).

Potential consequences of proposals

As a consequence of the changes to this service 18 respondents feel like they have been left with no alternative means of travel, especially in regards to children travelling to school. Respondents report that the changes will have a direct impact on the amount of time they have to spend travelling to and from destinations (22 comments).

27, 27A, 27B Macclesfield – Chelford – Knutsford

(55 comments)

This service would be withdrawn and replaced by proposed route E1 with no changes to the route. The 27B diversion at Beggarmans Lane would remain. The 27A diversion via Alderley Park would be withdrawn, service 130 provides an alternative from Macclesfield.

Route 1E would serve Macclesfield and Knutsford every two hours as at present

Central to this route were concerns expressed around the frequency and reliability of this service, especially with service remaining two hourly as at present. Concerns were also expressed in regards to specific locations such as Chelford needing good bus links, and how Tabley Road which had previously be served by a previous operator was now isolated.

Key concerns/comments

Many of the improvements and recommendations for this service stemmed from the need for a better frequency of service or a more reliable service. Requests were made for the continuation of the evening service (4 comments) as well as a greater frequency of buses (8 comments). Respondents expressed concerns that the current bus service was not reliable and by further reducing the service would exacerbate these issues (13 comments) especially when waiting in the winter months. Respondents also raised improvements for specific areas such as Chelford, and the no longer served area of Tabley Road (6 comments).

Impacted Groups

Respondents identified the following groups who were likely to be impacted: Elderly (3 comments), those with long term illnesses or limited mobility (3 comments) and those undertaking voluntary work (3 comments). 5 respondents reported that their health would restrict them to the use of this service and 3 respondents reported that they would be unable to afford an alternative service.

The proposal could be a barrier to...

The biggest barrier perceived by respondents was to health services (18 comments), especially in regards to access to hospitals for visiting and appointments something that would be difficult under the proposed changes due to the limited frequency of the service.

Potential consequences of proposals

7 respondents felt that the changes to the service would leave them without an alternative service on offer to them. 3 respondents report that as a consequence of the proposed changes they would have to work significantly reduced hours or would completely lose their job due to no evening service being available.

289 Northwich – Knutsford – Mere – High Legh – Little Bollington - Altrincham

(46 comments)

'Part of this service (Northwich to Knutsford) would be covered by proposed Route E2 which would extend to Altrincham via Wilmslow. Mere, Bucklow Hill, High Legh and Little Bollington would no longer be served. Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service.'

Central to this route is the isolation of High Legh from future proposed service; a number of respondents were concerned that as in previous times High Legh would have no scheduled bus service.

Key concerns/comments

Providing some level of service for High Legh was seen as a priority for respondents (14 comments) as the isolation of this location was of great concern. Requests were made for a later evening service to fit in better with later appointments and the times in which people finish work.

Impacted Groups

The only group consistently identified by respondents as being impacted by these changes was the elderly (7 comments) who relied on this service to access health services and shopping.

The proposal could be a barrier to...

Changes to the service was seen as a barrier to shopping (10 comments), health services (9 comments), social activities (7 comments) and education (4 comments).

Potential consequences of proposals

As a Potential consequences of proposals to the service 9 respondents feel they will be left with no alternative means of transport, of which 3 state they will be potentially isolated.

P1 Middlewood – Poynton – Hazel Grove

(226 comments)

'The current P1 route would be withdrawn and part of the route would be served by the proposed Route F. There would be no services between Poynton Church and Argyle Street in Hazel Grove. Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service.'

Central to the route is the removal of several key locations from the bus network for the residents of Poynton. Concerns were raised about the lack of service West Poynton which is to be removed from the service network. This then presents a barrier to these residents in both access to services and locations such as Stockport, which were a concern. The barrier

to onward travel and transport links was also highlighted with the removal of Hazel Grove and Poynton station a concern for many.

Key concerns/comments

The main recommendation made by respondents was to make sure that access to Stockport was maintained (10 comments) as withdrawal had a large impact on this journey for respondents. Respondents requested a better evening service was needed on this route to service work and late appointments and felt it would be well used if provided (18 comments). Respondents also requested a weekend service (7 comments) as well as stating this bus needed to operate at an increased frequency rather than being withdrawn (4 comments).

Impacted Groups

Groups that will be impacted by the withdrawal of this route are: the elderly (41 comments), those with long term illness or disability (12 comments) and those who rely on the service for work travel (19 comments). Respondents felt that those living in West Poynton (27 comments) would be significantly impacted by the loss of service, as well as Higher Poynton (17 comments). Respondents felt that those who were restricted by poor health or mobility issues would also be impacted (17 comments).

The proposal could be a barrier to...

Withdrawal of this route presents a barrier to onwards travel and transport links (49 comments) removing links to other connecting buses at Hazel Grove and the disconnection of the train network that many respondents report needing. Barriers were also identified to: health services (43 comments), shopping facilities (35 comments), social activities (23 comments) and work (9 comments).

Potential consequences of proposals

As a consequence of withdrawal of this route 64 respondents state they feel they have been left without alternative transport, with 21 of these indicating this will have a large negative impact on their life, potentially isolating them. Respondents report using alternative methods of transport such as walking (12 comments) and increasing car use (11 comments) but some respondents were concerned about the impact the removal of the bus would have on local travel and congestion (14 comments).

Other

8 respondents report a need for this bus in the future, and 8 state while they have alternatives they use this bus to help alleviate parking problems in the area.

392 Macclesfield – Tytherington – Bollington – Poynton – Hazel Grove - Stockport

(154 comments)

'The majority of the 392 route would be covered by part of the proposed Route F. Services would end at Hazel Grove Park and Ride instead of Stockport. Within Bollington, Route F services would go via South West Avenue instead of Bollington Road. Route 10 would continue to serve areas within Bollington which would not be served by Route F.'

'Route F would operate every hour and would go via Badger Road or Dorchester Way on alternate hours.'

Central to this route is the inconvenience termination at Hazel Grove Park and Ride is for a number of respondents, leading to an increased traveling time, difficulty changing buses and concerns about the cost of connecting up multiple routes. Respondents raise concerns about the barriers this presents in getting to Macclesfield or Stockport for them.

Key concerns/comments

Most frequently requested was a better provision of evening service to allow better connection with late afternoon appointments and a better fit with working hours (25 comments). Also requested was a need for the weekend services (6 comments). Respondents felt that this bus needed to operate at a greater frequency than currently proposed (6 comments). Respondents felt that termination at Hazel Grove would present difficulties in having to change buses to complete journeys (28 comments), something those with mobility issues were concerned about. Respondents raised concerns about the difficulty the new proposed route will present in traveling to and from Stockport (24 comments).

Impacted Groups

Respondents felt that those most likely to be impacted were those who relied on this service for travel to and from work (16 comments), followed by the elderly (11 comments) and those with long term illness or disability (5 comments).

The proposal could be a barrier to...

Barriers to work travel (19 comments); health services (17 comments), education (13 comments), onward travel and transport links (13 comments) and social activities (11 comments).

Potential consequences of proposals

As a consequence of the changes 17 respondents feel they have been left without alternative transport. 44 respondents report the changes will lead to journeys taking an increased amount of traveling time due to changing buses and waiting for connections. Respondents were concerned about the cost of travel when the changes take place, leading to the need to catch multiple buses, sometimes from different operators (15 comments).

11 Macclesfield – Kerridge

(40 comments)

‘Service 11 would be withdrawn and mainly replaced by the Route F. Marlborough Drive to Clarke Lane would be covered by Service 10’

‘Route F would operate every hour and would go via Badger Road or Dorchester Way on alternate hours’

‘Service 10 runs every 30 minutes during the day on weekdays, Saturday and Sundays’

Central to this route was continuation of service around Grimshaw Lane, a hilly area that a number of respondents were concerned about the lack of service to (note from author: whilst respondents highlighted this as an issue, it should be noted that under the proposal this area would be served every two hours by the proposed route). Concerns were also raised about the timekeeping of a bus starting from Poynton/Hazel Grove due to traffic and the impact this would have on Kerridge.

Key concerns/comments

Suggestions were made that the first bus from Kerridge under the proposed changes (10:05AM) would be too late for a number of respondents (5 comments) and that an earlier morning service would be preferable. The main improvement requested was that the service continued to operate around the area of Grimshaw Lane as a number of respondents felt the gradients in the area were a significant barrier to them (10 comments).

Impacted Groups

The main group identified by respondents as being impacted by these changes were the elderly (5 comments) along with those who are restricted by health and mobility problems (7 comments), this is due to the nature of the location of Grimshaw Lane.

The proposal could be a barrier to...

The changes to the route were seen most frequently as a barrier to shopping (8 comments) as respondents felt they would not be able to carry shopping up the hill. Respondents also

reported barriers to health (7 comments) due to the timing of the new route being later in the morning, social (5 comments) and for onward transport links (4 comments), again due to the changes to the timing of the bus.

Potential consequences of proposals

As a result of these changes 3 respondents feel they have no alternative service available to them.

Other

3 comments stated that the supporting documentation was not clear about the changes to the route and how the new route was going to operate, leading to some potential confusion.

51, 52, 53 Nantwich Town services

(39 comments)

'The 51, 52 and 53 services would be covered by proposed Routes G4, G5 and G6 respectively'

The g4 would operate every two hours, the G5 would operate five times a day and the G6 would operate every two hours.

Central to this route were concerns raised by respondents about the vulnerability of those who use this service and how changes to the route and timetables would possibly affect them.

Key concerns/comments

Concerns were raised by respondents about the increases in traveling time and waiting between bus services that may be incurred by changes to the route and timetable (5 comments). Concerns were also raised about the lack of 15:00 service during term time which has previously been suspended (4 comments).

Impacted Groups

The main group identified by respondents as likely to be impacted by the changes was the elderly (7 comments) as well as individuals who volunteered in town (2 comments). Respondents with restrictive health conditions were also concerned about the changes, especially in regard to having to stand for long periods while waiting for buses (6 comments).

The proposal could be a barrier to...

Changes to the service was seen as a barrier to both Health services (16 comments), as timetabling was seen as restrictive for appointments around the 15:00 time leaving long waits before return, and shopping services (16 comments) being unable to carry heavy shopping back from town.

Potential consequences of proposals

As a consequence of the changes 10 respondents felt they had not been provided with an alternative service (10 comments) and 7 respondents felt their life would be negatively affected, leading to isolation.

71 Wrenbury – Nantwich

(2 comments)

‘Service 71 would be withdrawn and would be covered by the proposed Route G1’

‘The service operates once a day in either direction (during school term time). The morning service would depart 5 minutes later from all stops. The afternoon return service would be the same times as present’

1 respondent felt that documentation was not clear as to whether the afternoon service would continue and 1 respondent felt that the use of this bus for a school service had made it far less convenient.

72 Nantwich – Wrenbury – Whitchurch

(34 comments)

‘Service 72 (Nantwich to Wrenbury) would be covered by Route G2. The part of the service from Wrenbury to Whitchurch would be withdrawn. Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service.’

‘The service would operate approximately every two hours’

Central to this route was concern about the isolation of rural locations such as Norbury and Marbury as well as the loss of service to Whitchurch. Respondent’s called for the proposals to recognise the benefit of cross-county travel.

Key concerns/comments

Respondents from localities such as Norbury and Marbury expressed great concern about being cut off under the proposed changes (17 comments). Suggestions were made that even

if a twice weekly service could be maintained to these areas this would be preferable to a complete withdrawal of the service (2 comments). Respondents requested that a better late afternoon and evening service could be maintained to give more options when travelling, especially from those using this route for work purposes (5 comments).

Impacted Groups

Groups that respondents felt would be most impacted by the changes to this route were those who lived in the rural localities (15 comments) followed by the elderly (4 comments).

The proposal could be a barrier to...

Changes to the proposed service were seen as a barrier to a number of services including: health services (10 comments), shopping locations (11 comments), and social activities (5 comments). Many of these barriers stemmed from the inability to either access the service hub of Nantwich or Whitchurch.

Potential consequences of proposals

With withdrawal of this route 8 respondents feel they have been left with no alternative service and five respondents report this will have a marked negative impact on their life and their ability to maintain independence.

73 Nantwich – Audlem – Whitchurch

(49 comments)

‘Service 73 (Nantwich to Audlem) would be covered by the proposed Route G3. The part of the service to Audlem to Whitchurch would be withdrawn. Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service.’

‘The service would operate approximately every two hours’

Central to this route is the loss of service to Whitchurch as well as concerns for the service provided to other localities such as Audlem and Norbury. The last bus was seen as restrictive with a number of respondents asking if this could be extended, even if just by an hour.

Key concerns/comments

There was a need expressed for continuation of the service to rural areas and the cross border area of Whitchurch (16 comments) which was seen as a great loss for respondents. Respondents felt that a reduced service could be maintained, especially on days such as market days to allow some level of access to services (3 comments).

Impacted Groups

Respondents felt that the group most likely to be impacted by the changes were the elderly (8 comments) and those who rely on the service for traveling to and from work (7 comments). Concern was expressed over the isolation of rural locations on the county border as well as the impact withdrawal would have on those in Whitchurch (7 comments).

The proposal could be a barrier to...

The most frequent barrier reported by respondents was to shopping services (15 comments) especially in regard to the loss of access to Whitchurch. Respondents also felt this would be a barrier to social activities (11 comments), health services (8 comments) and as a barrier to those travelling to and from work (6 comments). Respondents also report that the changes would be a barrier to onwards travel links, in regard to the loss of access to Whitchurch train station (6 comments).

Potential consequences of proposals

As a consequence of the changes 17 respondents feel they have been left with no alternative means of transport, especially in regard to travelling to Whitchurch (17 comments). Six respondents report the changes will impact them greatly and potentially isolate them and two respondents report that they would lose their job.

Other

5 respondents report that while they currently have use of a car they expect to be relying on this bus service in the near future.

90, 91, 92 Congleton (Beartown) Network

(21 comments)

'These services would be covered by proposed Routes H1 (90), H2 (91) and H3 (92) with no changes to the route.'

Central to this route was that respondents were concerned it was about to be withdrawn and wished to expressed their need for this service (10 comments), 4 respondents felt they would be unaffected by the changes to route.

Comments made for routes with proposed full or partial withdrawal

38 Crewe – Sandbach – Congleton – Macclesfield

(295 comments)

‘Evening services on weekdays and Saturday would be withdrawn. The first and last service on a Sunday would also be withdrawn’

Central to this route is the service it offers to those who rely on the bus to commute to and from work. Many respondents rely solely on this bus for transportation to and from work and the proposal will have a large impact on these individuals. Secondly this service is used by a number of respondents for social purposes in the evening. The service is used by a wide cross-section of respondents and this is represented in the large numbers it is expected to impact and the barriers to a wide range of services these individuals will encounter as a consequence of curtailment. The main improvement to the proposal is providing a slightly later bus to allow those finishing work at around 17:00 to connect for the journey home with confidence.

Key concerns/comments

The main recommendation for this route is the continuation of the evening service (131 comments) which was regarded as essential for a number of respondents who use the bus to commute back from work or for social purposes in the evening. A later last bus was seen as essential for those using the service for work as current timings were unsuitable, leaving them stranded. Weekend evening service was also seen as a needed service for some respondents (37 comments).

Impacted Groups

A large number of groups were identified as expected to be impacted by the withdrawal of evening services. The most frequently identified was those who rely on the service to travel to and from work (60 comments). Following this group were those with long term illnesses or mobility problems (14 comments), the elderly (7 comments), volunteer workers (6 comments), those who felt vulnerable (6 comments) and finally those in a rural location (5 comments). Respondents felt that withdrawal of the service would have an impact on those on low income (32 comments) and those who were restricted by health problems (9 comments).

The proposal could be a barrier to...

Removal of the evening service was seen as a barrier to social activities (82 comments), onward travel links, especially in regard to Crewe train station (55 comments), getting to and from work (39 comments), health services (35 comments), shopping services (14

comments), leisure and nightlife (32 comments), and education (10 comments) were also raised.

Potential consequences of proposals

As a consequence of withdrawal of the evening service 59 respondents feel like they will not have an alternative method of transport (59 comments). Some respondents report they will use a taxi as an alternative but have concerns about the cost (25 comments). 12 respondents were concerned about the impact this will have on traffic and congestion.

16 respondents report they will lose their job as a consequence of the evening service being withdrawn.

22 respondents state the changes would have a large negative impact on their life with the potential to isolate them.

78 Nantwich – Rode Heath/Scholar Green

(297 comments)

‘Weekday morning (7:20 from Scholar Green), weekday mid-afternoon, evening and all Saturday services would be withdrawn. Scholar Green would no longer be served by buses after 9.00, any Cheshire East resident living along a section of the route with no alternative public transport access would be eligible to use the Little Bus flexible transport service.’

Note that during the consultation the operator of the 78 service re-registered to withdraw the commercially operated daytime operations of the 78 service between Coppenhall and Rode Heath (Nantwich to Coppenhall section of the route unaffected). In order to retain the busier weekday daytime section of the route, the council has diverted the subsidy previously used for the evening and Saturday services. As a result, as of 4th September 2017, the 78 service operates weekdays between 07:00 and 18:00. The route of the 78 service remains unchanged.

Central to this route is the impact the changes will have on both Rode Heath and Scholar Green which would not have access to a scheduled bus service. This is a particular issue for access to health services as the Rode Heath surgery has recently closed and many patients were relocated to Scholar Green, a location now difficult to access. Respondents also felt that access to Leighton hospital would also be restricted by changes to this service.

Key concerns/comments

Continuation of the bus service to and from Scholar Green was seen as a priority for several respondents, especially in regards to access to health services (16 comments). The continuation of a later evening service was also seen as essential by respondents (46

comments) to allow access to afternoon hospital appointments at Leighton. Weekend service was also frequently requested (48 comments) to allow access again to health services and visiting at Leighton.

Impacted Groups

Those expected to be impacted by the changes to this service are the elderly (32 comments), those who rely on this service for travel to and from work (16 comments) and those with long term illness or limited mobility (11 comments). Respondents felt that those who were restricted by poor health were likely to be effected by these changes (30 comments).

The proposal could be a barrier to...

Changes to the service was primarily seen as a barrier to health services (156 comments) with access to both GP's and hospitals become an issue for respondents. Barriers were also identified to shopping services (61 comments), social activities (36 comments), work (20 comments) and education (9 comments).

Potential consequences of proposals

As a consequence of the changes 53 respondents feel they would have no alternative transport, leading to 23 reporting the changes will have a large negative impact on their life, leading to possible isolation. While some respondents report they would use a taxi as an alternative (23 comments) there were concerns about the cost of doing so (22 comments). Respondents feel that these changes will lead to them spending an increased amount of time traveling (15 comments).

319 Sandbach – Holmes Chapel - Goostrey

(110 comments)

'The 319 service would be withdrawn. Access to Holmes Chapel would be retained through the proposed Route C. There would be no bus service to Cranage and Goostrey. Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service.'

Central to this route is the impact withdrawal of the service will have on the rural localities such as Goostrey, Allostock and Twemlow as well as restricting access to and from Holmes Chapel and Sandbach. Withdrawal of this is expected to impact a high number of elderly and vulnerable residents who have no alternative means of transport.

Key concerns/comments

Respondents felt that with better promotion of the service they had the potential to become better used (3 comments). Respondents also pointed out due to the increase in the number of developments in the area this could potentially generate need for the service (3 comments). Respondents raised concerns about the isolation of the rural areas, especially those with a more remote train station such as Goostrey.

Impacted Groups

The group most frequently identified as impacted from the withdrawal of this route are the elderly (24 comments). Concerns were also raised about the most rural locations along the route and how the loss of the service will impact these areas, in particular Goostrey and Holmes Chapel (29 comments). Respondents also identified those with limited mobility or poor health as likely to be affected as the use of a train station would not be possible (7 comments).

The proposal could be a barrier to...

Withdrawal of the service was seen as a barrier to health services (37 comments) and shopping services mostly frequently (33 comments) typically as respondents came from rural areas not containing these facilities. The changes were also seen as a barrier to social activities (19 comments) and to banking services (11 comments).

Potential consequences of proposals

As a consequence of withdrawal of this route 48 respondents feel they have been left without alternative means of transport and of those, 24 feel these changes will have a direct and large negative impact on their life.

Other

Six respondents expect to be reliant on this service in the future and a further six respondents use this service to help alleviate poor parking in the area.

37 Crewe – Sandbach – Middlewich – Winsford

(107 comments)

‘Evening services on weekdays and Saturday would be withdrawn’

This route has two central themes dependent on aspect of use. The first common theme was the importance that the evening service has for social and leisure purposes for respondents. The second theme was respondents being left with no alternative for going to or returning from work. While a large number of areas are affected by these changes there

was concern expressed around the impact on Middlewich specifically which, unlike other localities, does not have a train station.

Key concerns/comments

Most frequently requested by respondents in terms of this route was the retention at least some of the evening service (47 comments). Some respondents also requested that the weekend service continued to operate (11 comments). While a number of locations are affected specific concerns were raised about Middlewich, which lacks a train station alternative, effectively leaving these respondents stranded during the evening (13 comments).

Impacted Groups

The most frequently identified group these changes are expected to impact was those who used the service to travel to and from work (11 comments). Respondents also identified withdrawal of the evening service was likely to impact those with long term illness or mobility problems (5 comments) and family members (6 comments) who would be separated by the changes.

The proposal could be a barrier to...

Withdrawal of the evening service was seen mostly commonly as a barrier to both social activities (25 comments) including specifically nightlife activities (11 comments). Second to this was the barrier the changes presented to those who relied on the service for work (23 comments) as well as onward travel links such as Crewe railway station (12 comments). These changes were also seen as a potential barrier to health services (10 comments).

Potential consequences of proposals

As a result of the withdrawal of evening services on this route, 16 respondents feel that they are left with no alternative means of transport and of these 5 respondents feel this decision will negatively impact them, and be potentially isolating. Five respondents feel they will be unable to keep their current job, with 1 respondent also fearing they would lose their house as a consequence of being unable to work. While respondents report an increase in taxi use (8 comments) as an alternative, these respondents expressed concerns about the cost of doing so (10 comments). The impact to the local economy was also considered with three respondents regarding the removal of evening services to have a potentially negative impact on local business.

8 Sydney – Crewe – Wistaston Green

(59 comments)

‘Evening and Sunday services would be withdrawn’

Central to this route is that it is used for a variety of reasons, and that the withdrawal of the evening and Sunday bus would impact a wide range of respondents who feel they have no alternative means of transport to these services.

Key concerns/comments

The main recommendation made in regards to this service was the retention of the evening buses (16 comments) followed by the Sunday services (10 comments). One request was made for early morning buses (6am onwards).

Impacted Groups

The main group expected to be impacted was workers (11 comments) who would be unable to get home from work or at all on Sunday. Groups that were further expected to be impacted were those with limiting long term illnesses (4 comments) and vulnerable individuals (3 comments). Respondents felt that their health restricted them to the use of the bus service (4 comments) and that the cost of an alternative to this service (4 comments) would be too great.

The proposal could be a barrier to...

Withdrawal of the evening and Sunday services on this route is a barrier to a number of services for respondents including: Shopping (9 comments), work (8 comments), health (7 comments), religion (5 comments), and social (4 comments) and onward transport links (4 comments). Respondents reported issues getting into Crewe town centre, getting to and from work, difficult attending appointments at Leighton hospital, being unable to attend church on Sunday or in the evenings and issues getting to and from both Crewe bus station and train station.

Potential consequences of proposals

As a Potential consequences of proposals to the route some respondents felt that they had no alternative (12 comments). Some respondents felt this would lead to an increase in either taxi use (6 comments) or walking to and from destinations (5 comments) which was regarded as a particular problem in the coming winter months.

56 Tiverton - Nantwich

(35 comments)

‘Service 56 would be withdrawn within Cheshire East. Any Cheshire East resident with no alternative public transport access would be eligible to use the Little Bus service.’

Central to this route is the impact that withdrawing it will have on a number of isolated rural communities and the respondents that live within those communities. While the numbers may be small the impact to these individuals is large.

Key concerns/comments

The main concern of respondents is the lack of service being offered to the rural areas especially in regards to locations such as Bunbury, Tiverton and Swanley (13 comments). While the service currently runs twice weekly for these respondents even a once a week service was a massive improvement over no service at all.

Impacted Groups

Respondents felt that the group mostly likely to be impacted by the withdrawal of the service would be the elderly (7 comments).

The proposal could be a barrier to...

By withdrawing the service respondents felt they would encounter barriers to shopping and basic services (16 comments) as well as barriers to health (6 comments) and social activities (7 comments). Respondents based in rural locations also reported that they would struggle to access banking services (4 comments).

Potential consequences of proposals

Withdrawing the route will have a massive impact on those responding with 17 respondents feeling like they will have no alternative transport; this in turn leads to 9 respondents reporting that the withdrawal will have a very negative impact on their lives leading to isolation within rural areas.

75 Nantwich – Market Drayton

(14 comments)

‘Service 75 would be withdrawn within Cheshire East. The section of the service between Nantwich and Audlem is partially covered by the proposed Routes G3 and G6. Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service.’

There is a perception among those that responded that the service is generally well used and the decision to withdraw this service is questioned, especially due to its cross border nature.

The value of this service was seen as it served an area these respondents would struggle to get to without the bus (5 comments). They felt that Market Drayton offered them a range of

services, shops and eateries that were not usually accessible to them. 7 Respondents felt the withdrawal of this route would be a barrier to their social activity, using this route to meet with friends and family who live across the border.

2 Respondents felt that the local economy would be impacted due to the withdrawal of the bus and one respondent raised whether funding to maintain the bus could be obtained from Shropshire.

79 Nantwich – Hanley

(5 comments)

‘Service 79 would be withdrawn within Cheshire East. Within Cheshire East (as far as Buerton) the route is covered by proposed route G3.

From the respondents who chose to respond to this route the locations of Keele University and Bridgemere Garden World were seen as important areas which would no longer be served. 2 respondents felt that the need to maintain a good service to Hanley was important to them and 1 respondent felt that this with the combination of changes to other routes limited access to Nantwich.

83 Nantwich – Chester

(43 comments)

‘Service 83 would be withdrawn within Cheshire East. Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service’

Central to this route is the loss of a bus service to rural areas, some of which only receive a once weekly bus. Respondents raise concerns about the rurality of these locations that as a consequence of withdrawal of the route will be left without any bus service such as Bunbury, Tiverton and Spurstow.

Key concerns/comments

Continued provision of even a limited service to these rural localities was viewed as important for some respondents (8 comments). Respondents questioned the value of cutting what is already an extremely limited service and what savings this could potentially bring against the cost to their lifestyles (3 comments).

Impacted Groups

Respondents felt the group most likely to be impacted by the changes was the elderly who relied on this service to undertake weekly shopping and access to banking services (6

comments). Those in a rural location were identified as likely to be impacted by the withdrawal of this route as they would be left without any service (5 comments).

The proposal could be a barrier to...

For respondents withdrawal of the route will be large barrier to both shopping service (10 comments) and banking services (8 comments). Respondents also felt the withdrawal of the route would be a barrier to social activities (7 comments) and health services (7 comments).

Potential consequences of proposals

As a consequence of withdrawal of the route 20 respondents feel they will be left with no alternative service and of these 9 respondents report the changes will have a large negative impact on their life, in some cases leading to isolation especially in regard to those in the more rural locations.

89 Nantwich – Wrexham

(3 comments)

‘Service 89 would be withdrawn within Cheshire East. Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service.’

One respondent felt “discouraged” by the withdrawal of this route, another would lose a service that allowed them to visit family and do shopping and finally one respondent requested that the service run once a month to serve the needs of rural areas and offer an alternative.

315 Congleton – Rode Heath

(98 comments)

‘The 315 service would be withdrawn. Access to Kidsgrove and within Church Lawton and Alsager would be covered by the services 3 and 78. There would be no bus service between Congleton and Red Bull Crossroads. Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service .’

Central to this route is the impact the combination of losing the route 78 and 315 will have on the areas such as a Scholar Green and Rode Heath, with a complete loss of service. The removal of bus service from these areas will impact those residents living there and will present a large barrier to a number of basic services, leaving many with no alternative.

Impacted Groups

Respondents felt that those likely to be impacted by the withdrawal of this service were the elderly (13 comments) and those with long term illnesses or disability (6 comments). Respondents felt that those in the rural locations of Rode Heath and Scholar Green were likely to be impacted (9 comments) as well as those restricted by health to access alternatives (12 comments)/

The proposal could be a barrier to...

Withdrawal of the bus will present a barrier to health services (22 comments), shopping facilities (22 comments), social activities (11 comments), onward travel and transport links (8 comments) and banking services (7 comments).

Potential consequences of proposals

As a consequence of withdrawal of this bus 16 respondents feel they do not have access to alternative transport, with 9 respondents stating that this will have a large negative impact on their life leading to potential isolation. 3 respondents would consider relocating from the area as access to a bus service was critical to them.

77 Congleton – Mow Cop – Kidsgrove

(73 comments)

'The service 77 would be withdrawn. Local rail services run from Congleton to Kidsgrove offering an alternative to passengers travelling the whole route. Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service.'

Central to this route are two key locations and their service. The first is Mow Cop, in which there are concerns about the complete isolation of the area from service and the impact this will have on those living there. The second is those living in the West Heath area of Congleton, these individuals feel that the service being offered to Congleton as a whole is unfair for areas not served by the Beartown network. Some felt the suggested alternative of the rail service was not suitable for some due to the location of the train station.

Key concerns/comments

Continuation of service to Mow Cop was vital for some respondents as this service represented one of the only ones they had access to (18 comments). Respondents felt that the service offered in Congleton was unfair with one half being served well by the Beartown network and with West Heath having the service withdrawn (11 comments).

Impacted Groups

Groups identified as being impacted by the withdrawal of this service were the elderly (17 comments) and those living in rural areas (9 comments). Respondents also left that those who were restricted by poor health (12 comments) would also be impacted.

The proposal could be a barrier to...

Change was seen as a barrier to shopping (21 comments), health services (19 comments), social activities (7 comments) and transport links and onward travel (5 comments).

Potential consequences of proposals

As a consequence of withdrawal of this route 27 respondents feel they have been left with no alternative transport, of which 9 state the changes will have a large negative impact on their life, leading to potential isolation.

SB1, SB2, SB3 Sandbach Town Services

(77 comments)

'The SB1, SB2 and SB3 would be withdrawn. The 78 service would cover part of the SB2 route. The 37 and 78 services would cover part of the SB3 route. Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service.'

Central to this route is the service that it provides to the elderly and those with health restrictions and mobility issues to access services within Sandbach and how the loss of this will impact them. Respondents feel that the withdrawal of this service would prove a barrier to day to day life and many feel they have been left with no alternative, potentially having a negative impact on these individuals.

Impacted Groups

Those identified as being impacted by the withdrawal of the route are the elderly (16 comments) and those with a long term illness or disability (6 comments). Respondents identified those with poor health or mobility issues as likely to be impacted by the withdrawal of this route (23 comments) as well as those who would be unable to afford an alternative service such as taxis (5 comments).

The proposal could be a barrier to...

Withdrawal of this service was seen as a barrier to health services first and foremost, especially in regards to accessing a GP (29 comments). Withdrawal of this service was also seen as a barrier to shopping services (25 comments) as well as social activities (9 comments).

Potential consequences of proposals

As a consequence of the withdrawal of the bus 24 respondents feel they have been left with no alternative means of transport (24 comments) with 15 respondents feel this will have a large negative impact on their lives, potentially isolating them.

10, 10A Macclesfield – Bollington

(85 comments)

'Evening services on Friday, Saturday and Sunday would be withdrawn. Services on Monday to Thursday would not be affected.'

Central to this route was the highlighted importance it plays for a number of respondents' social lives especially those attending activities or living in Bollington as the removal of the evening services in this area was seen as particularly isolating.

Key concerns/comments

The main improvement respondents raised for this route was the continuation of the evening service (24 comments) followed by the continuation of the weekend evening service (11 comments). A number of respondents identified that there were no public transport alternatives (such as a train station) (6 comments).

Impacted Groups

The main group expected to be impacted by respondents was workers who were returning from work in the evening (8 comments). Secondly concerns were raised about the cost of alternative services for individuals with those on lower incomes or pensions expected to be negatively impacted (8 comments).

The proposal could be a barrier to...

The changes were mostly seen as a barrier to social activities and events with a number of respondents raising concerns about evening social groups, meals out, cinema trips and pub visits (28 comments). Respondents also considered the changes to be a barrier to work (10 comments).

Potential consequences of proposals

10 respondents felt that as a consequence of the changes they had no alternative and would be unable to access transport in any form. 4 respondents reported an increase of car use if the proposed changes were to go ahead and 5 respondents reported an increase of walking, even if the conditions or timing meant it would be unsafe to do so. Concerns were raised about the impact these changes would have on the local economy (4 comments) especially

those with an evening focus, with one respondent reporting they may lose their business. 4 respondents felt the changes would isolate them in the evening.

130 Macclesfield – Wilmslow – Manchester

(106 comments)

Sunday services would be withdrawn.

Central to this route is the importance the Sunday service has in the lives of respondents for a variety of reasons. Concerns were raised about limiting access to both Macclesfield and Manchester hospital which was seen as a barrier to health services. Respondents felt like limiting access to places such as Manchester was a deterrent to them as well as limiting special events such as the Macclesfield Treacle Market. The alternative suggestions were not appropriate for all respondents, especially in regards to Handforth rail station which is currently not disabled accessible as it contains steps to access.

Key concerns/comments

Respondents felt that some level of Sunday service should be retained to allow travel for a range of purposes (35 comments). Respondents also felt that a greater level of evening service should be provided allow travel for social purposes and better connection with the working day (13 comments). Other improvements were also suggested such as an express service to Manchester (3 comments), the implementation of minibuses (1 comment) and changes to the route to provide a better service (3 comments).

Impacted Groups

Groups that respondents identified as being impacted by the withdrawal of Sunday services was the elderly (10 comments), those with long term or limiting illnesses (6 comments) and those who relied on this service for work travel (4 comments). Respondents felt those who were restricted by poor health would be impacted (9 comments) as well as those who would be unable to afford an alternative service (10 comments), especially as Sunday is a double fare day for taxis.

The proposal could be a barrier to...

The withdrawal of Sunday service was seen as a barrier to health services (31 comments) in regards to both Macclesfield and Manchester hospital. They were also seen as a barrier to social activities (21 comments), work (9 comments) and religion (8 comments) for those attending church on a Sunday.

Potential consequences of proposals

As a consequence of the withdrawal of Sunday services 16 respondents feel they have been left with no alternative with 4 stating the change will have a large negative impact on their life, leading to potential isolation. 7 respondents report an increase in taxi usage as an alternative.

6, 6E Brookhouse – Leighton Hospital

(48 comments)

‘Weekday evening service 6E would be withdrawn’

Central to this route was the need to service Leighton hospital in regards to late evening appointments and visiting hours as well as the need to provide service into Crewe for nightlife such as attending the lyceum or restaurants in the area.

Key concerns/comments

The main improvement to the service requested by respondents was the maintenance of evening service (13 comments) as well as two requests to increase the frequency of the route as a recognised service to Leighton hospital. The importance of the route serving Leighton at the hours of operation was emphasised such as the bus times fitting both visiting hours and late night appointments (12 comments).

Impacted Groups

The main group identified as being impacted by the withdrawal of weekday evening service was commuters returning home from work (5 comments) who were reliant on the bus for transport especially in regards to the cost of alternative transport (5 comments). Respondents also reported that poor health or mobility issues meant they were restricted to the use of this bus service and its removal would have a negative impact (8 comments).

The proposal could be a barrier to...

The withdrawal of the weekday evening service was seen as a barrier to social and nightlife engagements (19 comments) as well as a barrier to health (13) especially in regard to late night appointments and visiting hours. The changes were also seen as a barrier to work for those returning after shifts (6 comments).

Potential consequences of proposals

As a consequence of withdrawing the weekday evening service 8 respondents felt they would be left with no alternative and 6 respondents reported this would have a negative impact on their quality of life leading to isolation.

32 Sandbach – Crewe

(48 comments)

Service 32 would be withdrawn. The 12, 37, 38 and 78 would offer alternative options for the majority of the route, as well as local rail services between Crewe and Sandbach. A small section of the existing 32 route around Warmingham would not be covered. Any Cheshire East resident with no alternative public transport access would be eligible to use the Little Bus service.

Central to this route is the loss of a service that for a number of respondents is vital, and represented a far more convenient and easy to access service than the proposed alternatives. These alternatives often require respondents to walk to train stations to then connect with another service to reach a destination that used to be a single bus route away, a costly alternative both in time and money for these respondents. Elworth and Warmingham are notably the areas where respondents' concerns stem from which are currently well served.

Impacted Groups

Respondents identified that the elderly (4 comments) are likely to be impacted by the withdrawal of this bus. The most frequently identified group was family relations (5 comments) who would no longer be able to visit each other with the loss of this service. For those that reported health was a restriction for them it was particularly evident that the alternative recommendations required a level of walking that was not possible for these individuals (4 comments). Cost was also a large restriction for some individuals with rail and bus alternatives costing them more than the current service, a cost they could not afford (4 comments).

The proposal could be a barrier to...

The most frequently reported barrier by respondents was to shopping services in Crewe (14 comments) as the alternative services required walking which would not be possible carrying shopping. Other barriers identified were to health services (6 comments), social activities (5 comments), work (5 comments) and onward transport links (6 comments) such as other buses and the rail stations.

Potential consequences of proposals

As a consequence of withdrawing this service 10 respondents feel they have been left without an alternative service. 5 respondents report this will have a negative impact on their life and could potentially isolate them. With the withdrawal of the service 3 respondents report an increase in walking to destinations and 3 respondents report in

increase in train use. With the removal of this route 8 respondents report this will directly increase in the amount of time they have to spend traveling on buses and alternatives.

5, 6 Macclesfield – Weston Estate

(34 comments)

‘Sunday services would be withdrawn’

Central to this route were concerns around access to leisure facilities and the complete loss of service on a Sunday.

Key concerns/comments

Respondents were generally concerned with the retention of the Sunday service (6 comments) especially in regards to locations such as Macclesfield and Upton Priory. Two timetable recommendations were made: that the buses need link up with the trains returning from Manchester and to cover Weston as a priority every hour.

Impacted Groups

Two groups were identified as likely to be impacted by changes, these were workers travelling to work on Sundays (3 comments) and family groups (3 comments) who would be unable to meet.

The proposal could be a barrier to...

As a result of the withdrawal of Sunday services respondents felt this would be a barrier to accessing health services (3 comments), social activities such as visiting friends or attending family events (4 comments), and leisure facilities (4 comments).

Potential consequences of proposals

As a consequence of change respondents felt that they had no alternative transport (3 comments) or that they would have to increase taxi usage (4 comments) of which the cost of doing so was a concern.

200 Wilmslow – Manchester Airport

(55 comments)

‘Service 200 would be withdrawn, parts of the route within Wilmslow town centre would be covered by proposed Route E, and current service 378. National rail services would be available between Wilmslow, Styal and Manchester Airport. Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service.’

Central to this route was concerns about the locality of Styal and whilst a railway station is available, respondents felt that the current rail service would need to be vastly upgraded for this to be a viable replacement. Concerns were also expressed about the location of Styal Mill and the potential loss of business with its withdrawal from the route. Concerns were also raised about HMP Styal and how visitors might be able to get there without the bus route.

Key concerns/comments

The main improvement suggested by respondents was the maintenance of a service to Styal (16 comments). Respondents were concerned that the alternative offered of rail transport was insufficient as this was only three times a day; expansion of this service could mitigate some of these concerns.

Impacted Groups

The group most frequently identified as impacted by respondents was the elderly (12 comments) as well as those individuals restricted by poor health or low mobility (7 comments) and those who cannot afford an alternative method of travel (7 comments). Suggestions were made as to whether as there is no longer a viable bus route, a concessionary rail pass could be given (2 comments).

The proposal could be a barrier to...

Changes to the service were seen as barrier to a wide range of services including: Health (7 comments), shopping (7 comments), education (7 comments), work (6 comments) and social activities (6 comments). Respondents also felt this change would be a barrier to the onward travel links currently available to them through the use of Manchester Airport (6 comments).

Potential consequences of proposals

As a consequence of the changes to the service 8 respondents feel they have been left with no alternative methods of travelling. Five respondents report an increase in taxi use to get around but are concerned about meeting the cost of such transport. Four respondents believe that the changes will lead to them spending increased amounts of time travelling.

99 Congleton - Macclesfield

(60 comments)

'Service 99 would be withdrawn, parts of the route would be covered by services 9, 14, 109 and proposed Route H3. The 38 service would continue to run from Congleton to

Macclesfield on weekday (and Saturday) daytimes on a different route to the 99. A direct train service is also available from Congleton to Macclesfield.'

'Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service.'

Central to this route is the loss of the alternative to the 38 service between Congleton and Macclesfield as well as some of the locations not currently served by the 38 such as Buglawton and the Lyme Green retail park, which will have restricted access. The alternative rail transport was not seen as appropriate due to lack of evening service, the location of Congleton rail station and the increase in travelling time for some respondents.

Key concerns/comments

Respondents raised concerns about the proposed alternatives to the 99, while they recognise that the 38 is available many noted that this would be an increase in travelling time for them (9 comments) as pointed out the poor links with the timing of the trains. One suggestion raised was to combine with the 92 to provide some coverage to areas. Overall respondents felt that proposed cuts reduced the service to a frequency that was not serviceable (4 comments).

Impacted Groups

The group most frequently identified by respondents as likely to be impacted by the changes to the service was those who relied on this bus to travel to and from work (11 comments) as well as the elderly (4 comments).

The proposal could be a barrier to...

Change was seen as a barrier to health services (11 comments), onward travel and transport links (10 comment), commuting to work (7 comments), social activities (6 comments) and shopping (6 comments)

Potential consequences of proposals

Changes to the service will lead to an increase in taxi usage (4 comments) and those walking to destinations (6 comments). 4 respondents feel like they will not have any alternative travel and 3 respondents raised concerns about the impact on the local economy.

300 Knutsford – Longridge

(35 comments)

'Weekday evening and all Saturday services would be withdrawn.'

Central to this route is the impact that withdrawing Saturday service will have. Concerns were raised that Westfield drive, Lilac Avenue and Northwich Road would be left without service when the 300 was not operating, compared to other areas in Knutsford that would have the alternative of the 88 service.

Key concerns/comment

Respondents felt that the most important part of this service to be maintained was the Saturday service which was seen as both well used and valuable (9 comments). Requests were also made to maintain the evening service (5 comments). Respondents raised concerns about certain areas no longer being served such as Westfield Drive, Lilac Avenue and Northwich Road as well as calling for the stop along Tabley Road to be provided with a service once more (9 comments)

Impacted groups

Respondents felt that those most likely to be impacted by the changes would be the elderly (8 comments) followed by families with young children (3 comments). While some respondents considered the use of a taxi for alternative transport (4 comments) these were considered expensive and in all cases respondents felt they would be unable to afford this cost. 7 respondents felt that their health and ability to walk restricted them from accessing any alternative to this service.

The proposal could be a barrier to...

Respondents felt that the withdrawal of the evening and weekend service would be a barrier to shopping services (17 comments) especially in regard to weekend service. Respondents also felt the changes represented a barrier to health services (6 comments) and social activities (6 comments).

Consequence of change

11 respondents felt as a consequence of withdrawal of the evening and weekend service they had been left with no alternative means of transport.

12, 12E Shavington – Leighton Hospital

(42 comments)

The first 12E bus on Sunday morning would be withdrawn.

There were two central points around this route; the first was the importance of maintaining a good service to Leighton Hospital that suited the times of shifts, visiting hours

and appointments. Secondly concerns around Shavington were raised by respondents who felt they would become cut off on Sundays.

Key concerns/comments

The joint improvements requested for this service was a better evening service (10 comments) and the retention of the weekend service (10 comments), particularly in regard to those located in Shavington who found the current timetable restrictive for returning in the evening. The maintenance of a good link to Leighton hospital was seen as important for respondents (6 comments).

Impacted Groups

The two groups identified as likely to be impacted were the elderly (3 comments) and those using the bus for work (4 comments) who were those based at Leighton Hospital.

The proposal could be a barrier to...

Changes to this service were seen mostly frequently as a barrier to health (10 comments) due to the impact on the service to Leighton Hospital. The changes were also seen as a barrier to work (5 comments) and social life (5 comments). Some respondents also reported that the change would be a barrier to attending church services on a Sunday (3 comments).

Potential consequences of proposals

6 respondents reported that the changes would lead to a direct increase in the use of taxi services (6 comments). 3 respondents felt the changes would leave them with no alternative form of transport (3 comments).

31 Crewe – Leighton Hospital – Winsford - Northwich

(35 comments)

The last evening bus from Crewe bus station on a weekday and Saturday would be withdrawn.

Central to this route was the need to provide access to Leighton Hospital for both visiting hours and evening clinics and appointments.

Key concerns/comments

Maintenance of evening service was seen as important to align with both appointment times and visiting hours at Leighton Hospital (6 comments). Continuation of the service of this route to Leighton was seen as important for a number of respondents (8 comments).

Impacted Groups

No one group was identified by respondents as likely to be impacted by the changes to the service.

The proposal could be a barrier to...

Due to the service to Leighton hospital the biggest barrier identified by respondents was to health services (10 comments) especially in regard to evening visiting and appointments. Secondary to this was the barrier to social activities (5 comments).

Potential consequences of proposals

3 respondents considered themselves to have been left with no alternative service and one respondent reported that the planned changes could lead to a potential job loss.

Other

2 respondents reported that they expected to use this service in the future when they are no longer able to drive.

47 High Legh – Warrington

(19 comments)

‘Service 47 runs mainly outside of Cheshire East. Service 47 is partially funded by Cheshire East Council and we propose to withdraw the subsidy. If the service ceased to operate in Cheshire East any Cheshire East resident with no alternative public transport access would be eligible to use the Little Bus Service.’

While the numbers of comments received for this route are relatively low the impact of withdrawal of this service for those respondents was high on those living in some specific parts of the route. Respondents felt that withdrawal of this service will impacted the elderly (3 comments), those on lower income (2 comments) and have a greater impact due to the rural location (2 comments). Concerns were expressed that High Legh is to become completely cut off from services should the proposed changes go ahead (9 comments). Current service is only two days a week and requests were made for greater, not less frequency (3 comments).

Respondents using this service feel they are being left with no alternative (7 comments) and that these changes will have a significant negative impact on their lives (5 comments) with one respondent reporting they will have to move if the proposed changes go ahead.

35 Altrincham – Warrington

(12 comments)

Service 35 runs mainly outside of Cheshire East. Service 35 is partially funded by Cheshire East Council and we propose to withdraw the subsidy. If the service ceased to operate in Cheshire East any Cheshire East resident with no alternative public transport access would be eligible to use the Little Bus service

While the numbers of comments received for this route are relatively low, the impact for those commenting was high on those living in some specific parts of the route. Concerns were mostly raised about the isolation of locations such as High Legh (which is where most respondents live) which would be left with no bus service combined with other proposed changes (3 comments). This along restricts respondents from accessing areas such as Altrincham, Warrington and Lymm (3 comments). While some of the respondents report being able to use a car (2 comments) this is at cost to the environment. Some respondents feel they will be left with no alternative (4 comments) and for two respondents this will have a profoundly negative impact on their lives.

9 Macclesfield – Moss Rose (Circular)

(21 comments)

‘Evening services on Friday, Saturday and Sunday would be withdrawn. Services on Monday to Thursday would not be affected’

There was no central theme to this route with respondents raising a number of general but unfocused concerns and raising specifications of buses and their use.

Key concerns/comments

Respondents generally felt that the evening service should be maintained (4 comments) as well as the weekend service (2 comments). Respondents raised concerns about the use of smaller buses being non wheelchair accessible (1 comment) as well as requesting additional services on events such as Match day.

Impacted Groups

Groups expected to be impacted are: the elderly (3 comments), individuals with limiting long-term illness (3 comments) and those who rely on the services to travel to and from work (2 comments).

The proposal could be a barrier to...

The changes were mostly seen as a barrier to shopping services in Macclesfield (3 comments) as well as a barrier to social events (2 comments).

Potential consequences of proposals

Two respondents felt they had no alternative if the proposed changes were carried out and two respondents felt this would lead to an increased dependence on taxi services.

Little Bus

(83 comments)

'We propose to reduce funding for the Little Bus service in line with reduction for the other supported bus services. This would reduce the number of Little Bus vehicles operating from 9 at present to 4 or 5. This means there would not be enough vehicles to provide the current level of service'

Central to this service is that respondents represented some of the most vulnerable passengers of any bus service. They are severely limited by poor health and age and most nominate this as the only single service they are able to access. If current level of service is reduced respondents will face barriers to day to day life without a viable alternative. Respondents raise concerns about reducing this service at a time when more individuals, as result of subsequent bus cuts, will require access.

Key concerns/comments

Respondents requested that the current level of service be maintained as it was vital to their ability to get around and live day to day life, 5 respondents stated that they would be willing to pay more for this to happen.

Impacted Groups

Those impacted by the changes were identified as the elderly (7 comments), those with long term limiting illnesses (4 comments) and the vulnerable (3 comments). Respondents with poor mobility or health are expected to be most impacted by the changes (22 comments) as well as those who would be unable to afford an alternative, or fare increase (7 comments).

The proposal could be a barrier to...

Inability to access this service was seen as a barrier to shopping facilities (29 comments), social activities (20 comments) and health services (14 comments).

Potential consequences of proposals

As a consequence of the reduction in service 33 respondents feel they will be left with no alternative transport with 7 saying the changes will have a negative impact and potentially isolate them. 7 respondents report an increase in taxi usage but cost of doing so was a concern.

Crewe Flexirider

(4 comments)

'The Crewe Flexirider evening service would be withdrawn'

Of those responding to this route all felt the withdrawal of the service would leave them with no independent transport, especially in the evenings (3 comments). These respondents either have no other means of transport (2 comments) or were severely affected by mobility issues (2 comments).

Appendix 6 – Newspaper articles relating to the consultation

The following newspaper articles covering the consultation were published between February and August 2017:

Date	Link	Bus routes refers to
09/08/2017	www.wilmslow.co.uk	312, 88, 200, 130
23/07/2017	www.knutsfordguardian.co.uk	27, 88, 289, 300
22/07/2017	www.creweguardian.co.uk	1B, 3, 42, 84, 85
20/07/2017	www.crewechronicle.co.uk	General
18/07/2017	www.thenantwichnews.co.uk	51, 71, 73 etc
03/07/2017	www.middlewichguardian.co.uk	NA.
28/06/2017	www.knutsfordguardian.co.uk	Refers to the public event
28/06/2017	www.crewechronicle.co.uk	Little Bus.
14/06/2017	www.middlewichguardian.co.uk	NA
02/06/2017	www.wilmslow.co.uk	378 (not included in the review)
23/05/2017	www.chelfordvillage.org	NA
18/05/2017	www.crewechronicle.co.uk	NA
18/05/2017	www.alderleyedge.com	88, 130, 200
11/05/2017	www.macclesfield-express.co.uk	9, 10, 38, 99, 130
10/05/2017	www.stokesentinel.co.uk	32, 77, 99, 315, 319, Crewe Flexirider, 8, 31, 31A, 37, 38
09/05/2017	www.middlewichguardian.co.uk	42
09/05/2017	www.crewechronicle.co.uk	NA
09/05/2017	www.thenantwichnews.co.uk	NA
03/05/2017	www.wilmslow.co.uk	NA
25/02/2017	www.poynton-post.co.uk	NA

Appendix 7 – Public petitions raised as part of the consultation

There were a number of petitions started in relation to the consultation, details of these are given below:

Started by:	Number of signatures:	Theme:	Link:
Paula Eaton	577	All proposals opposed	www.38degrees.org.uk
Unknown	400+	Opposition to the withdrawal of the 315	Received as a paper copy
Unknown	200+	Opposition to the withdrawal of the 200	Received as a paper copy
Various	15	All proposals opposed	Received as a paper copy

Appendix 8 – Social media activity relating to the consultation

The following provides a summary of social media activity relating to the consultation, during the time the consultation was open. Whilst the consultation has now closed, some social media activity about it is still ongoing.

Twitter

Overall there were 72 tweets regarding the consultation, which were made from accounts other than @CheshireEast (the council's corporate twitter account), and which included the phrase "Cheshire East". These tweets came under one of the following categories:

- Those promoting the consultation and encouraging others to fill it in (19 tweets)
- Complaints about the consultation and proposals (19 tweets)
- General comments about the consultation and proposals (17 tweets)
- Route specific tweets, usually connected to where the twitter account was based – routes included the 37, 78, 88 and 319 (16 tweets)
- 1 tweet related to a service outside of the consultation (1 tweet).

In general, the tweets touched on themes found in open comment analysis (see appendix 5), including those such as: restriction to services, barriers to work and increased social isolation. Tweets also reflected on the perceived lack of buses under current service and called attention to services that would be lost under the proposed cuts.

Facebook

Responses to Cheshire East Facebook posts generally had two purposes, either to further spread the consultation by tagging other individuals in the post (9 posts), or to discuss some aspect of the proposal such as the impact on specific routes such as the 32, 42, 8, or 78 (6 posts). Similar themes were raised as the open comment analysis such as: the cost of an alternative, the lack of bus service on a Sunday and the impact on rural communities.

Responses to posts created by Facebook users had a much more unfocused response with a higher amount of the comments reviewed related to off-topic matters (16 posts). Responses that were on topic followed the same themes discussed in the open comment analysis such as: the need for the bus service, reviewing expenditure for cheaper provision, the impact on vulnerable individuals, promotion of the consultation event, and the loss of evening service.



Appendix 4 – Recommended Network Route Details

Indicative timetable - Version for Cabinet Report
Cheshire East Supported Bus Services Review
Recommended Network Detail Proforma

Route reference number	A	
Status	Final	
Locations linked by service	Macclesfield - Prestbury	
Peak Vehicle Requirement of Route	1	
Current service(s) partially or wholly operating this route	19	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0730 / 0807	0820 / 0850
Last bus start time	1805 / 1725	1620 / 1650
Frequency during day	Hourly	Hourly
Seating capacity of vehicle	21	
Changes from Consulted Route		
Timetable adjusted to retain 12:00pm-13:00pm service with drivers break incorporated during off peak periods. The route is unchanged.		
Summary of route		
The route of the service will be as per the current service 19. This service will start later and finish earlier as per the consulted proposal. Timetable adjusted to retain 12:00pm-13:00pm service with a drivers break incorporated during off peak periods.		

Note: timetable is indicative and subject to change following receipt of tenders from operators.

PVR 1

Monday to Friday

Macclesfield Bus Station	0730	0920	1020	1150	1250	1350	1520	1650	1805
Bond Street	0733	0924	1024	1154	1254	1354	1524	1654	1809
Chester Rd/Ivy Rd	0737	0928	1028	1158	1258	1358	1528	1658	1813
Broken Cross	0740	0931	1031	1201	1301	1401	1531	1701	1816
Whirley Barn Sandy Lane	0743	0934	1034	1204	1304	1404	1534	1704	1819
St Austell Avenue	0746	0938	1038	1208	1308	1408	1538	1708	1823
Fallibroome High School	0749	0941	1041	1211	1311	1411	1541	1711	1826
Prestbury Hall	0753	0945	1045	1215	1315	1415	1545	1715	1830
Prestbury, Parkhouse Drive	0756	0948	1048	1218	1318	1418	1548	1718	1833
Lees Lane		.....	.....	.....			1552	.....	.....
McCanns	0800							1722	
McCanns							1605	1725	
Lees Lane	0807	.....	.....	.....				.....
Prestbury, Parkhouse Drive	0811	0950	1050	1220	1320	1420	1610	1730	
Prestbury Hall	0815	0953	1053	1223	1323	1423	1613	1733	
Fallibroome High School	0819	0957	1057	1227	1327	1427	1617	1737	
St Austell Avenue	0822	1000	1100	1230	1330	1430	1620	1740	
Whirley Barn Sandy Lane	0825	1003	1103	1233	1333	1433	1623	1743	
Broken Cross	0828	1006	1106	1236	1336	1436	1626	1746	
Chester Rd/Ivy Rd	0835	1009	1109	1239	1339	1439	1629	1749	
Bond Street	0843	1014	1114	1244	1344	1444	1634	1754	
Macclesfield Bus Station	0848	1018	1118	1248	1348	1448	1638	1758	

Saturday

Macclesfield Bus Station	0820	0920	1020	1150	1250	1350	1520	1620
Bond Street	0824	0924	1024	1154	1254	1354	1524	1624
Chester Rd/Ivy Rd	0828	0928	1028	1158	1258	1358	1528	1628
Broken Cross	0831	0931	1031	1201	1301	1401	1531	1631
Whirley Barn Sandy Lane	0834	0934	1034	1204	1304	1404	1534	1634
St Austell Avenue	0838	0938	1038	1208	1308	1408	1538	1638
Fallibroome High School	0841	0941	1041	1211	1311	1411	1541	1641
Prestbury Hall	0845	0945	1045	1215	1315	1415	1545	1645
Prestbury, Parkhouse Drive	0848	0948	1048	1218	1318	1418	1548	1648

Prestbury, Parkhouse Drive	0850	0950	1050	1220	1320	1420	1550	1650
Prestbury Hall	0853	0953	1053	1223	1323	1423	1553	1653
Fallibroome High School	0857	0957	1057	1227	1327	1427	1557	1657
St Austell Avenue	0900	1000	1100	1230	1330	1430	1600	1700
Whirley Barn Sandy Lane	0903	1003	1103	1233	1333	1433	1603	1703
Broken Cross	0906	1006	1106	1236	1336	1436	1606	1706
Chester Rd/Ivy Rd	0909	1009	1109	1239	1339	1439	1609	1709
Bond Street	0914	1014	1114	1244	1344	1444	1614	1714
Macclesfield Bus Station	0918	1018	1118	1248	1348	1448	1618	1718

Route Description

Macclesfield Bus Station, Waters Green, Queen Victoria Street, Mill Street, Park Green, Park Street, Bond Street, Catherine Street, Chester Road, Broken Cross, Whirley Road, Sandy Lane (turn round), Birtles Road, St Austell Avenue, Redruth Avenue, Birtles Road, Priory Lane, Macclesfield Road, the Village, New Road, Butley Lane, Parkhouse Drive turning circle.

Certain journeys extend to Lees lane via Butley Lanes and Bonis Hall Lane
 Certain journeys extend to McCanns via Butley Lanes

Seating Capacity 21

Low Decibel reversing device required.

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Route reference number	B	
Status	Final	
Locations linked by service	Crewe - Nantwich	
Peak Vehicle Requirement of Route	1	
Current service(s) partially or wholly operating this route	39	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0740 / 0858	0755 / 0858
Last bus start time	1615 / 1710	1555 / 1650
Frequency during day	Two hourly	Two hourly
Seating capacity of vehicle	27	
Changes from Consulted Route		
Utilising of downtime on service to provide part of Nantwich Town Service to accommodate other proposals for service G. The service remains two-hourly with minor adjustment to timetable.		
Summary of route		
This service will use the route of the current 39 service (with the October 2017 timetable amendments remaining in place) and will remain two-hourly with minor adjustments to the timetable. After calling at Nantwich Bus Station the service will continue to Nantwich Trade Park to cover part of the Nantwich Town service.		

Mondays to Friday

	SCD	SH				
Crewe, Bus Station	0740	0740	0955	1155	1355	1615
Shavington, Dodds Bank	0752	0752	1007	1207	1407	1627
Shavington Sugar Loaf	0754	0754	1009	1209	1409	1629
Shavington The Elephant	0757	0757	1012	1212	1412	1632
Hough, Cobbs Lane Village Hall	0802	0802	1017	1217	1417	1637
Shavington, Stocks Lane	0805	0805	1020	1220	1420	1640
Wybunbury, Bridge Street, Red Lion	0807	0807	1022	1222	1422	1642
Walgherton, London Road, Boar's Head	0809	0809	1024	1224	1424	1644
London Road, First Dig Lane	0813	0813	1028	1228	1428	1648
London Road, The Leopard		0818	1033	1233	1433	1653
Brine Leas School	0825					
Malbank School	0833					
Nantwich, Bus Station	0840	0824	1039	1239	1439	1659
Davenport Avenue			1041	1241	1441	1701
Sainsburys Supermarket			1047	1247	1447	1707

			SCD	SH		
Sainsburys Supermarket		1050	1250	1450	1450	1710
Davenport Avenue		1053	1253	1453	1453	1713
Nantwich Bus Station	0858	1058	1258	1505	1458	1718
Malbank School				1515		
Brine Leas School				1525		
London Road, The Leopard	0904	1104	1304		1504	1724
London Road, First Dig Lane	0909	1109	1309	1537	1509	1729
Walgherton, London Road, Boar's Head	0913	1113	1313	1541	1513	1733
Wybunbury, Bridge Street, Red Lion	0915	1115	1315	1543	1515	1735
Shavington, Stocks Lane	0917	1117	1317	1545	1517	1737
Hough, Cobbs Lane Village Hall	0920	1120	1320	1548	1520	1740
Shavington The Elephant	0925	1125	1325	1553	1525	1745
Shavington Sugar Loaf	0928	1128	1328	1556	1528	1748
Shavington, Dodds Bank	0930	1130	1330	1558	1530	1750
Crewe, Bus Station	0942	1142	1342	1610	1542	1802

Saturday

Crewe, Bus Station	0755	0955	1155	1355	1555
Shavington, Dodds Bank	0807	1007	1207	1407	1607
Shavington Sugar Loaf	0809	1009	1209	1409	1609
Shavington The Elephant	0812	1012	1212	1412	1612
Hough, Cobbs Lane Village Hall	0817	1017	1217	1417	1617
Shavington, Stocks Lane	0820	1020	1220	1420	1620
Wybunbury, Bridge Street, Red Lion	0822	1022	1222	1422	1622
Walgherton, London Road, Boar's Head	0824	1024	1224	1424	1624
London Road, First Dig Lane	0828	1028	1228	1428	1628
London Road, The Leopard	0833	1033	1233	1433	1633
Brine Leas School					
Nantwich, Bus Station	0839	1039	1239	1439	1639
Malbank School					
Davenport Avenue		1041	1241	1441	1641
Sainsburys Supermarket		1047	1247	1447	1647

Sainsburys Supermarket		1050	1250	1450	1650
Davenport Avenue		1053	1253	1453	1653
Nantwich Bus Station	0858	1058	1258	1458	1658
Malbank School					
Brine Leas School					
London Road, The Leopard	0904	1104	1304	1504	1704
London Road, First Dig Lane	0909	1109	1309	1509	1709
Walgherton, London Road, Boar's Head	0913	1113	1313	1513	1713
Wybunbury, Bridge Street, Red Lion	0915	1115	1315	1515	1715
Shavington, Stocks Lane	0917	1117	1317	1517	1717
Hough, Cobbs Lane Village Hall	0920	1120	1320	1520	1720
Shavington The Elephant	0925	1125	1325	1525	1725
Shavington Sugar Loaf	0928	1128	1328	1528	1728
Shavington, Dodds Bank	0930	1130	1330	1530	1730
Crewe, Bus Station	0942	1142	1342	1542	1742

Route Description

Sainsburys Roundabout, Middlewich Road, Barony Road, Vauxhall Road, Manor Road North, Manor Road, Beam Street, Nantwich (Bus Station), Beam Street, Millstone Lane, London Road, Newcastle Road, A51, London Road Wybunbury Road, Bridge Street, Main Road, Stocks Lane, Newcastle Road, Pit Lane, Cobbs Lane, Newcastle Road, Main Road, Crewe Road, Gresty Road, South Street, Mill Street, Oak Street, Market Street, Delamere Street, Tower Way and Crewe Bus Station
Return via reverse of Outward Route

Journeys via Brine Leas and Malbank School

Normal route from Crewe to London Road, then Peter Destapeleigh Way, Wellington Road, Brine Leas School, Waterlode, Malbank School, Waterlode, High Street, Beam Street, Nantwich Bus Station

Seating Capacity

27

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Route reference number	C	
Status	Final	
Locations linked by service	Congleton - Crewe	
Peak Vehicle Requirement of Route	3	
Current service(s) partially or wholly operating this route	42 and 85A (formerly 1B)	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0655 / 0715	0745 / 0745
Last bus start time	1745 / 1745	1645 / 1645
Frequency during day	Hourly	90 minutes
Seating capacity of vehicle	35	
Changes from Consulted Route		
Re-routing of service via Frank Webb Avenue instead of Minshull New Road.		
Summary of route		
<p>The service will mostly use the route of the existing 42 service. Following the consultation, the route will pass along Frank Webb Avenue instead of Minshull New Road. As consulted, the route would continue to no longer pass along Victoria Avenue. The service would operate hourly on weekdays and every 90 minutes on a Saturday. During procurement, operators will be asked to provide costs for extending the hours of operation to provide evening services.</p>		

Note: timetable is indicative and subject to change following receipt of tenders from operators.

Mondays to Friday

Congleton Fairground	0655	0750	0915	1015	1115	1215	1315	1445	1515	1615	1745
West Heath, Delamere Road	0707	0802	0927	1027	1127	1227	1327	1457	1527	1627	1757
Somerford	0715	0810	0935	1035	1135	1235	1335	1505	1535	1635	1805
Holmes Chapel. London Road	0725	0820	0945	1045	1145	1245	1345	1515	1545	1645	1815
Centurion Way	0732	0832	0952	1052	1152	1252	1352	1522	1552	1652	1822
Middlewich, Bull Ring	0737	0837	0957	1057	1157	1257	1357	1527	1557	1657	1827
Cledford, Turnpike	0743	0843	1003	1103	1203	1303	1403	1533	1603	1703	1833
Manor Park, Long Lane	0747	0847	1007	1107	1207	1307	1407	1537	1607	1707	1837
Leighton Hospital	0802	0902	1022	1122	1222	1322	1422	1552	1622	1722	1852
Frank Webb Avenue, Rolls Avenue	0806	0906	1026	1126	1226	1326	1426	1556	1626	1726	1856
Morrisons, Bus Shelter	0812	0912	1032	1132	1232	1332	1432	1602	1632	1732	1902
Eagle Bridge Medical Centre	0816	0916	1036	1136	1236	1336	1436	1606	1636	1736	1906
Crewe, Bus Station	0821	0921	1041	1141	1241	1341	1441	1611	1641	1741	1911

Crewe, Bus Station	0715	0845	0945	1045	1145	1245	1345	1445	1615	1645	1745
Eagle Bridge Medical Centre	0720	0850	0950	1050	1150	1250	1350	1450	1620	1650	1750
Morrisons, Bus Shelter	0724	0854	0954	1054	1154	1254	1354	1454	1624	1654	1754
Frank Webb Avenue, Rolls Avenue	0729	0859	0959	1059	1159	1259	1359	1459	1629	1659	1759
Leighton Hospital	0735	0905	1005	1105	1205	1305	1405	1505	1635	1705	1805
Manor Park, Long Lane	0750	0920	1020	1120	1220	1320	1420	1520	1650	1720	1820
Cledford, Turnpike	0755	0925	1025	1125	1225	1325	1425	1525	1655	1725	1825
Middlewich, Bull Ring	0810	0931	1031	1131	1231	1331	1431	1531	1701	1731	1831
Centurion Way	0817	0936	1036	1136	1236	1336	1436	1536	1706	1736	1836
Holmes Chapel. London Road	0826	0943	1043	1143	1243	1343	1443	1543	1713	1743	1843
Somerford	0832	0953	1053	1153	1253	1353	1453	1553	1723	1753	1853
West Heath, Delamere Road	0840	0959	1059	1159	1259	1359	1459	1559	1729	1759	
Congleton Fairground	0855	1011	1111	1211	1311	1411	1511	1611	1741	1811	1905

Saturday

Congleton Fairground	0745	0915	1045	1215	1345	1515	1645				
West Heath, Delamere Road	0757	0927	1057	1227	1357	1527	1657				
Somerford	0805	0935	1105	1235	1405	1535	1705				
Holmes Chapel. London Road	0815	0945	1115	1245	1415	1545	1715				
Centurion Way	0822	0952	1122	1252	1422	1552	1722				
Middlewich, Bull Ring	0827	0957	1127	1257	1427	1557	1727				
Cledford, Turnpike	0833	1003	1133	1303	1433	1603	1733				
Manor Park, Long Lane	0837	1007	1137	1307	1437	1607	1737				
Leighton Hospital	0852	1022	1152	1322	1452	1622	1752				
Frank Webb Avenue, Rolls Avenue	0856	1026	1156	1326	1456	1626	1756				
Morrisons, Bus Shelter	0902	1032	1202	1332	1502	1632	1802				
Eagle Bridge Medical Centre	0906	1036	1206	1336	1506	1636	1806				
Crewe, Bus Station	0911	1041	1211	1341	1511	1641	1811				

Crewe, Bus Station	0745	0915	1045	1215	1345	1515	1645				
Eagle Bridge Medical Centre	0750	0920	1050	1220	1350	1520	1650				
Morrisons, Bus Shelter	0754	0924	1054	1224	1354	1524	1654				
Frank Webb Avenue, Rolls Avenue	0759	0929	1059	1229	1359	1529	1659				
Leighton Hospital	0805	0935	1105	1235	1405	1535	1705				
Manor Park, Long Lane	0820	0950	1120	1250	1420	1550	1720				
Cledford, Turnpike	0825	0955	1125	1255	1425	1555	1725				
Middlewich, Bull Ring	0831	1001	1131	1301	1431	1601	1731				
Centurion Way	0836	1006	1136	1306	1436	1606	1736				
Holmes Chapel. London Road	0843	1013	1143	1313	1443	1613	1743				
Somerford	0853	1023	1153	1323	1453	1623	1753				
West Heath, Delamere Road	0859	1029	1159	1329	1459	1629	1759				
Congleton Fairground	0911	1041	1211	1341	1511	1641	1811				

Route Description

Congleton Fairground (Bus Station), Market Street, Mountbatten Way, Mill Street, Swan Bank, West Street (return via West Street, Antrobus Street and Mill Street), West Road, Holmes Chapel Road, Cumberland Road, Longdown Road, Chestnut Drive, Sycamore Avenue, Longdown Road, Delamere Road, Holmes Chapel Road, Marsh Lane, Manor Lane, Macclesfield Road, London Road, Chester Road, Middlewich Road, Holmes Chapel Road, Centurion Way, King Street, Kinderton Street, St.Michaels Way, Bull Ring, St.Michaels Way, Leadsmithy Street, Lewin Street, Booth Lane, Elm Road, Long Lane South, Warrington Lane, Chadwick Road, Sutton Lane, Long Lane, Hayhurst Avenue, Brynlow Drive, Nantwich Road, Middlewich Road, Smithy Lane, Leighton Hospital, Smithy Lane, Minshull New Road, Rolls Avenue, Frank Webb Avenue, West Street, Dunwoody Way, Morrisons Store, Dunwoody Way, Wistaston Road, Market Street, Delamere Street, Tower Way, Crewe (Bus Station)

Seating Capacity 35

Indicative timetable - Version for Cabinet Report

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Route reference number	D1, D2	
Status	Final	
Locations linked by service	Macclesfield - Hayfield; Macclesfield - Buxton	
Peak Vehicle Requirement of Route	2	
Current service(s) partially or wholly operating this route	58 and 60	
Any differences from a current service?	No	
Key details of proposed service:	Weekday	Saturday
First bus start time	0636 / 0710; 0615 / 0655	0636 / 0710; 0615 / 0655
Last bus start time	1804 / 1845; 1805 / 1845	1804 / 1845; 1805 / 1845
Frequency during day	Hourly; Hourly	Hourly; Hourly
Seating capacity of vehicle	27	
Changes from Consulted Route		
No changes proposed.		
Summary of route		
No changes proposed to existing 58 and 60 services which are managed by Derbyshire CC		

Routes D1 & D2	D1	Macclesfield-New Mills-Hayfield										Version for November 2017 Cabinet Paper			
	D2	Macclesfield-Buxton													

Note: timetable is indicative and subject to change following receipt of tenders from operators.

PVR 2

Monday to Saturday

Macclesfield-Hayfield

										SSH	SCD				NS
Macclesfield, Bus Station	0710	0812	0850	0950	1050	1150	1250	1350	1450	1450	1550	1700	1750	1845	
Hurdsfield, Church	0717	0819	0857	0957	1057	1157	1257	1357	1457	1457	1557	1707	1757	1850	
Kerridge Rd Junction	0720	0822	0900	1000	1100	1200	1300	1400	1500	1500	1600	1710	1800	1853	
Rainow, Mount Pleasant	0722	0824	0902	1002	1102	1202	1302	1402	1502	1502	1602	1712	1802	1855	
Rainow, Smithy La	0724	0828	0904*	1004*	1104*	1204*	1304*	1404*	1504*	1504*	1604*	1714	1804	1857	
The Highwayman	0728		0908	1008	1108	1208	1308	1408	1508	1508	1608	1718	1808	1901	
Charles Head	0730		0910	1010	1110	1210	1310	1410	1510	1510	1610	1720	1810	1903	
Kettleshulme	0733		0913	1013	1113	1213	1313	1413	1513	1513	1613	1723	1813	1906	
Taxal	0737		0917	1017	1117	1217	1317	1417	1517	1517	1617	1727	1817	1910	
Horwich End, White Horse	0740		0920	1020	1120	1220	1320	1420	1520	1520	1620	1730	1820	1912	
Stoneheads				1027		1227		1427							
Whaley Bridge, Rail Station	0742		0922	1032	1122	1232	1322	1432	1522	1522	1622	1732	1822	1914	
Whaley Bridge, Tesco	0745		0925	1035	1125	1235	1325	1435	1525	1525	1625	1735	1825		
Newtown, Old Post Office	0751		0931	1041	1131	1241	1331	1441	1531	1531	1631	1741	1831		
New Mills, Bus Station arr	0754		0934	1044	1134	1244	1334	1444	1534	1534	1634	1744	1834		
New Mills School										1537					
Low Leighton, Ollersset View										1541					
Bridge Street/Stafford Street	0758		0938		1138		1338		1538		1638				
Thornsett Printers Arms	0800		0940		1140		1340		1540	1547	1640				
Birch Vale, Grouse Hotel	0802		0942		1142		1342		1542	1549	1642				
Hayfield, Bus Station	0805		0945		1145		1345		1545	1552	1645				

															NS
Hayfield, Bus Station	0714			SSH	SCD										
Birch Vale, Grouse Hotel	0717			0810	0810	0850	0950	1150	1350			1600	1650		
Thornsett Printers Arms	0719			0813	0813	0853	0953	1153	1353			1603	1653		
Bridge Street/Stafford Street	0722			0815	0815	0855	0955	1155	1355			1605	1655		
Low Leighton, Ollersset View				0819		0859	0959	1159	1359			1609	1659		
New Mills School					0821										
New Mills, Bus Station	0728			0822											
Newtown, Rail Station	0731			0824	0825	0904	1004	1054	1204	1254	1404	1454	1614	1704	1804
Whaley Bridge, Tesco	0737					0907	1007	1057	1207	1257	1407	1457	1617	1707	1807
Whaley Bridge, Rail Station	0636	0740				0913	1013	1103	1213	1303	1413	1503	1623	1713	1813
Stoneheads						0916	1016	1106	1216	1306	1416	1506	1626	1716	1816
Horwich End, White Horse	0639	0742				1111		1311				1511			
Taxal	0942	0745				0919	1019	1119	1219	1319	1419	1519	1629	1719	1818
Kettleshulme	0646	0749				0922	1022	1122	1222	1322	1422	1522	1632	1722	1820
Charles Head	0649	0752				0926	1026	1126	1226	1326	1426	1526	1636	1726	1824
The Highwayman	0651	0754				0929	1029	1129	1229	1329	1429	1529	1639	1729	1826
Rainow, Smithy La	0655	0758	0828			0931*	1031*	1131*	1231*	1331*	1431*	1531	1641*	1731	1828
Rainow, Mount Pleasant	0657	0800	0830			0935	1035	1135	1235	1335	1435	1535	1645	1735	1832
Kerridge Rd Junction	0659	0802	0832			0937	1037	1137	1237	1337	1437	1537	1647	1737	1834
Hurdsfield, Church	0700	0804	0833			0939	1039	1139	1239	1339	1439	1539	1649	1739	1836
Macclesfield, Bus Station	0705	0810	0845			0940	1040	1140	1240	1340	1440	1540	1650	1740	1837
						0945	1045	1145	1245	1345	1445	1545	1655	1745	1841

Codes NS Not Saturday SCD Schooldays Only SSH Saturday & Schoolholidays

Macclesfield-Buxton

PVR 1

Monday-Saturday

Macclesfield Bus Station	0655	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1745	1845		
Forest Cottage	0702	0822	0922	1022	1122	1222	1322	1422	1522	1622	1722	1752	1852		
Cat & Fiddle	0713	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733	1803	1900		
Burbage Leek Road	0719	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739	1809	1906		
Burbage Level Lane	0721	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1811	1908		
Buxton Market Place	0728	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748	1818	1915		
Buxton Sylvan Park	0731		0951		1151		1351		1551	1651	1751	1821	1918		

Monday-Saturday

Buxton Sylvan Park	0615	0732	0735	0835	0925	1025	1125	1225	1325	1425	1525	1625	1705	1805	
Buxton Market Place	0618	0738	0738	0838	0928	1028	1128	1228	1328	1428	1528	1628	1708	1808	
Burbage Level Lane	0625	0745	0745	0845	0935	1035	1135	1235	1335	1435	1535	1635	1715	1815	
Burbage Leek Road	0628	0748	0748	0848	0938	1038	1138	1238	1338	1438	1538	1638	1718	1818	
Cat & Fiddle	0634	0754	0754	0854	0944	1044	1144	1244	1344	1444	1544	1644	1724	1824	
Forest Cottage	0643	0803	0803	0903	0953	1053	1153	1253	1353	1453	1553	1653	1733	1833	
Macclesfield Bus Station	0650	0810	0810	0910	1000	1100	1200	1300	1400	1500	1600	1700	1740	1840	

Codes NS Not Saturdays SO Saturday Only * operates via St Johns Road not Macclesfield Road

Seating Capacity 27

Indicative timetable - Version for Cabinet Report
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Route reference number	E1, E2	
Status	Final	
Locations linked by service	Altrincham - Macclesfield; Altrincham - Northwich	
Peak Vehicle Requirement of Route	4	
Current service(s) partially or wholly operating this route	27, 88 and 188, 289	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0640 / 0710; 0852 / 0705	0752 / 0855; 0745 / 0755
Last bus start time	1845 / 1745; 1645 / 1655	1745 / 1655; 1545 / 1555
Frequency during day	See summary	See summary
Seating capacity of vehicle	39	
Changes from Consulted Route		
Timetable and frequencies remain as consulted upon but with the first service of the day from Knutsford to Altrincham retimed to allow passengers to arrive at Altrincham for 08:20am. Retiming of first bus of the day to arrive into Altrincham for 07:10am. Retiming of the last bus of the day to leave Macclesfield for 17:45pm. Extending the last bus from Altrincham through Knutsford. The current route is retained.		
Summary of route		
The current 88 service between Altrincham and Knutsford is reduced to an hourly frequency (as per the consultation), with all journeys serving Morley Green. Alternative services extend to Macclesfield and Northwich every two hours to replace the 27 and 289.		

Routes E1 & E2		E1 E2		Altrincham-Wilmslow-Mobberley-Knutsford-Macclesfield Altrincham-Wilmslow-Mobberley-Knutsford-Northwich										Version for November 2017 Cabinet Paper					
Note: timetable is indicative and subject to change following receipt of tenders from operators.																			
PVR 4																			
Monday to Friday (except Public Holidays)																			
	E1	E1	E1	SCD E1A	E2	E1B	E2	E1	E2	E1	E1	E2	E1	E2	E1	E1			
Altrincham Interchange Stand C			0715			0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845			
Halebarns Hale Road/Rydal Drive			0725			0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1854			
Morley Green Church			0737			0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1905			
Wilmslow Bank Square Stop A			0747			0917	1017	1117	1217	1317	1417	1517	1617	1717	1817	1914			
Wilmslow Bank Square Stop A	0640		0750			0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	1915			
Wilmslow Rail Station	0644		0754			0924	1024	1124	1224	1324	1424	1524	1624	1724	1824	1919			
Knolls Green, Bird In Hand	0657		0807			0937	1037	1137	1237	1327	1427	1527	1637	1737	1837	1932			
Small Lane Pepper Street				0805															
Hobcroft Lane Slade Lane				0808															
Mobberley CE Primary School				0813															
Mobberley Town Lane/Bucklow Ave	0701		0811			0941	1041	1141	1241	1341	1441	1541	1641	1741	1841	1936			
Knutsford Bus Station Stand 3	0710		0820			0950	1050	1150	1250	1350	1450	1550	1650	1750	1850	1945			
Knutsford Bus Station Stand 3		0745				0825	0952	1052	1152	1252	1352		1552	1652	1752				
Knutsford Academy				0830															
Tabley Windmill						0859		1059		1259			1559		1759				
Pickmere, Red Lion						0905		1105		1305			1605		1805				
Wincham, Raynors Lane						0908		1108		1308			1608		1808				
Lostock Gralam, Langford Road						0913		1113		1313			1613		1813				
Lostock Gralam, Crossroads						0918		1118		1318			1618		1818				
Northwich Railway Station						0923		1123		1323			1623		1823				
Northwich, Watling Street						0928		1128		1328			1628		1828				
Knutsford Railway Station		0747							1154		1354			1654					
Beggernans Lane						0955													
Ollerton, Post Office		0750						1157		1357				1657					
Whipping Stocks Inn		0755						1202		1402				1702					
Over Peover, Gate Inn		0757						1204		1404				1704					
Chelford, Station Road		0803						1210		1410				1710					
Monks Heath, Traffic Lights		0807						1214		1414				1714					
Macclesfield, Broken Cross		0811						1218		1418				1718					
Macclesfield General Hospital		0813						1220		1420				1720					
Churchill Way		0820						1227		1427				1727					
Macclesfield Bus Station		0825						1230		1430				1730					
	E1	E2	E1	E1	E1	E1	E2	E1	E2	E1B	E2	SCD E1A	E1	E1	E2	E1			
Macclesfield Bus Station			0710			0830			1055		1255		1455			1745			
Churchill Way			0713			0833			1058		1258		1458			1748			
Macclesfield General Hospital			0720			0840			1105		1305		1505			1755			
Macclesfield, Broken Cross			0722			0842			1107		1307		1507			1757			
Monks Heath, Traffic Lights			0726			0846			1111		1311		1511			1801			
Chelford, Station Road			0730			0850			1115		1315		1515			1805			
Over Peover, Gate Inn			0736			0856			1121		1321		1521			1811			
Whipping Stocks Inn			0738			0858			1123		1323		1523			1813			
Ollerton, Post Office			0743			0903			1128				1528			1818			
Beggernans Lane											1329								
Knutsford Rail Station			0746			0906			1131				1531			1821			
Northwich Watling Street		0705					0955		1155		1355			1655					
Northwich Railway Station		0709					0959		1159		1359			1659					
Lostock Gralam, Crossroads		0714					1004		1204		1404			1704					
Lostock Gralam, Langford Road		0718					1008		1208		1408			1708					
Wincham Raynors lane		0723					1013		1213		1413			1713					
Pickmere, Red Lion		0726					1016		1216		1416			1716					
Tabley Windmill		0733					1023		1223		1423			1723					
Knutsford Academy												1530							
Knutsford Bus Station Stand 3		0741	0748			0908		1031	1133	1231	1331	1431	1535	1533	1731	1823			
Knutsford Bus Station Stand 3				0715	0835		0935	1035	1135	1235	1335	1435	1535	1535	1635	1735	1825		
Mobberley Town Lane/Bucklow Ave				0724	0844		0944	1044	1144	1244	1344	1444	1542	1544	1644	1744	1834		
Mobberley CE Primary School													1547						
Hobcroft Lane Slade Lane													1552						
Small Lane Pepper Street													1555						
Knolls Green, Bird In Hand			0728	0848		0948	1048	1148	1248	1348	1448		1548	1648	1748	1838			
Wilmslow Rail Station			0740	0900		1000	1100	1200	1300	1400	1500		1600	1700	1800	1850			
Wilmslow Bank Square Stop B			0744	0904		1004	1104	1204	1304	1404	1504		1604	1704	1804	1854			
Wilmslow Bank Square Stop B	0638		0748	0908		1008	1108	1208	1308	1408	1508		1608	1708	1808				
Morley Green Church	0648		0758	0918		1018	1118	1218	1318	1418	1518		1618	1718	1818				
Halebarns Hale Road/Rydal Drive	0700		0810	0930		1030	1130	1230	1330	1430	1530		1630	1730	1830				
Altrincham Interchange Stand C	0710		0820	0940		1040	1140	1240	1340	1440	1540		1640	1740	1840				
Saturdays																			
	E1	E2	E1B	E2	E1	E2	E1	E2	E1	E2	E1	E1							
Altrincham Interchange Stand C		0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745							
Halebarns Hale Road/Rydal Drive		0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755							
Morley Green Church		0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807							
Wilmslow Bank Square Stop A		0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1817							
Wilmslow Bank Square Stop A		0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821							
Wilmslow Rail Station		0824	0924	1024	1124	1224	1324	1424	1524	1624	1724	1824							
Knolls Green, Bird In Hand		0837	0937	1037	1137	1237	1327	1427	1527	1637	1737	1837							
Small Lane Pepper Street																			
Hobcroft Lane Slade Lane																			
Mobberley CE Primary School																			
Mobberley Town Lane/Bucklow Ave		0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841							
Knutsford Bus Station Stand 3		0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850							
Knutsford Bus Station Stand 3	0752	0852	0952	1052	1152	1252	1352	1452	1552	1652									
Tabley Windmill		0859		1059		1259		1459		1659									
Pickmere, Red Lion		0903		1103		1303		1503		1703									
Wincham, Raynors Lane		0908		1108		1308		1508		1708									
Lostock Gralam, Langford Road		0913		1113		1313		1513		1713									
Lostock Gralam, Crossroads		0918		1118		1318		1518		1718									
Northwich Railway Station		0923		1123		1323		1523		1723									
Northwich, Watling Street		0928		1128		1328		1528		1728									
Knutsford Bus Station																			
Knutsford Railway Station	0754					1154		1354		1554									
Beggernans Lane				0954															
Ollerton, Post Office		0759				1159		1359		1559									
Whipping Stocks Inn		0801		1001		1201		1401		1601									
Over Peover, Gate Inn		0805		1005		1205		1405		1605									
Chelford, Station Road		0809		1009		1209		1409		1609									
Monks Heath, Traffic Lights		0813		1013		1213		1413		1613									
Macclesfield, Broken Cross		0817		1017		1217		1417		1617									
Macclesfield General Hospital		0819		1019		1219		1419		1619									
Churchill Way		0826		1026		1226		1426		1626									
Macclesfield Bus Station		0830		1030		1230		1430		1630									

	E1	E2	E1	E2	E1	E2	E1B	E2	E1	E2	E1
Macclesfield Bus Station											
Churchill Way			0855		1055		1255		1455		1655
Macclesfield General Hospital			0900		1100		1300		1500		1700
Macclesfield, Broken Cross			0904		1104		1304		1504		1704
Monks Heath, Traffic Lights			0906		1106		1306		1506		1706
Chefford, Station Road			0910		1110		1310		1510		1710
Over Peover, Gate Inn			0914		1114		1314		1514		1714
Whipping Stocks Inn			0918		1118		1318		1518		1718
Ollerton, Post Office			0920		1120		1320		1520		1720
Beggarmans Lane			0925		1125				1525		1725
Knutsford Rail Station			0929		1129		1325		1529		1729
Northwich Watling Street			0755		0955		1155		1355		1555
Northwich Railway Station			0759		0959		1159		1359		1559
Lostock Gtalam, Crossroads			0804		1004		1204		1404		1604
Lostock Gtalam, Langford Road			0808		1008		1208		1408		1608
Wincham Rayners lane			0813		1013		1213		1413		1613
Pickmere, Red Lion			0816		1016		1216		1416		1616
Tabley Windmill			0823		1023		1223		1423		1623
Knutsford Bus Station Stand 3			0831	0931	1031	1131	1231	1331	1431	1531	1631
Knutsford Bus Station Stand 3	0735	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735
Mobberley Town Lane/Bucklow Ave	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744
Mobberley CE Primary School											
Hobcroft Lane Slade Lane											
Small Lane Pepper Street											
Knolls Green, Bird In Hand	0748	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748
Wilmslow Rail Station	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
Wilmslow Bank Square Stop B	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804
Wilmslow Bank Square Stop B	0808	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808
Morley Green Church	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818
Halebarns Hale Road/Rydal Drive	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830
Altrincham Interchange Stand C	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840

Route Description **Northwich**

Outward
Altrincham Interchange, Stamford New Road, Railway Street, Ashley Road, Hale Road, Hale Road, Wilmslow Road, Altrincham Road, Morley Green Road, Mobberley Road, Altrincham Road, Water Lane, Alderley Road, Green Lane, Swan Street, Station Road, Wilmslow Rail Station, Station Road, Manchester Road, Alderley Road, Bedells Lane, Chapel Lane, Moor Lane, Cumber Lane, Gravel Lane, Knutsford Road, Hall Lane, Town Lane, Knutsford Road, Mobberley Road, Manor Park North, Thorneyholme Drive, Mobberley Road, Hollow Lane, Brook Street, Adams Hill, Toft Road, Stanley Road, Bexton Road and Knutsford Bus Station, Northwich Road, Chester Road, B5391, Pickmere, Hall Lane, Townshend Road, Fryer Road, Station Road, Chesterway, Witton Street, Old Warrington Road, Albion Road, Venables Road, Chesterway, A533, Northwich Watling Street

Return
Northwich Watling Street, Chesterway, Meadow Street, Witton Street, Venables Road, Albion Road, Old Warrington Road, Witton Street, Chesterway, Station Road, Manchester Road, Fryer Road, Townshend Road, Hall Lane, B5391, Pickmere, Chester Road, Northwich Road, Knutsford Bus Station, Bexton Road, Toft Road then as reverse of outward route to Chapel Lane then Alderley Road, Manchester Road, Station Road, Wilmslow Rail Station, Station Road, Swan Street, Green Lane, Alderley Road, Water Lane then as reverse of outward route to Stamford New Road and Altrincham Interchange

Route Description **Macclesfield**

Outward
Altrincham Interchange, Stamford New Road, Railway Street, Ashley Road, Hale Road, Hale Road, Wilmslow Road, Altrincham Road, Morley Green Road, Mobberley Road, Altrincham Road, Water Lane, Alderley Road, Green Lane, Swan Street, Station Road, Wilmslow Rail Station, Station Road, Manchester Road, Alderley Road, Bedells Lane, Chapel Lane, Moor Lane, Cumber Lane, Gravel Lane, Knutsford Road, Hall Lane, Town Lane, Knutsford Road, Mobberley Road, Manor Park North, Thorneyholme Drive, Mobberley Road, Hollow Lane, Brook Street, Adams Hill, Toft Road, Stanley Road, Bexton Road and Knutsford Bus Station, Bexton Road, Stanley Road, Adams Hill Brook Street, Chefford Road, A537, Ollerton, Seven Sisters Lane, A50, Whipping Stocks, Over Peover, Well Bank Lane, Mill Lane, Pepper Street, A537, Chefford Road, Broken Cross, Fallibroome Road, Victoria Road, Macclesfield Hospital (Out), Victoria Road, Prestbury Road, Cumberland Street, Chester Road, Chestergate, Churchill Way, Park Green, Sunderland Street, Queen Victoria Street, Macclesfield Bus Station.

Return
Macclesfield Bus Station via Mill Street, Park Street, Churchill Way, King Edward Street, Chester Road, Cumberland Street, Prestbury Road, Victoria Road, Macclesfield Hospital(out), Victoria Road, Fallibroome Road, Broken Cross, Chefford Road, A537, Pepper Street, Mill Lane, Well Bank Lane, Over Peover, Whipping Stocks, A50 Holmes Chapel Road, Seven Sisters Lane, Ollerton, A537 Chefford Road, Brook Street, Adams Hill, Stanley Road, Bexton Road, Knutsford Bus Station, Bexton Road, Toft Road then as reverse of outward route to Chapel Lane then Alderley Road, Manchester Road, Station Road, Wilmslow Rail Station, Station Road, Swan Street, Green Lane, Alderley Road, Water Lane then as reverse of outward route to Stamford New Road and Altrincham Interchange

Seating Capacity **39**

Indicative timetable - Version for Cabinet Report
Cheshire East Supported Bus Services Review
Recommended Network Detail Proforma

Route reference number	F1, F2	
Status	Final	
Locations linked by service	Macclesfield - Bollington - Stockport; Macclesfield - Kerridge - Stockport	
Peak Vehicle Requirement of Route	3	
Current service(s) partially or wholly operating this route	11, 392 and P1	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0810; 0710 / 0645;0750	0820; 0720 / 0850; 0750
Last bus start time	1620; 1740 / 17:20;1820	1620; 1520 / 1650; 1550
Frequency during day	Two Hourly	Two Hourly
Seating capacity of vehicle	21-23	
Changes from Consulted Route		
Timings of peak hour journeys changed to better suit passengers with afternoon journeys running slightly later. Re-routing of service via Western Poynton (Chester Road, Woodford Road) instead of A523 London Road. Continuation of service to Stepping Hill and Stockport.		
Summary of Route		
Amalgamation of bus service 11, 392 and P1 between Macclesfield and Stockport. Service mainly follows route of 392 to Poynton, alternating via Kerridge and Bollington every other hour. In Poynton The service will re-route via Western Poynton (Chester Road, Woodford Road) instead of A532 London Road.		

Routes F1 & F2	F1	Macclesfield-Bollington-Poynton-Hazel Grove-Stockport										Version for November 2017 Cabinet Paper	
	F2	Macclesfield-Kerridge-Poynton-Hazel Grove-Stockport										PVR	3

Note: timetable is indicative and subject to change following receipt of tenders from operators.

Monday-Friday

	F1	F2	F1	F2	F1	F2	F1	F2	F1	F2	F1	F2
Macclesfield, Bus Station		0710	0810	0925	1020	1125	1220	1325	1420	1520	1620	1740
Churchill Way				0928	1023	1128	1223	1328	1423			
Tytherington Badger Road			0817		1028		1228		1428		1627	
Tytherington, Dorchester Way		0717		0933		1133		1333		1527		1747
South West Avenue/Crossfield Road		0723		0939		1139		1339		1533		1753
Kerridge Bulls Head			0825		1036		1236		1436		1635	
Bollington, Turners Arms		0729	0833	0944	1044	1144	1244	1344	1444	1539	1643	1759
Four Lane Ends, Miners Arms		0740	0844	0955	1055	1155	1255	1355	1455	1550	1654	1810
Middlewood Green Lane	0648	0748	0852	1003	1103	1203	1303	1403	1503	1558	1702	1818
Hockley Post Office	0653	0750	0854	1005	1105	1205	1305	1405	1505	1600	1704	1820
Poynton, Greymarsh Drive		0757	0901	1010	1110	1210	1310	1410	1510	1606	1710	
Poynton Station		0702	0802	0906	1014	1114	1214	1314	1414	1515	1611	1715
Hazel Grove Station		0712	0813	0917	1023	1123	1223	1323	1423	1526	1622	1726
Dialstone Lane (for Stepping Hill Hospital)		0717	0818	0922	1028	1128	1228	1328	1428	1531	1627	1731
Stockport Bus Station		0735	0835	0937	1043	1143	1243	1343	1443	1546	1645	1749
	F2	F2	F1	F2	F1	F2	F1	F2	F1	F2	F1	F2
Stockport Bus Station	0645	0745	0850	0950	1050	1150	1250	1350	1450	1610	1720	1820
Dialstone Lane (for Stepping Hill Hospital)	0700	0800	0905	1005	1105	1205	1305	1405	1505	1625	1738	1835
Hazel Grove Station	0705	0805	0910	1010	1110	1210	1310	1410	1510	1630	1743	1840
Poynton Station	0714	0816	0919	1019	1119	1219	1319	1419	1521	1641	1754	1851
Poynton, Greymarsh Drive	0718	0821	0924	1024	1124	1224	1324	1424	1526	1646	1759	1856
Hockley Post Office	0723	0826	0929	1029	1129	1229	1329	1429	1532	1652	1805	1902
Middlewood Green Lane	0725	0828	0931	1031	1131	1231	1331	1431	1534	1654	1807	1907
Four Lane Ends, Miners Arms	0733	0836	0939	1039	1139	1239	1339	1439	1542	1702	1815	
Bollington, Turners Arms	0744	0847	0950	1050	1150	1250	1350	1450	1553	1713	1826	
Kerridge Bulls Head			0958		1158		1358		1601		1834	
South West Avenue/Crossfield Road	0752	0855		1058		1258		1458		1721		
Tytherington, Dorchester Way	0758	0901		1104		1304		1504		1727		
Tytherington, Badger Road			1006		1206		1406		1609		1842	
Churchill Way			1012		1109		1212		1309		1412	
Macclesfield, Bus Station	0805	0908	1015	1112	1215	1312	1415	1512	1617	1734	1849	

Saturday

	F2	F1	F2	F1	F2	F1	F2	F1	F2	F1
Macclesfield, Bus Station	0720	0820	0925	1020	1125	1220	1325	1420	1525	1620
Churchill Way			0928	1023	1128	1223	1328	1423	1528	
Tytherington Badger Road		0827		1028	1128	1228		1428		1628
Tytherington, Dorchester Way	0727		0933		1133		1333		1533	
South West Avenue/Crossfield Road	0733		0939		1139		1339		1539	
Kerridge Bulls Head		0835		1036		1236		1436		1636
Bollington, Turners Arms	0739	0843	0944	1044	1144	1244	1344	1444	1544	1644
Four Lane Ends, Miners Arms	0750	0854	0955	1055	1155	1255	1355	1455	1555	1655
Middlewood Green Lane	0758	0902	1003	1103	1203	1303	1403	1503	1603	1703
Hockley Post Office	0800	0904	1005	1105	1205	1305	1405	1505	1605	1705
Poynton, Greymarsh Drive	0805	0909	1010	1110	1210	1310	1410	1510	1610	1710
Poynton Station	0809	0913	1014	1114	1214	1314	1414	1514	1614	1714
Hazel Grove Station	0818	0922	1023	1123	1223	1323	1423	1523	1623	1723
Dialstone Lane (for Stepping Hill Hospital)	0823	0927	1028	1128	1228	1328	1428	1528	1628	1723
Stockport Bus Station	0838	0942	1043	1143	1243	1343	1443	1543	1643	1743
	F2	F1	F2	F1	F2	F1	F2	F1	F2	F1
Stockport Bus Station	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650
Dialstone Lane (for Stepping Hill Hospital)	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705
Hazel Grove Station	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710
Poynton Station	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719
Poynton, Greymarsh Drive	0824	0924	1024	1124	1224	1324	1424	1524	1624	1724
Hockley Post Office	0829	0929	1029	1129	1229	1329	1429	1529	1629	1729
Middlewood Green Lane	0831	0931	1031	1131	1231	1331	1431	1531	1631	1731
Four Lane Ends, Miners Arms	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739
Bollington, Turners Arms	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750
Kerridge Bulls Head		0958		1158		1358		1558		1758
South West Avenue/Crossfield Road	0858		1058		1258		1458		1658	
Tytherington, Dorchester Way	0904		1104		1304		1504		1704	
Tytherington, Badger Road		1006		1206		1406		1606		1806
Churchill Way		1012	1109	1212	1309	1412	1509			
Macclesfield, Bus Station	0912	1015	1112	1215	1312	1415	1512	1615	1712	1815

Route Description

Route F1

Macclesfield Bus Station, Mill Street, Park Green, Churchill Way, Hibel Road, Beech Lane, Manchester Road, Badger Road, Brocklehurst Way, Manchester Road, Tytherington Lane, Bollington Road, Clarke Lane, Oak Road, Jackson Lane, Grimshaw Lane, Wellington Road, Palmerston Street, Shrigley Road, Brookledge Lane, Springbank Lane, Cawley Lane, Pedley Hill, Wood Lane South, Wood Lane West, Moggie Lane, Dickens Lane, Waterloo Road, Coppice Road, Shrigley Road North, Green Lane, Middlewood Road, Park Lane, Bulkeley Road, Clumber Road, Dickens Lane, Vernon Road, Copperfield Road, Dickens Lane, London Road South, Chester Road, Woodford Road, Chester Road, Station Street, Hatherlow Lane, London Road, Buxton Road, Wellington Road South, Exchange Street, Stockport Bus Station

Return via Mersey Square, St Petersgate, Wellington Road South then as reverse of outward route to Beech Lane, Jordangate, King Edawrd Street, Churchill Way, Park Green, Sunderland Street, Waters Green, Queen Victoria Street and Macclesfield Bus Station

Certain journeys operate via Mill Street, Mill Lane, Silk Road, Hibel Road between Macclesfield Bus Station and Beech Lane. Returning via Hibel Road, Silk Road, Waters Green and Queen Victoria Street between Beech Lane and Macclesfield Bus Station.

Route F2

Macclesfield Bus Station, Mill Street, Park Green, Churchill Way, Hibel Road, Beech Lane, Manchester Road, Dorchester Way, Manchester Road, Tytherington Lane, Bollington Road, Princess Drive, Heath Road, Ovenhouse Lane, Crosfield Road, South West Avenue, Henshall Road, Wellington Road, Palmerston Street, Shrigley Road, Brookledge Lane, Springbank Lane, Cawley Lane, Pedley Hill, Wood Lane South, Wood Lane West, Moggie Lane, Dickens Lane, Waterloo Road, Coppice Road, Shrigley Road North, Green Lane, Middlewood Road, Park Lane, Bulkeley Road, Clumber Road, Dickens Lane, Vernon Road, Copperfield Road, Dickens Lane, London Road South, Chester Road, Woodford Road, Chester Road, Station Street, Hatherlow Lane, London Road, Buxton Road, Wellington Road South, Exchange Street, Stockport Bus Station

Return via Mersey Square, St Petersgate, Wellington Road South then as reverse of outward route to Beech Lane, Jordangate, King Edawrd Street, Churchill Way, Park Green, Sunderland Street, Waters Green, Queen Victoria Street and Macclesfield Bus Station

Certain journeys operate via Mill Street, Mill Lane, Silk Road, Hibel Road between Macclesfield Bus Station and Beech Lane. Returning via Hibel Road, Silk Road, Waters Green and Queen Victoria Street between Beech Lane and Macclesfield Bus Station.

Seating Capacity

21-23

Indicative timetable - Version for Cabinet Report
Cheshire East Supported Bus Services Review
Recommended Network Detail Proforma

Route reference number	G1, G2, G3, G4, G5	
Status	Final	
Locations linked by service	Nantwich-Wrenbury Circular; Nantwich-Audlem-Whitchurch; Nantwich-Bunbury-Bulkeley Circular; Nantwich-Bunbury-Tiverton Circular	
Peak Vehicle Requirement of Route	2	
Current service(s) partially or wholly operating this route	51, 52, 53, 71, 72, 73, 56, 75, 79, 83 and 89	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	Various	Various
Last bus start time	Various	Various
Frequency during day	Various	Various
Seating capacity of vehicle	27	
Changes from Consulted Route		
<p>Absorption of G4 and G6 Nantwich Town Services into services G2 (Nantwich - Wrenbury) and G3 (Nantwich - Audlem). Extension of service G3 (Nantwich - Audlem) to Whitchurch. Retiming of service G2 (Nantwich - Wrenbury) to allow connection to rail services to Whitchurch. Incorporation of four times a day extension of route G3 (Nantwich - Wrenbury) to serve Marbury and Norbury. Incorporation of twice a day service from Nantwich to Bunbury and Bulkeley (Tuesday only) and from Nantwich to Bunbury and Tiverton (Thursday and Saturday only) to retain coverage within Cheshire East of withdrawn services 56, 83 and 89.</p>		
Summary of route		
<p>Consulted service G1 (similar to present service 71) included in G2 service timetable. Recommended Network service G2 (similar to present service 72) would terminate at Wrenbury as per the consultation. Four services a day would continue to retain bus access to Marbury and Norbury. Following the consultation, service G3 (present service 73) would continue to operate between Nantwich, Audlem and Whitchurch with service 71 incorporated into this timetable. The routes would be amended within Nantwich to incorporate current town services routes 51 and 53 (route 52 to Nantwich Trade Park is incorporated as part of service B). Additional service G4 has been added which will operate twice a day on Tuesdays on a Nantwich-Bunbury-Bulkeley Circular route with service G5 added which will operate twice a day on Thursdays and Saturdays on a Nantwich - Bunbury - Tiverton Circular route. The proposals will retain bus access to all Cheshire East residents in this area who currently have bus access.</p>		

Route G1, G2, G3, G4 & G5	G1	Nantwich-Wrenbury school time service	Version for November 2017 Cabinet Paper
	G2	Nantwich-Wrenbury Circular	
	G3	Nantwich-Audlem-Whitchurch	
	G4	Nantwich-Bunbury-Bulkeley Circular	
	G5	Nantwich-Bunbury-Tiverton- Circular	

Note: timetable is indicative and subject to change following receipt of tenders from operators.

PVR

2

Monday, Wednesday, Friday	G1 G2 Nantwich-Wrenbury school time service Nantwich-Wrenbury Circular										
	SCD	SH						SCD	SH		
Nantwich Bus Station	0735	0735	0845	1015	1115	1245	1415	1505	1505	1620	1725
Malbank School								1515			
Acton Church								1520			
Swanley								1522			
Nantwich Millfields	0740	0740	0850	1020	1120	1250	1420		1510	1625	1730
Ravensmoor Farmers Arms	0743	0743	0853		1123	1253		1525	1513	1628	1733
Sound Common Lane					1128	1258			1518	1633	1738
Aston Crossroads					1133	1303			1523	1638	1743
Wrenbury Station					1135	1305		1531	1525	1640	1745
Wrenbury Pinsley View	0751	0751	0901		1137	1307		1533	1527	1642	1747
Gauntons Bank			0908		1144	1314				1649	
Marbury The Swan			0912		1148	1318				1653	
Wrenbury Pinsley View	0751	0751	0921		1157	1327				1702	
Wrenbury Station	0753	0753	0923					1535			
Aston Crossroads	0755	0755	0923								
Sound Common Lane	0800	0800	0928					via			
Ravensmoor Farmers Arms	0805	0805	0933		1205	1335		Audlem	1535	1710	1755
Nantwich Millfields		0808	0936	1020	1208	1338	1420		1538	1713	1758
Swanley	0808										
Acton Church	0815										
Malbank School	0818										
Nantwich Bus Station	0823	0813	0941	1025	1213	1343	1425	1613	1543	1718	1803
Monday, Wednesday, Friday	G3 Nantwich-Audlem-Whitchurch										
	SCD	SH						SCD	SH		
Nantwich Bus Station	0745	0845	0915	0945	1115	1315	1345	1510	1515	1625	1725 1825
Nantwich, Railway Station	0749	0849	0919	0949	1119	1319	1349	1514	1519	1629	1729 1829
Delamere Road		0854	0924	0954	1124	1324	1354	1519	1524	1634	1734
The Pike		0859	0929	0959	1129	1329	1359	1524	1529	1639	1739
Brine Leas School								1527			
Hankelow, White Lion PH	0801		0941		1141	1341		1541	1541	1651	1751 1841
Buerton, Festival Avenue	0806		0946		1146	1346		1546	1546	1656	1756
Audlem, St James Church	0811		0951		1151	1351		1551	1551	1701	1801 1846
Lightwood Green			0954		1154	1354					
Burleydam Combermere Arms			0957		1157	1357					
Broughall			1000		1200	1400					
Whitchurch Railway Station			1003		1203	1403					
Whitchurch Bus Station			1008		1208	1408					
Monday, Wednesday, Friday	SCD SH										
	SCD	SH						SCD			
Whitchurch Bus Station					1010	1210		1410			
Whitchurch Railway Station					1013	1213		1413			
Broughall					1016	1216		1416			
Burleydam Combermere Arms					1019	1219		1419			
Lightwood Green					1022	1222		1422			
Audlem, St James Church	0811	0811			1026	1226		1426	1547	1551	1701 1801
Buerton, Festival Avenue					1031	1231		1431	1552		
Hankelow, White Lion PH	0816	0816			1036	1236		1436	1557	1556	1706 1806
Brine Leas School	0825	0825									
The Pike			0859	0959	1048	1248	1359	1448		1608	
Delamere Road			0904	1004	1053	1253	1404	1453		1613	
Nantwich, Railway Station	0828	0828	0909	1009	1058	1258	1409	1458	1609	1618	1718 1818
Malbank School	0835										
Nantwich Bus Station	0840	0833	0913	1013	1102	1302	1413	1502	1613	1622	1722 1822

	G1 G2		Nantwich-Wrenbury school time service Nantwich-Wrenbury Circular						
	SCD	SH				SCD	SH		
Tuesday & Thursday									
Nantwich Bus Station	0735	0735	0845	1115	1245	1505	1505	1620	1725
Malbank School						1515			
Acton Church						1520			
Swanley						1522			
Nantwich Millfields	0740	0740	0850	1120	1250		1510	1625	1730
Ravensmoor Farmers Arms	0743	0743	0853	1123	1253	1525	1513	1628	1733
Sound Common Lane				1128	1258		1518	1633	1738
Aston Crossroads				1133	1303		1523	1638	1743
Wrenbury Station				1135	1305	1531	1525	1640	1745
Wrenbury Pinsley View	0751	0751	0901	1137	1307	1533	1527	1642	1747
Gauntons Bank			0908	1144	1314			1649	
Marbury The Swan			0912	1148	1318			1653	
Wrenbury Pinsley View	0751	0751	0921	1157	1327			1702	
Wrenbury Station	0753	0753	0923			1535			
Aston Crossroads	0755	0755	0923						
Sound Common Lane	0800	0800	0928			via			
Ravensmoor Farmers Arms	0805	0805	0933	1205	1335	Audlem	1533	1710	1755
Nantwich Millfields		0808	0936	1208	1338		1536	1713	1758
Swanley	0808								
Acton Church	0815								
Malbank School	0818								
Nantwich Bus Station	0823	0813	0941	1213	1343	1613	1541	1718	1803
	G3		Nantwich-Audlem-Whitchurch						
Tuesday & Thursday						SCD	SH		
Nantwich Bus Station	0745	0845	0915	1115	1315	1510	1515	1625	1725
Nantwich, Railway Station	0749	0849	0919	1119	1319	1514	1519	1629	1729
Delamere Road		0854	0924	1124	1324	1519	1524	1634	1734
The Pike		0859	0929	1129	1329	1524	1529	1639	1739
Brine Leas School						1527			
Hankelow, White Lion PH	0801		0941	1141	1341	1541	1541	1651	1751
Buerton, Festival Avenue	0806		0946	1146	1346	1546	1546	1656	1756
Audlem, St James Church	0811		0951	1151	1351	1551	1551	1701	1801
Lightwood Green			0954	1154	1354				1846
Burleydam Combermere Arms			0957	1157	1357				
Broughall			1000	1200	1400				
Whitchurch Railway Station			1003	1203	1403				
Whitchurch Bus Station			1008	1208	1408				
	SCD	SH					SCD		
Whitchurch Bus Station				1010	1210	1410			
Whitchurch Railway Station				1013	1213	1413			
Broughall				1016	1216	1416			
Burleydam Combermere Arms				1019	1219	1419			
Lightwood Green				1022	1222	1422			
Audlem, St James Church	0811	0811		1026	1226	1426	1547	1551	1701
Buerton, Festival Avenue				1031	1231	1431	1552		1801
Hankelow, White Lion PH	0816	0816		1036	1236	1436	1557	1556	1706
Brine Leas School	0825	0825							1806
The Pike			0859	1048	1248	1448		1608	
Delamere Road			0904	1053	1253	1453		1613	
Nantwich, Railway Station	0828	0828	0909	1058	1258	1458	1609	1618	1718
Malbank School	0835								1818
Nantwich Bus Station	0840	0833	0913	1102	1302	1502	1613	1622	1722
								1722	1822
	G2		Nantwich-Wrenbury Circular						
Saturday									
Nantwich Bus Station	0735	0845	1115	1245	1505	1620	1725		
Malbank School									
Acton Church									
Swanley									
Nantwich Millfields	0740	0850	1120	1250	1510	1625	1730		
Ravensmoor Farmers Arms	0743	0853	1123	1253	1513	1628	1733		
Sound Common Lane			1128	1258	1518	1633	1738		
Aston Crossroads			1133	1303	1523	1638	1743		
Wrenbury Station			1135	1305	1525	1640	1745		
Wrenbury Pinsley View	0751	0901	1137	1307	1527	1642	1747		
Gauntons Bank		0908	1144	1314		1649			
Marbury The Swan		0912	1148	1318		1653			
Wrenbury Station	0753	0921	1157	1327		1702			
Aston Crossroads	0755	0923				1704			
Sound Common Lane	0800	0928				1709			
Ravensmoor Farmers Arms	0805	0933	1205	1335	1533	1714	1753		
Nantwich Millfields	0808	0936	1208	1338	1536	1717	1756		
Swanley									
Acton Church									
Malbank School									
Nantwich Bus Station	0813	0941	1213	1343	1541	1722	1801		

G3 Nantwich-Audlem-Whitchurch

Saturday

Nantwich Bus Station	0745	0845	0915	1115	1315	1515	1625	1725	1825
Nantwich, Railway Station	0749	0849	0919	1119	1319	1519	1629	1729	1829
Delamere Road		0854	0924	1124	1324	1524	1634	1734	
The Pike		0859	0929	1129	1329	1529	1639	1739	
Brine Leas School									
Hankelow, White Lion PH	0801		0941	1141	1341	1541	1651	1751	1841
Buerton, Festival Avenue	0806		0946	1146	1346	1546	1656	1756	
Audlem, St James Church	0811		0951	1151	1351	1551	1701	1801	1846
Lightwood Green			0954	1154	1354				
Burleydam Combermere Arms			0957	1157	1357				
Broughall			1000	1200	1400				
Whitchurch Railway Station			1003	1203	1403				
Whitchurch Bus Station			1008	1208	1408				

Whitchurch Bus Station			1010	1210	1410				
Whitchurch Railway Station			1013	1213	1413				
Broughall			1016	1216	1416				
Burleydam Combermere Arms			1019	1219	1419				
Lightwood Green			1022	1222	1422				
Audlem, St James Church	0811		1026	1226	1426	1551	1701	1801	
Buerton, Festival Avenue			1031	1231	1431				
Hankelow, White Lion PH	0816		1036	1236	1436	1556	1706	1806	
Brine Leas School	0825								
The Pike		0859	1048	1248	1448	1608			
Delamere Road		0904	1053	1253	1453	1613			
Nantwich, Railway Station	0828	0909	1058	1258	1458	1618	1718	1818	
Malbank School									
Nantwich Bus Station	0833	0913	1102	1302	1502	1622	1722	1822	

G4 Nantwich-Bunbury-Bulkeley Circular

Tuesday

Nantwich, Bus Station	0945	1345
Millfields Estate	0950	1350
Ravensmoor Farmers Arms	0954	1354
Swanley	0957	1357
Burland, Wrexham Road, Burland Bridge	1000	1400
Faddiley, Wrexham Road, Smithy	1005	1405
Ridley Green	1009	1409
Badcocks Lane, Ridley Caravan Park	1013	1413
Spurstow, Old Post Office	1015	1415
Bunbury, Bunbury Lane, Post Office	1018	1418
Peckforton, Peckforton Hall Ln, Stone House Ln	1023	1423
Bulkeley, Mill Lane, Mill Grove	1028	1428
Ridley Green	1031	1431
Faddiley, Wrexham Road, Smithy	1035	1435
Burland, Wrexham Road, Burland Bridge	1040	1440
Swanley	1043	1443
Ravensmoor Farmers Arms	1046	1446
Millfields Estate	1050	1450
Nantwich, Bus Station	1055	1455

G5 Nantwich-Bunbury-Tiverton- Circular

Thursday, Saturday

Nantwich, Bus Station	0945	1345
Millfields Estate	0950	1350
Ravensmoor Farmers Arms	0954	1354
Swanley	0957	1357
Burland, Wrexham Road, Burland Bridge	1000	1400
Faddiley, Wrexham Road, Smithy	1005	1405
Ridley Green	1009	1409
Tiverton, Whitchurch Road, Huxley Lane	1017	1417
Bunbury, St Bonifaces Church	1025	1425
Bunbury, Bunbury Lane, Post Office	1026	1428
Spurstow, Old Post Office	1029	1429
Badcocks Lane, Ridley Caravan Park	1031	1431
Ridley Green	1035	1435
Faddiley, Wrexham Road, Smithy	1040	1440
Burland, Wrexham Road, Burland Bridge	1045	1445
Swanley	1048	1448
Ravensmoor Farmers Arms	1051	1451
Millfields Estate	1055	1455
Nantwich, Bus Station	1100	1500

Route Description

Route G1/G2

Nantwich Bus Station, Beam Street, Oatmarket, Welsh Row, Queens Drive, Marsh Lane, Wrenbury Heath Road, Sound Lane, Whitchurch Road, Wrenbury Road, Sandfield Avenue, Pinsley View, Nantwich Road, Norbury, Marbury School Lane, New Road, Wrenbury Road, Baddiley Lane, Marsh Lane, Queens Drive, Welsh Row, Swinemarket, Beam Street, Nantwich Bus Station

Certain journeys operate via the reverse of this route.

Certain Journeys operate via Swanley Lane, Tally Ho Lane, Monks Lane, Chester Road, Malbank School, Waterlode, Swinemarket, Beam Street Nantwich Bus Station

Route G2A Millfields

Nantwich Bus Station, Beam Street, Oatmarket, Welsh Row, Queens Drive, Millfields, Marsh Lane, Queens Drive, Welsh Row, Waterlode, Swinemarket, Beam Street, Nantwich Bus Station

Route G1 PM School Journey

Afternoon journey: Nantwich Bus Station, Market Street, Beam Street, Oat Market, High Street, Water Lode, Malbank School, Water Lode, Chester Road, Monks Lane, Tally Ho Lane, Swanley Lane, Baddiley Lane, Nantwich Road, Sandfield Avenue, Pinsley View, Nantwich Road, Station Road, Wrenbury Road, Whitchurch Road, Stafford Street, Cheshire Street, Audlem Square, Stafford Street, Woore Road, Windmill Lane, Longhill Lane, Audlem Road, Broad Lane, Audlem Road, Wellington Road, Water Lode, High Street, Swine Market, Beam Street, Nantwich Bus Station

Route G3

Nantwich Bus Station, Beam Street, Oatmarket (return via Swinemarket), Waterlode, Wellington Road, Parkfield Drive, Delamere Road, Wellington Road, Shrewbridge Road, Newbold Way, The Pike, Brine Road, Wellington road, Broad Lane, Hankelow, Long Hill, Windmill Lane, Buerton Woore Road, Stafford Street, The Square, Shropshire Street, Whitchurch Road, Lightwood Green, Whitchurch Road, Shropshire Lane, Nantwich Road, Waymills, Station Road, Bridgewater Street, Whitchurch Bus Station

Certain journeys operate direct between Audlem The Square and Hankelow Green via Cheshire Street and Audlem Road

Certain journeys divert between Water Lode and High Street via Water Lode to serve Malbank School

Certain journeys divert into Brine Leas School

Route G4

Nantwich Bus Station, Beam Street, Oatmarket, Welsh Row, Queens Drive, Marsh Lane, Swanley Lane, Monks Lane, Wrexham Road, Burland, Faddiley, Ridley, A49, Spurstow, Long Lane, Bunbury Lane, School Lane, Whitchurch Road, Peckforton Hall Lane, Stone House Lane, Mill Lane, Wrexham Road, Faddiley, Burland, Wrexham Road, Monks Lane, Swanley Lane, Marsh Lane, Queens Drive, Welsh Row, Swinemarket, Beam Street, Nantwich Bus Station

Route G5

Nantwich Bus Station, Beam Street, Oatmarket, Welsh Row, Queens Drive, Marsh Lane, Swanley Lane, Monks Lane, Wrexham Road, Burland, Faddiley, Ridley, A49 Whitchurch Road, Tiverton (Huxley Road), Whitchurch Road, School Lane, Vicarage Lane, Bunbury Lane, Long Lane, Spurstow, A49, Ridley, Faddiley, Burland, Wrexham Road, Monks Lane, Swanley Lane, Marsh Lane, Queens Drive, Welsh Row, Swinemarket, Beam Street, Nantwich Bus Station

Seating Capacity

27

Indicative timetable - Version for Cabinet Report

Cheshire East Supported Bus Services Review

Recommended Network Detail Proforma

Route reference number	H1, H2, H3	
Status	Final	
Locations linked by service	Congleton-Bromley Estate; Congleton-Mossley; Congleton-Buglawton	
Peak Vehicle Requirement of Route	2	
Current service(s) partially or wholly operating this route	90, 91, 92	
Any differences from a current service?	None	
Key details of proposed service:	Weekday	Saturday
First bus start time	0753, 0805, 0815	0753, 0805, 0815
Last bus start time	1735, 1745, 1753	1735, 1745, 1753
Frequency during day	Half hourly	Half hourly
Seating capacity of vehicle	27	
Changes from Consulted Route		
No changes proposed.		
Summary of route		
Half hourly weekday and Saturday Congleton town services using the present route and timetable of the 90, 91 and 92 services.		

Note: timetable is indicative and subject to change following receipt of tenders from operators.

PVR 2

H1 Congleton-Bromley Estate

Monday-Saturday

Congleton Fairground	0805	0835	0905	0935	and	05	35	mins	1605	1635	1705	1735
Bromley Estate	0812	0842	0912	0942	at	12	42	past	1612	1642	1712	1742
Congleton Fairground	0820	0850	0920	0950	these	20	50	until	1620	1650	1720	1750

H2 Congleton-Mossley

Monday-Saturday

Congleton Fairground	0753	0823	0853		23	53			1623	1653	1723	1753
Leek Road	0758	0828	0858	and	28	58	mins		1628	1658	1728	1758
Mossley Corner	0800	0830	0900	at	30	00	past		1630	1700	1730	1800
Cross Lane	0803	0833	0903	these	33	03	until		1633	1703	1733	1803
Falmouth Road	0804	0834	0904		34	04			1634	1704	1734	1804
Congleton Fairground	0813	0843	0913		43	13			1643	1713	1743	1813

H3 Congleton-Buglawton

Monday-Saturday

Congleton Fairground	0815	0845	0915	0945		15	45		1615	1645	1715	1745
Buglawton St Johns Road Co Op	0822	0852	0922	0952	and	22	52	mins	1622	1652	1722	1752
Buglawton Harvey Road	0823	0853	0923	0953	at	23	53	past	1623	1653	1723	1753
Buglawton St Johns Road Co Op	0825	0855	0925	0955	these	25	55	until	1625	1655	1725	1755
Congleton Fairground	0833	0903	0933	1003		33	03		1633	1703	1733	1803

Route Descriptions

Service H1

Congleton Fairground (Bus Station), Market Street, High Street, Lawton Street, Bromley Road, Borough Road, Coronation Road, Fern Crescent, Burns Road, Wollston Road, Edinburgh Road, Festival Hill, Bromley Road, Park Lane, Mountbatten Way, Market Street, Congleton Fairground

Service H2

Congleton Fairground (Bus Station), Market Street, High Street, High Street, Albert Place, Canal Street, Canal Road, Leek Road, Boundary Lane, Biddulph Road, Cross Lane, Leek Road, Canal Road, Astbury Lane Ends, Lenthall Avenue, Linksway, Falmouth Road, Lambert's Lane, Canal Road, Canal Street, Albert Place, High Street, Market Street, Congleton Fairground (Bus Station)

Service H3

Congleton Fairground (Bus Station), Market Street, Mountbatten Way, Moor Street, Brook Street, Buxton Road, St. Johns Road, Wharfedale Road, Harvey Road, St. Johns Road, Buxton Road, Brook Street, Moor Street, Mountbatten Way, Market Street, Congleton Fairground

Seating Capacity

27

Indicative timetable - Version for Cabinet Report
Cheshire East Supported Bus Services Review
Recommended Network Detail Proforma

Route reference number	J	
Status	Final	
Locations linked by service	Leighton Hospital - Alsager - Rode Heath - Congleton - Sandbach - Goostrey	
Peak Vehicle Requirement of Route	3	
Current service(s) partially or wholly operating this route	77, 78, 315, 319 and SB1-SB3	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	Various	No service
Last bus start time	Various	No service
Frequency during day	Various	No service
Seating capacity of vehicle	27	
Changes from Consulted Route		
<p>Route did not form part of the Consulted Network. The proposal would maintain the weekday daytime operation on bus service 78 between Leighton Hospital and Rode Heath. Extension of Leighton Hospital to Rode Heath service to Congleton via Scholar Green, Kidsgrove and Mow Cop to retain coverage to areas currently served by 77 and 315 services. Reducing off-peak services to two-hourly frequency to accommodate 319 Sandbach to Goostrey service and SB1-3 Sandbach Town services.</p>		
Summary of route		
<p>This service has been added to the Recommended Network. The J1 service would replace the 78 service between Leighton Hospital and Rode Heath which operated commercially until September 2017. Journeys would then extend to Congleton via Scholar Green, Kidsgrove and Mow Cop (replacing the 77 and 315 services). The service would operate hourly during morning and evening peak periods and every two hours during off peak periods.</p> <p>During off peak periods the J2 service would operate twice a day between Sandbach and Goostrey, along the same route as the present 319 service. The J3 service would also provide the current Sandbach Town services during off peak periods.</p>		

Route J1, J2 & J3	J1 J2 J3	Leighton Hospital - Sandbach - Alsager - Rode Heath - Scholar Green - Congleton Sandbach - Holmes Chapel - Twemlow Green - Sandbach Sandbach - Cookesmere Lane / Sandbach - Sandbach / Sandbach - Elworth	Version for November 2017 Cabinet Paper					
Note: timetable is indicative and subject to change following receipt of tenders from operators.			PVR	3				

Mondays to Fridays (excluding Public Holidays)

	SCD	SH						
Leighton Hospital			0745	0845	1045	1245	1445	1545
Coppenhall, Eight Farmers			0749	0849	1049	1249	1449	1549
Ettiley Heath, Salt Line Way			0758	0858	1058	1258	1458	1558
Sandbach, Railway Station			0802	0902	1102	1302	1502	1602
Sandbach, The Commons			0808	0908	1108	1308	1508	1608
Malins Bank, Crown Drive			0815	0915	1115	1315	1515	1615
Hassall Green, Canal Bridge			0819	0919	1119	1319	1519	1619
Pkemere Road, Bedford Crescent				0925	1125	1325	1525	1625
Cranberry Lane, Close Lane				0931	1131	1331	1531	1631
Alsager, Bank Corner	0735	0735	0829	0937	1137	1337	1537	1637
Linley Road, Barratt Road				0943	1143	1343	1543	
Greengate Avenue, Brattieswood Drive				0947	1147	1347	1547	
Rode Heath, Heath Avenue	0743	0743	0837	0951	1151	1351	1551	1645
Scholar Green, Meade Avenue	0752	0752		1000	1200	1400	1600	
Kidsgrove	0800	0800		1008	1208	1408	1608	
Whitehill Kidsgrove Health Centre	0804	0804		1013	1213	1413	1613	
Dales Green Corner	0808	0808		1017	1217	1417	1617	
Mow Cop Bank	0810	0810		1019	1219	1419	1619	
Scholar Green, Stone Chair Lane	0812							1815
Kent Green Wharf		0812		1021	1221	1421	1621	
Astbury Church	0820	0821		1029	1229	1429	1629	
Congleton High School	0825							
Ullswater Road		0824		1032	1232	1432	1632	
Congleton Fairground	0835	0831		1040	1240	1440	1640	

Monday to Friday

					SH	SCD		
Congleton Fairground			0845	1045	1245	1445	1455	1710
Ullswater Road			0853	1053	1253	1453		1718
Congleton High School							1510	
Astbury Church			0856	1056	1256	1456	1515	1721
Kent Green Wharf			0904	1104	1304	1504		1729
Scholar Green, Stone Chair Lane	0740						1523	
Mow Cop Bank			0906	1106	1306	1506	1525	1731
Dales Green Corner			0908	1108	1308	1508	1527	1733
Whitehill Kidsgrove Health Centre			0912	1112	1312	1512	1531	1737
Kidsgrove			0916	1116	1316	1516	1534	1741
Scholar Green, Meade Avenue			0924	1124	1324	1524	1541	1749
Rode Heath, Heath Avenue	0748	0838	0933	1133	1333	1533	1550	1648
Greengate Avenue, Brattieswood Drive			0937	1137	1337	1537	1554	
Linley Road, Barratt Road			0941	1141	1341	1541	1558	
Alsager, Bank Corner	0756	0846	0947	1147	1347	1547	1604	1656
Cranberry Lane, Close Lane			0953	1153	1353	1553	1612	1806
Pkemere Road, Bedford Crescent			0959	1159	1359	1559	1618	
Hassall Green, Canal Bridge	0805	0855	1005	1205	1405	1605	1624	1705
Malins Bank, Crown Drive	0809	0859	1009	1209	1409	1609	1628	1709
Sandbach, The Commons	0816	0906	1016	1216	1416	1616	1635	1716
Sandbach, Railway Station	0823		1023	1223	1423	1623	1642	1723
Ettiley Heath, Salt Line Way	0827		1027	1227	1427	1627	1646	1727
Coppenhall, Eight Farmers	0836		1036	1236	1436	1636	1653	1736
Leighton Hospital	0840		1040	1240	1440	1640	1657	1740

Code

SCD

Schooldays Only

SH

Schoolholidays

J2 Sandbach - Holmes Chapel - Goostrey - Twemlow Green - Sandbach

Mondays to Fridays (excluding Public Holidays)

Sandbach Common	1005	1405
Brereton, Bears Head	1012	1412
Holmes Chapel, Shopping Precinct	1022	1422
Cranage, Needham Drive	1025	1425
Allostock, Chapel Lane	1030	1430
Goostrey, Booth Bed Lane	1040	1440
Goostrey, Railway Station	1043	1443
Twemlow Green, Post Office	1045	1445
Holmes Chapel, Shopping Precinct	1050	1450
Brereton, Bears Head	1057	1457
Sandbach Common	1105	1505

J3 Sandbach-Cookesmere Lane

Monday to Friday (except Bank Holidays)

Sandbach Common	0950	1150	1350
Cookesmere Lane	0954	1154	1354
Belmont Avenue	0956	1156	1356
Sandbach Common	1000	1200	1400

J3 Sandbach-Sandbach Heath

Sandbach Common	0933	1133	1233	1333
Manor Park	0938	1138	1238	1338
Sandbach Heath, Heath Road	0941	1141	1241	1341
Sandbach Common	0948	1148	1248	1348

J3 Sandbach-Elworth Circular

Sandbach Common	0910	1110	1310
Abbey Road	0915	1115	1315
Ettiley Heath, Elworth Road	0917	1117	1317
Sandbach Railway Station	0920	1120	1320
Elworth, Lawton Way	0922	1122	1322
Elworth, Grange Way	0924	1124	1324
Sandbach Common	0930	1130	1330

Route J1 Route Description

Leighton Hospital., Smithy Lane, Bradfield Road, Parkers Road, Warringham Road, Hall Lane, Ettiley Heath, Elton Road, Elworth Road, Station Road, London Road, Middlewich Road, Hightown, Congleton Road, The Commons, Congleton Road, Hightown, Old Mill Road. The Hill, Hassall Road, Malkin's Bank, Betchton Road, Hassall Green, Smithy Grove, Roughwood Lane, Day Green, Hassall Road, Pikemere Road, Bedford Grove, College Road, Hassall Road, Dunnocksfold Road, Derwent Close, Wood Drive, Cranberry Lane, Close Lane, Coronation Avenue, Cranberry Lane, Crewe Road, Lawton Road, Fields Road, Greenfields Drive, Fields Road, Sandbach Road South, Take Road, Linley Road, Linley Lane, Knutsford Road, Greengate Road, Woodgate Ave, Brown Avenue, Brattswood Ave, Greengate Road, Knutsford Road, Sandbach Road, Rode Heath, Heath Avenue (clockwise), Sandbach Road, Knutsford Road, Poolside, Church Lane, Congleton Road North, Station Road, Drenfall Road, Meade Ave, Wavertree Ave, Drenfell Road, Station Road, Congleton Road North, Liverpool Road East, Liverpool Road, Mount Road, Newchapel Road, High Street, Alderhay Lane, Dales Green Road, Mow Cop Road, Chapel Street, The Bank, Spring Bank, Station Road, New Road, Newcastle Road, Padgbury Lane, Ullswater Road, Sandbach Road, West Road, West Street, Antrobus Street, Mill Street, Mountbatten Way, Market Street, Congleton Bus Station

Return via Market Street, Mountbatten Way, Mill Street, West Street and reverse of outward route

Certain journeys operate as normal route to The Bank then Spring Bank, Station Road, Newcastle Road, Padgbury Lane, Box Lane, Congleton High School. Box Lane, Sandbach Road then as normal route to Congleton Bus Station

Certain journeys operate via Sandbach Road, Knutsford Road and Lawton Road between Rode Heath and Alsager and return

Certain journeys operate via Crewe Road & Hassall Road between Alsager and Day Green and return.

Route J2 Route Description

Sandbach Common, Congleton Road, Holmes Chapel Road, Newcastle Road, Newcastle Road South, Newcastle Road North, Dog Lane, London Road, Knutsford Road, London Road, Allstock, Wash Lane, Princess Road, Chapel Lane, London Road, New Platt Lane, Goostrey, Main Road, Station Road, Goostrey Lane, Macclesfield Road, Holmes Chapel, London Road, Dog Lane, Newcastle Road North, Newcastle Road South, Newcastle Road, Holmes Chapel Road, Congleton Road, Sandbach Common

Route J3 Route Description - Sandbach-Cookesmere Lane

The Commons, Congleton Road, Hightown, Bradwall Road, Cooksmere Lane, Queens Drive, Princess Drive, Belmont Avenue, Cookesmere Lane, Bradwall Road, Hightown, Congleton Road, The Commons

Route J3 Route Description - Sandbach-Sandbach

The Commons, Congleton Road, Hightown, Old Mill Road, The Hill, Manor Road, School Lane, Heath Road, The Hill, High Street, Congleton Road, The Commons

Route J3 Route Description - Sandbach-Elworth

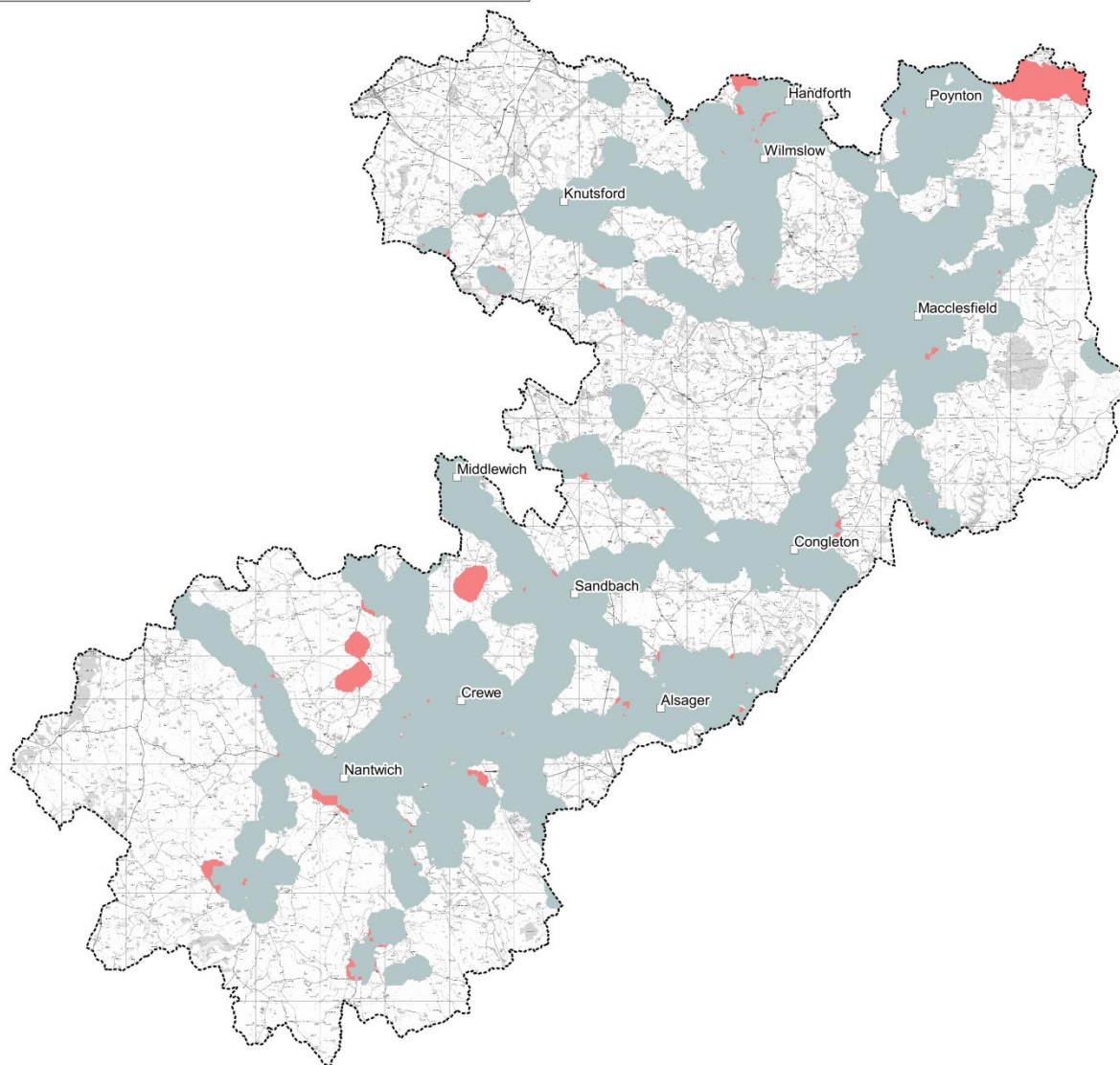
The Commons, Congleton Road, Hightown, Middlewich Road, Abbey Road, Elworth Road, Station Road, London Road, St Peters Rise, Lawton Way (clockwise), Grange Way, Middlewich Road, Hightown, Congleton Road, The Commons.

Seating Capacity

27

Appendix 5 – Accessibility Mapping of Options

Bus Accessibility: Current Scenario v Recommended - AM Peak

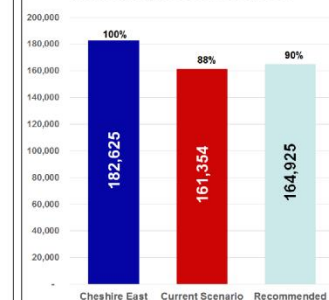


Supported Bus Service Review

AM Peak

Areas within 400 metres of a bus stop, which is within 60 minutes of public transport travel time of a Key Service Centre or Principal Town.

Residential Addresses Served - AM Peak

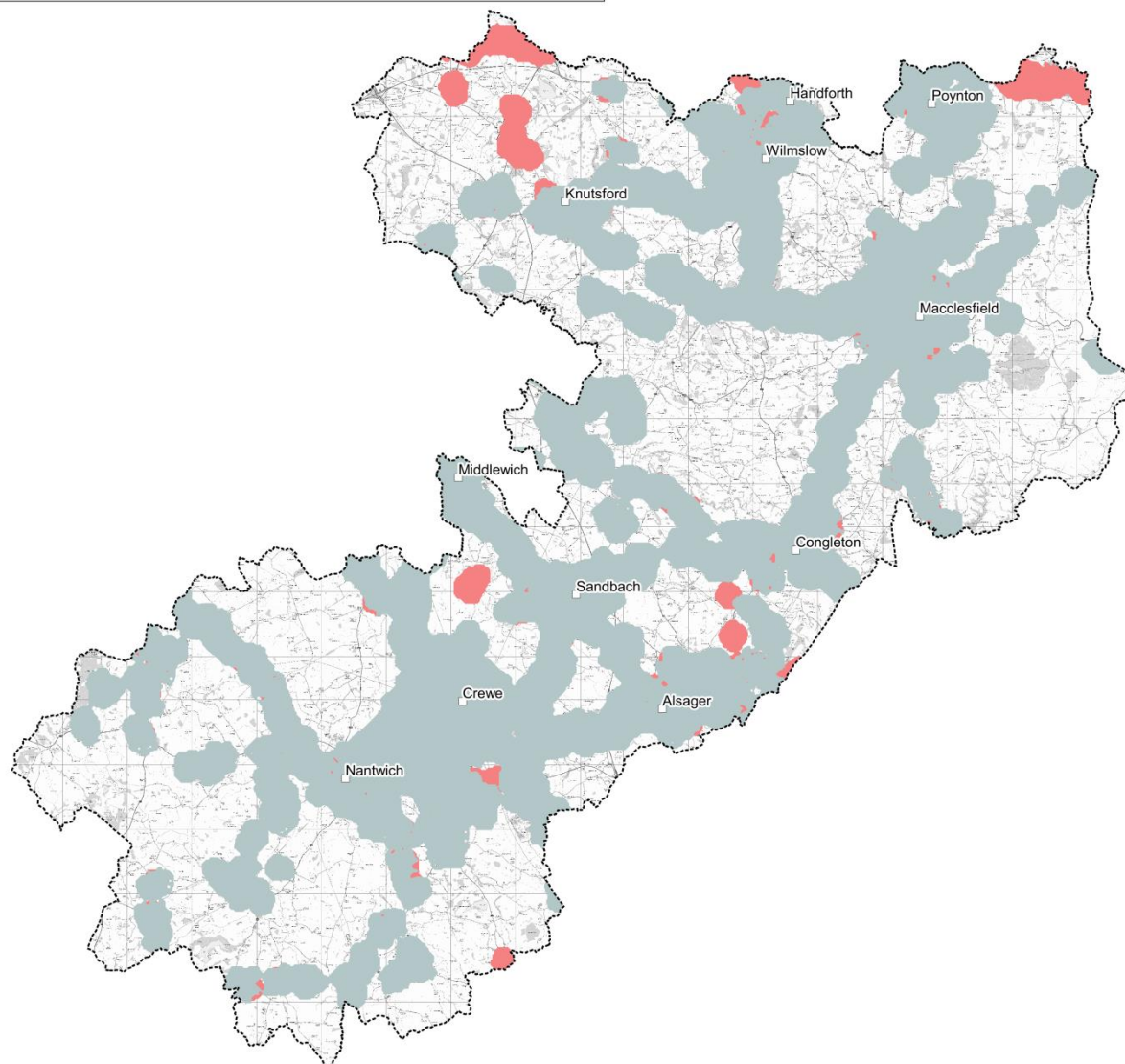


Legend:

- Cheshire East Boundary
- Key Settlements
- Within 400m - areas within 400m of a bus or rail service with the Recommended network in place.
- No Longer within 400m - areas currently within 400m of a bus or rail service that would no longer be within 400m with Recommended network in place.



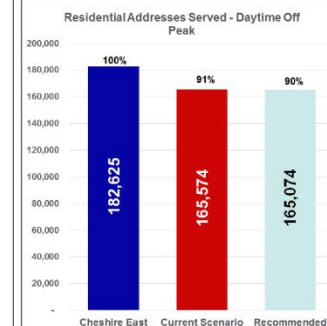
Bus Accessibility: Current Scenario v Recommended - Daytime Off Peak



Supported Bus Service Review

Daytime Off Peak

Areas within 400 metres of a bus stop, which is within 60 minutes of public transport travel time of a Key Service Centre or Principal Town.

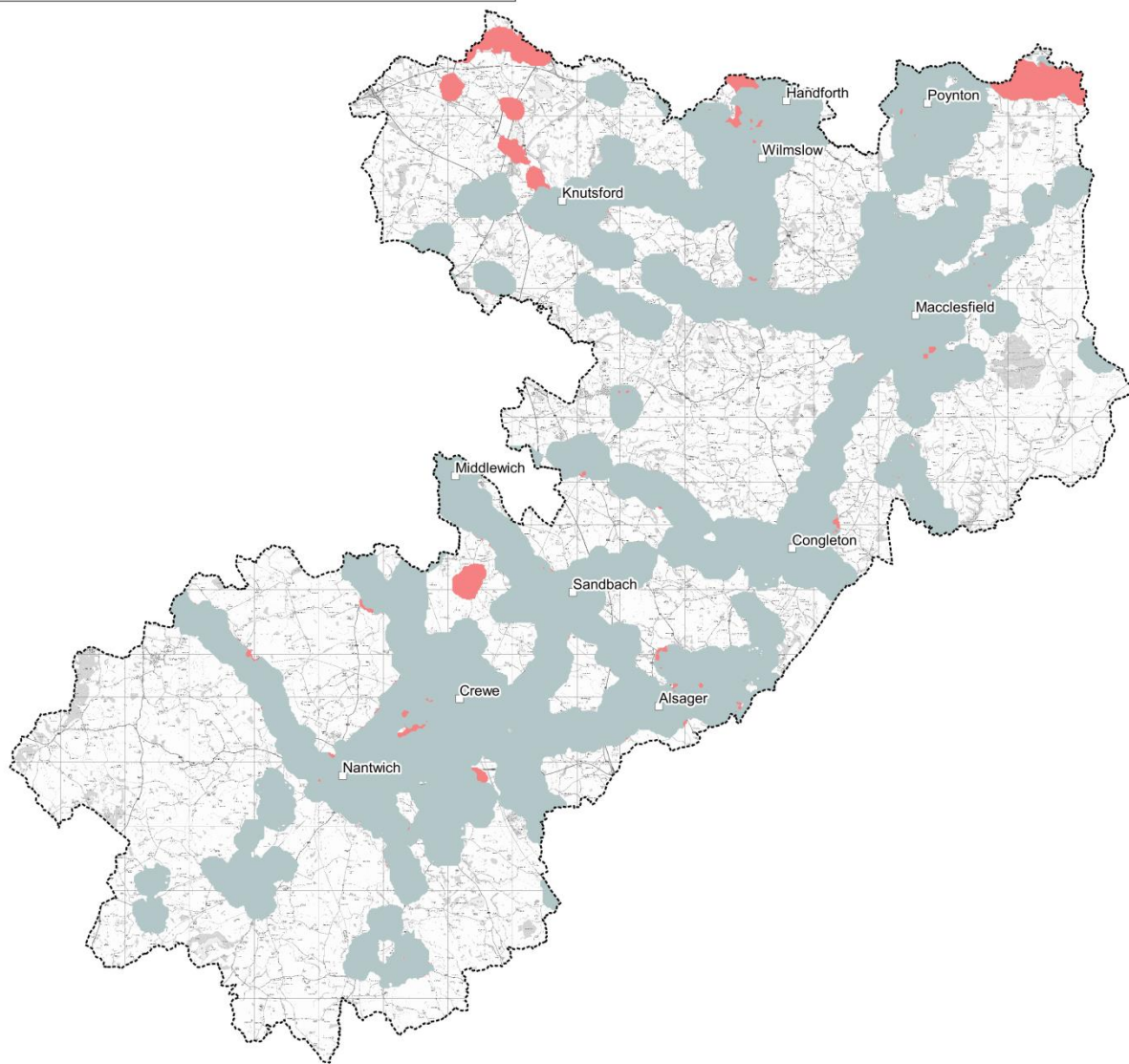


Legend:

- Cheshire East Boundary
- Key Settlements
- Within 400m - areas within 400m of a bus or rail service with the Recommended network in place.
- No Longer within 400m - areas currently within 400m of a bus or rail service that would no longer be within 400m with Recommended network in place.



Bus Accessibility: Current Scenario v Recommended - PM Peak

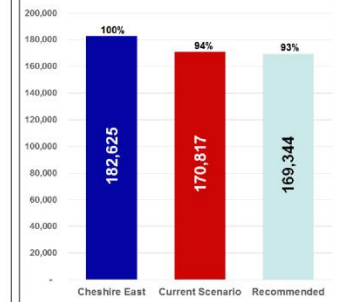


Supported Bus Service Review

PM Peak

Areas within 400 metres of a bus stop, which is within 60 minutes of public transport travel time of a Key Service Centre or Principal Town.

Residential Addresses Served - PM Peak

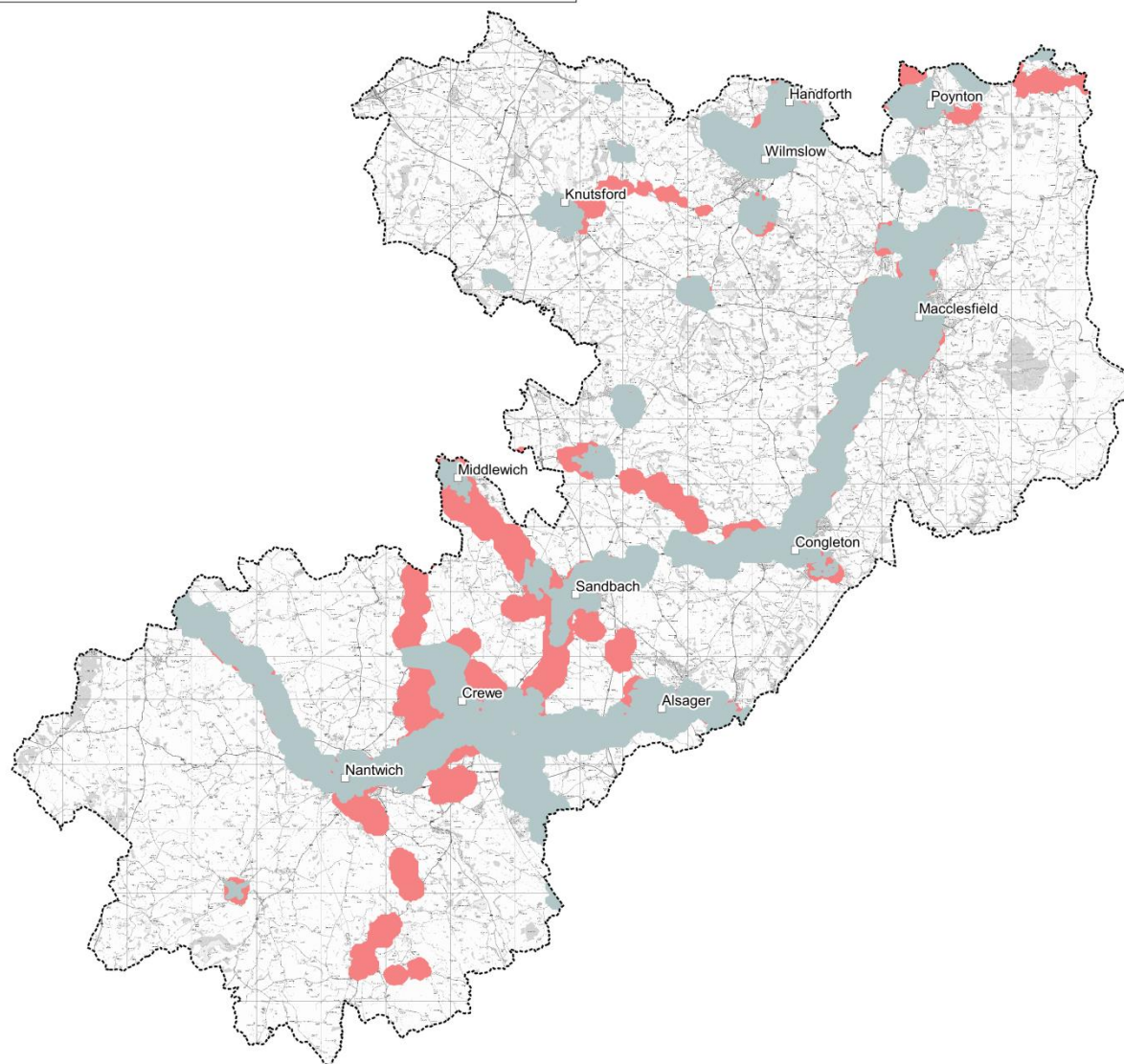


Legend:

- Cheshire East Boundary
- Key Settlements
- Within 400m - areas within 400m of a bus or rail service with the Recommended network in place.
- No Longer within 400m - areas currently within 400m of a bus or rail service that would no longer be within 400m with Recommended network in place.



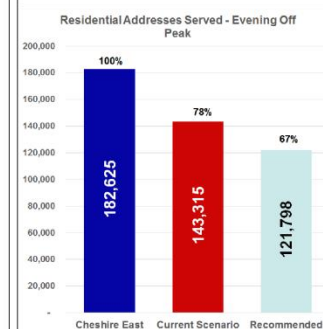
Bus Accessibility: Current Scenario v Recommended - Evening Peak



Supported Bus Service Review

Evening Peak

Areas within 400 metres of a bus stop, which is within 60 minutes of public transport travel time of a Key Service Centre or Principal Town.

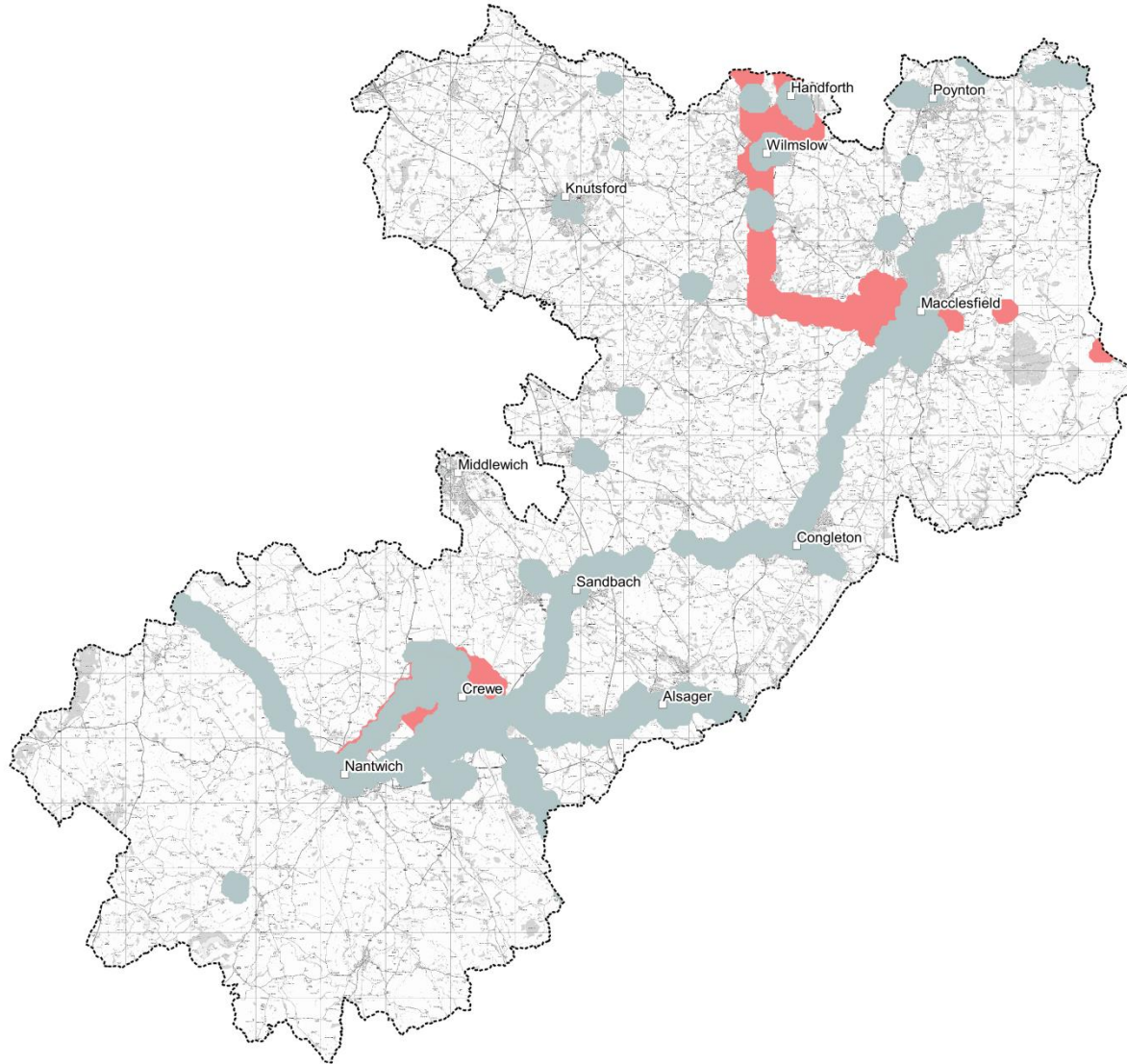


Legend:

- Cheshire East Boundary
- Key Settlements
- Within 400m - areas within 400m of a bus or rail service with the Recommended network in place.
- No Longer within 400m - areas currently within 400m of a bus or rail service that would no longer be within 400m with Recommended network in place.



Bus Accessibility: Current Scenario v Recommended - Sunday Service

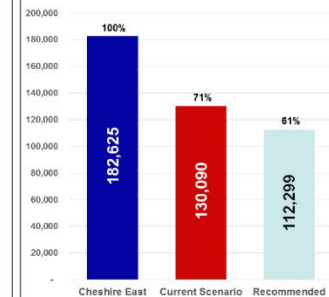


Supported Bus Service Review

Sunday Service

Areas within 400 metres of a bus stop, which is within 60 minutes of public transport travel time of a Key Service Centre or Principal Town.

Residential Addresses Served - Sunday



Legend:

- Cheshire East Boundary
- Key Settlements
- Within 400m - areas within 400m of a bus or rail service with the Recommended network in place.
- No Longer within 400m - areas currently within 400m of a bus or rail service that would no longer be within 400m with Recommended network in place.



Appendix 6 – Social Impact Assessment

CHESHIRE EAST COUNCIL

Appendix 6 – Impact Assessment - DRAFT

The below table is a summary of strategic impacts identified during the consultation on the Consulted Network for the Supported Bus Service Review. For detailed information on specific routes and in-depth comments, refer to the Supported Bus Service Review 2017 Consultation Report.

Impact Assessment
Summary: Intervention and Options
Reasons for the Supported Bus Service Review.
<p>The supported bus network has not been reviewed in detail for a number of years. As such, a review has been beneficial to assess whether these supported services are best meeting the needs of residents and whether network adjustments are required.</p> <p>The review has also allowed the Council the opportunity to assess how to maximise the benefits from the resources available for the supported bus network. As part of the medium term budget plan for the Council, a saving of £1.576 million from the supported bus budget is proposed to commence from 1st April 2018. In order to achieve this saving a fundamental review of the whole network has been undertaken to optimise the social and financial benefits that the supported bus network provides.</p>
What are the objectives and intended effects?
<p>The Council's objectives for subsidising bus services are set out below and have been adopted in the review process:</p> <ul style="list-style-type: none">• Provide passenger services for residents most in need to enable access to essential services, including health, education, employment, retail and leisure;• Provide bus services which maximise value for money and deliver an effective and efficient network of supported bus services;• Increase usage of the bus network;• Provide a balanced and equitable network of supported bus services which complements the commercial network; and• Provide supported bus services which are affordable within the Council's budget from 2018/19 onwards and are financially sustainable. <p>The intended effects of the Supported Bus Service Review are to achieve the above objectives and save £1.576 million from the supported bus budget at part of the Council's medium term budget plan.</p>
Summary: Analysis & Evidence
Economic Assessment
Description and scale of key Economic Impacts.
<p>The scale of economic impacts is prominent as the potential negative impact on the night time economy has raised concerns for some respondents. In addition to this,</p>

respondents raised concerns over travel to/from work and how some bus services may not provide this anymore, especially into key service centres. Some respondents also demonstrated that as a result of the Supported Bus Service Review, key service centres could experience a reduction in business.

Furthermore, due to the reduction in bus services, more residents may rely on their car to travel which poses problems on parking capacity in towns and service centres.

Assumptions/Sensitives/Risks.

Work	<ul style="list-style-type: none"> • Loss of business; • Loss of jobs; • Workers shift patterns; • Impact on local economy; • Impact on local night time economy; and • Parking problems.
Social	<ul style="list-style-type: none"> • Community events; • Impact on local economy; • Impact on local nightlife; and • Parking problems.

Environmental Assessment

Description and scale of Environmental Impacts.

The potential environmental impacts on the Borough, due to the reduction in supported bus services, include an increased amount of traffic on the roads and therefore increased congestion and pollution. In addition to this there could be an increase in idling traffic, which will contribute further to pollution. As a result, there may also be an increase in single occupancy vehicles on the roads which may impact on travel times.

The overall scale of environmental impacts could be considerable due to the potential of residents relying on their cars to access key centres and facilities, rather than using a bus service which was provided previous to the Supported Bus Service Review.

Assumptions/Sensitives/Risks.

Environmental	<ul style="list-style-type: none"> • Reduction in sustainable transport options; • Increased traffic/congestion; • Increasing car numbers; • Parking problems; and • Increased travel time.
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Health Assessment

Description and scale of Health Impacts.

Denied access to Medical Centres as well as Leighton Hospital and Macclesfield District General Hospital has proved a key concern with respondents. In addition to this, respondents raised concerns of accessing medical services including those at Scholar Green Medical Centre (which is compounded by the fact that Rode Heath Surgery has recently closed), as well as the loss of a direct service to Eagle Bridge Medical Centre.

Furthering this, respondents also raised concerns over hospital visits, attending appointments and for later bus services to fit in with appointments and visiting hours at Leighton Hospital. Many respondents were also concerned about being stranded

after or unable to take, the new schedule of later appointments being offered.

The overall scale of health impacts as a result of the Supported Bus Service Review is substantial as providing residents access to essential services including health is one of the Council's objectives for subsidising bus services. The Final Network would therefore have to take this into consideration and aim to provide a good level of service to Medical Centres, medical services and Hospitals.

Assumptions/Sensitives/Risks.

Medical	<ul style="list-style-type: none"> • Impact on wellbeing; • Reduced access to medical services; • Unable to attend medical appointments; • Unable to visit hospitals during visiting times; and • Reduced frequency may impact on residents booking specific appointments.
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Social Assessment

Description and scale of Social Impacts.

In terms of social impacts, the scale is considerable as it can affect various different groups and elements such as: Education; Work; Shopping; Social and Places of Worship. One of the Council's objectives outlined that it would provide passenger services for residents most in need to enable access to essential services, including health, education, employment, retail and leisure. As such, the Supported Bus Service Review should aim to mitigate any potential affect on these groups.

Some key areas of concern highlighted by respondents included the frequency of buses to access educational facilities, especially for start and end times of schools and colleges. Concerns also included the reliability of bus services due to increase of traffic as a result of some bus services reducing.

Respondents also highlighted reliance on bus services to access work in both the daytime and night-time economy, as well as concerns for workers who have varied shift patterns. This could potentially lead to loss of economies, businesses and even jobs for some respondents.

Assumptions/Sensitives/Risks.

Education	<ul style="list-style-type: none"> • Reduced frequencies of bus service to access educational facilities; and • Reduced participation in extra curricula activities.
Work	<ul style="list-style-type: none"> • Barrier to accessing work; • Reduced opportunities for commuters to use public transport; • Barrier to accessing work in the night-time economy; • Traffic/congestion; • Increased travel time; • Loss of job; • Shift patterns; • Loss of economy; • Loss of business; and • Parking problems.
Shopping	<ul style="list-style-type: none"> • Accessing shops and key services; • Loss of direct service to shopping areas such as the Grand Junction Retail Park;

	<ul style="list-style-type: none"> Concerns over frequency and reliability; Loss of economy; and Parking problems.
Social	<ul style="list-style-type: none"> Accessing social activities, particularly in the evenings and weekends; Concerns over frequency and reliability; Loss of economy; Parking problems; Non-drivers and young people would be unable to access key services in the evenings; and Drink driving.
Worship	<ul style="list-style-type: none"> Residents unable to get to/from places of worship.
Other	
Description and scale of Other Impacts.	
Other impacts are varied including access to onward travel, dependency on family members and friends to provide travel to key service centres, safety issues around walking alone at night and over subscribed services such as the Little Bus. The scale of such is significant, especially around safety and the well-being of residents to allow them to leave their homes and gain independency.	
Assumptions/Sensitives/Risks.	
Onward travel	<ul style="list-style-type: none"> Barrier to onward travel to services such as Crewe Railway Station; Removal of transport links into Stockport, Hazel Grove and Train Stations; Inconvenience caused for current users by proposed route changes, particularly with reference to Hazel Grove Park and Ride; and Increase use of trains.
Isolation	<ul style="list-style-type: none"> Dependence on others/loss of independence; Some areas may become isolated; and Some residents could become housebound.
Safety	<ul style="list-style-type: none"> Walking alone at night; and Danger to cyclists.
Other	<ul style="list-style-type: none"> Loss of house; Reliance on Community Transport; Restrictions to future development; and Over subscription to services such as the Little Bus.

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Appendix 7 – Project Programme Summary

Version for Cabinet Report

[illegible]

Appendix 8 – Equality Impact Assessment

EQUALITY IMPACT ASSESSMENT FORM



Equality impact assessment is a legal requirement for all strategies, plans, functions, policies, procedures and services under the Equalities Act 2010. We are also legally required to publish assessments.

Section 1: Description

Department	Place		Lead officer responsible for assessment		RM	
Service	Strategic Infrastructure		Other members of team undertaking assessment		EW	
Date	11 October 2017		Version		Final	
Type of document (mark as appropriate)	Strategy	Plan	Function	Policy	Procedure	Service
Is this a new/existing/revision of an existing document (mark as appropriate)	New		Existing		Revision	
<p>Title and subject of the impact assessment (include a brief description of the aims, outcomes , operational issues as appropriate and how it fits in with the wider aims of the organisation)</p> <p>Please attach a copy of the strategy/plan/function/policy/procedure/service</p>	<p>Supported Bus Service Review</p> <p>Background</p> <p>The Council provides financial support to secure the operation of socially-necessary bus services throughout the borough. These services enable residents to benefit from local bus services where commercial services do not operate. The Council's objectives for subsidising bus services are set out below and have been adopted in the review process:</p> <ul style="list-style-type: none"> • Provide passenger services for residents most in need to enable access to essential services, including health, education, employment, retail and leisure; • Provide bus services which maximise value for money and deliver an effective and efficient network of supported bus services; • Provide a balanced and equitable network of supported bus services which complements the commercial network; and • Provide supported bus services which are affordable within the Council's budget from 2018/19 onwards and are financially sustainable. <p>The supported bus network has not been reviewed in detail for a number of years. It is thus appropriate to assess</p>					

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whether the current network is continuing to meet the needs of residents and whether the network needs to be adjusted to reflect the changing needs of residents.

The review also allows the Council the opportunity to seek to maximise the benefits from the resources available for the supported bus network. As part of the medium term budget plan for the Council, a saving of £1.576m is targeted from the supported bus budget is proposed to commence from 1st April 2018. It should be noted that this review only affects supported bus services in Cheshire East; services operated commercially by local bus operators are not affected. The review also includes proposals for the Little Bus flexible transport service.

A methodology to carry out the bus review was approved by Cabinet in February 2017. The methodology has been used by the Council to complete a comprehensive review of its local supported bus network to assess whether these services best meet the needs of residents and represent value-for-money to the Council. From the review a set of proposals were developed (the Consulted Network) which looked to maximise the effectiveness of the supported bus network in accordance with the medium term financial strategy.

Consultation Period

Following approval of the Consulted Network by Cabinet in May 2017, the Council carried out a public consultation on the proposals for 10 weeks from 18th May until Wednesday 26th July 2017. Previous versions of the Equality Impact Assessment identified that the Consulted Network could impose a negative impact on some groups/characteristics within the borough and the consultation was also used to assist in determining the extent of these impacts.

The consultation period allowed residents to comment on the Consulted Network in a number of ways including:

- Completion of a paper or electronic survey with a supporting information booklet setting out the proposals;
- Attending staffed events which were organised across the borough in the 11 key service centres and principle towns. Two additional staffed events were also organised at Disley and Rode Heath. The staffed events also gave residents the option to discuss the proposals, find out more information, or have assistance in completing a survey form;
- Email; and
- Focus Groups with disability groups.

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Key stakeholders and other groups were notified of the consultation including which could be impacted disproportionately or have a different outcome as a result of implementing the proposals. Full details of the consultation are provided in the Consultation Summary Report which is included as an Appendix to the Cabinet Report.

In total 3,959 consultation responses were received. This has led to a robust analysis of the changes to subsidised buses within the borough. Responses have been analysed to inform the development of the Consulted Network into the final Recommended Network.

Recommended Network

From the consultation responses and evidence base used to develop the network, the Council has identified the Recommended Network which consists of 17 sub-routes to cover the borough. The 8 key routes (A – H) include:

- A – Macclesfield – Prestbury;
- B – Crewe – Shavington – Nantwich;
- C – Crewe – Leighton Hospital – Middlewich – Holmes Chapel – Congleton;
- D1 – Macclesfield – Hayfield;
- D2 – Macclesfield – Buxton;
- E1 – Altrincham – Wilmslow – Knutsford – Macclesfield;
- E2 – Altrincham – Wilmslow – Knutsford – Northwich;
- F1 – Macclesfield – Bollington – Poynton – Hazel Grove - Stockport;
- F2 – Macclesfield - Kerridge – Poynton – Hazel Grove - Stockport;
- G1 – Nantwich – Wrenbury Circular;
- G2 - Nantwich – Audlem – Whitechurch;
- G3 - Nantwich – Bunbury – Bulkeley Circular;
- G4 - Nantwich – Bunbury – Tiverton Circular;
- H – Congleton (Beartown) Town Service.
- J1 - Leighton Hospital – Sandbach – Alsager – Rode Heath – Scholar Green – Congleton;
- J2 - Sandbach – Goostrey; and
- J3 - Sandbach Town services.

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EQUALITY IMPACT ASSESSMENT FORM

	Further information on the changes from the consultation which has influenced the Recommended Network is outlined in Appendix 1 of the Cabinet Report.
Who are the main stakeholders? (eg general public, employees, Councillors, partners, specific audiences)	<p>The identified main stakeholders are as follows:</p> <ul style="list-style-type: none"> • Users of the affected bus services and flexible transport including vulnerable groups (Older people, IMD, Disability); • Cheshire East tax payers; • Community & volunteer groups; • Members; • Employer organisations; • Schools and educational establishments; • Bus operators; • Town and Parish Councils; • Partner organisations and volunteers; and • Neighbouring local authorities.

Section 2: Initial screening

<p>Who is affected? (This may or may not include the stakeholders listed above)</p>	<p>All residents of Cheshire East as the subsidised bus services are available to all and therefore potentially all elements of the community are affected. There are over one million supported bus trips per year within Cheshire East, demonstrating the potential extent of impact the Bus Review could cause.</p> <p>Pre-Consultation During the pre-consultation period of the review, mapping was undertaken to highlight the areas which could be affected by the implementation of the Preferred Network which would result in residents not having access to public transport.</p> <p>The table below indicates the number of residential addresses within 60 minutes public transport travelling time of a key service centre or principal town within Cheshire East in various time periods. The modelling has been updated with the improvements made in the Recommended Network.</p>
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EQUALITY IMPACT ASSESSMENT FORM

	Scenario	Number of Residential Address Output Areas Within 60 minutes Bus Travel Time of a Key Service Centre and/or Principal Town		
		Jan 2017 Situation	Consulted Network	Recommended Network
	Weekday Morning Peak (06:00 – 09:00)	164,962	161,354	164,925
	Weekday Afternoon Peak (16:00 – 19:00)	165,574	161,481	165,074
	Weekday Off-Peak Period (09:30 – 16:00)	170,817	163,642	169,344
	Weekday Evening Period (19:00 – 23:00)	143,315	121,798	121,798
	Sunday (09:30 – 16:00)	130,090	112,299	112,299
	There are presently 182,625 residential addresses within Cheshire East.			
Plots showing areas no longer having access to a bus service are included as appendices to the Cabinet Report.				
Who is intended to benefit and how?	<p>The Supported Bus Service Review has looked to review the network using the objectives described above. The review has looked to maximise access to bus services throughout the borough to allow residents to continue to be able to reach key services.</p> <p>As noted previously, the proposed network is targeted to save £1.576m from the supported bus budget from 2018/19 which would be of benefit to Cheshire East taxpayers.</p>			
Could there be a different impact or outcome for some groups?	<p>Earlier versions of the EIA identified disparity on the impacts on the following groups:</p> <ul style="list-style-type: none"> • Older groups; • Disabled; • Religion; • Pregnancy and maternity; and • Sex. 			
Does it include making decisions based on individual characteristics, needs or	No			

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circumstances?								
Are relations between different groups or communities likely to be affected? (eg will it favour one particular group or deny opportunities for others?)			Following the Council's withdrawal of subsidy, if bus operators decide to stop operating the service this is inevitably an unpopular and unwelcome development which may impact on relations between local communities, as well as between the Council and communities. The impact on protected characteristics is examined below.					
Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?			The review is aiming to preserve or improve public transport access as much as possible. A higher proportion of public transport users are: older people; younger people; have a life long limiting illness or disability. The effect on these groups is considered below.					
Is there an actual or potential negative impact on these specific characteristics? (Please tick)								
Age	Y		Marriage & civil partnership		N	Religion & belief	Y	
Disability	Y		Pregnancy & maternity	Y		Sex	Y	
Gender reassignment		N	Race		N	Sexual orientation		N
What evidence do you have to support your findings? (quantitative and qualitative) Please provide additional information that you wish to include as appendices to this document, i.e., graphs, tables, charts								Consultation/involvement carried out
To show the progression of this EIA, the evidence in this section is split into evidence available prior to the consultation (i.e. evidence used to develop the proposals) and evidence gathered during the consultation. The sources of data used are as described in the sections above.								
Age	Pre-consultation							
	The on board questionnaires show that 53.6% of respondents were aged 65 and over, compared to census figures showing 19.3% of all Cheshire East residents to be aged 65 and over. This mirrors national bus usage figures which show bus usage to be proportionally higher amongst older people. The proportion of respondents aged over 65 is also similar to previous surveys in Cheshire East. The proposals also affect the Little Bus flexible transport service with the vast majority of users being older people.							Y

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	The implications of the Supported Bus Service Review on home to school transport services have also been fully assessed. For the Consulted Network, 123 pupils currently eligible for travel assistance are provided with a bus pass to travel on one of the supported local bus services which are proposed to be withdrawn. As alternative transport would be provided, impacts are likely to be minimal.			
	Consultation Period			
	When responding to the consultation, respondents were asked to identify their age. The responses show that 69% of respondents were aged over 60.		Y	
Disability	Pre-consultation			
	Data from the census shows that 82% of Cheshire East residents consider themselves to have no limiting health problems or disability. Previous surveys however indicate that a disproportionate proportion of Cheshire East bus users (54%) have a long standing illness, disability or infirmity with over four in five of these people said it limited their activities in some way.		Y	
	Changes to the Little Bus service are also part of the proposals with membership to the Little Bus scheme permitted for residents unable to access a scheduled bus service through disability. Of the trips taken on the Little Bus service in 2016, 12.3% of users were 'aided' (i.e. required assistance to travel from the vehicle to their front door) and 5.6% of users used a wheelchair.			
	Consultation Period			
	The responses to the consultation indicated that over 39% of respondents considered that their day-to-day activities are limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months.		Y	
Gender reassignment	This policy is not expected to have any greater impact on this group than it does on the general public.			N
Marriage & civil partnership	This policy is not expected to have any greater impact on this group than it does on the general public.			N
Pregnancy & maternity	Pre-consultation			
	The proposals could affect people using the bus to travel to maternity or natal facilities, in particular to Leighton Hospital and Macclesfield District General Hospital. The following bus services provide access to these hospitals:		Y	
	Bus	Change	Hospital	

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	Service			
	6, 6E	Weekday evening service would be withdrawn. The last bus from Leighton Hospital would be at 17:44pm (Bus Service 6).	Leighton Hospital	
	12E	The first Sunday service would be withdrawn. The first bus on a Sunday would be 12:23pm (Leighton Hospital to Shavington), and 12:52pm (Shavington to Leighton Hospital)	Leighton Hospital	
	27	Incorporated into Route E. The service would remain two-hourly and would follow the same route as at present.	Macclesfield District General Hospital	
	31	Last evening bus from Crewe to Northwich would be withdrawn.	Leighton Hospital	
	42	Incorporated into Route C. The service would remain hourly but with the final bus starting at 17:15.	Leighton Hospital	
	78	The consultation was to withdraw evening and Saturday services along the route. During the consultation the commercially operated (i.e. not subsidised by the Council) daytime parts of the 78 service between Coppenhall and Rode Heath were deregistered. To avoid the complete loss of the 78 service between Coppenhall and Rode Heath, the Council has redirected the subsidy previously used to support the evening and Saturday 78 services to allow the weekday daytime 78 service to continue operating. These changes took effect from September 2017 with the 78 service currently operating weekdays between approximately 7am and 6pm.	Leighton Hospital	
	130	Sunday services withdrawn.	Macclesfield District General Hospital	
	Consultation Period			
	The consultation included sending details of the proposals to ante-natal and maternity classes to understand potential impacts. No formal consultation responses were received and the consultation responses showed that less than 1% of respondents were pregnant, on maternity leave or returning from maternity leave. This policy is thus not expected to have			N

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	any greater impact on this group than it does on the general public.		
Race	This policy is not expected to have any greater impact on this group than it does on the general public.		N
Religion & belief	Pre-consultation		
	<p>The Consulted Network would no longer support any services on a Sunday. The policy may therefore have a greater effect on religious groups which worship on a Sunday compared to other days of the week. In total, approximately 60 places of worship have been identified as being along the routes of Sunday services affected by the bus review.</p> <p>The on-board questionnaires asked respondents why they were travelling, with “travelling to/from religious worship” one of the options available. Of the respondents to the on-board questionnaire, 13 people responded that they were travelling to/from worship whilst travelling on a Sunday.</p>	Y	
	Consultation Period		
	<p>All respondents to the consultation were asked to identify their religion. A summary of the responses is as follows:</p> <ul style="list-style-type: none"> • 60% were Christian; • 18% answered None; • 13% preferred not to say; and • 8% did not answer the question. <p>During the consultation, the proposals were sent to places of worship along bus routes which would be withdrawn on a Sunday. No formal representations were received. The consultation also asked respondents to identify what journey purposes they used each bus service for. In total, 4% of responses were received identifying that the respondent used a bus for travelling for religious worship, of which 45 responses were for services which would no longer operate on a Sunday.</p> <p>Given the low number of passengers using services proposed for withdrawal on a Sunday, the policy is likely to have a marginal impact on religions and beliefs which have days of worship on a Sunday.</p>		N
Sex	Pre-consultation		
	The on-board questionnaires recorded that 57.7% of respondents were female, compared to 51% across the whole population of Cheshire East. Given the higher usage amongst females, reductions to the supported bus network would have a proportionally higher effect on the female population.	Y	

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	Consultation Period		
	The consultation period identified that 58% of respondents were female, 33% male, 2% of respondents preferred not to say and 8% did not answer the question. Given the higher proportion of females using bus services, it is likely that females will be disproportionately affected by the Supported Bus Service Review proposals.	Y	
Sexual orientation	This policy is not expected to have any greater impact on this group than it does on the general public.		N
Proceed to full impact assessment? (Please tick)	YES		

If yes, please proceed to Section 3. If no, please publish the initial screening as part of the suite of documents relating to this issue

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Section 3: Identifying impacts and evidence

This section identifies if there are impacts on equality, diversity and cohesion, what evidence there is to support the conclusion and what further action is needed

Protected characteristics	Is the policy (function etc....) likely to have an adverse impact on any of the groups? Please include evidence (qualitative & quantitative) and consultations	Are there any positive impacts of the policy (function etc....) on any of the groups? Please include evidence (qualitative & quantitative) and consultations	Please rate the impact taking into account any measures already in place to reduce the impacts identified High: Significant potential impact; history of complaints; no mitigating measures in place; need for consultation Medium: Some potential impact; some mitigating measures in place, lack of evidence to show effectiveness of measures Low: Little/no identified impacts; heavily legislation-led; limited public facing aspect	Further action (only an outline needs to be included here. A full action plan can be included at Section 4)
Age	Pre-consultation Withdrawals of Council support for certain services may result in bus services ceasing to operate or operating in a different way, which may have a disproportionate impact on older people. The reduction in the number of vehicles on the Little Bus flexible transport service may also affect users (mainly older residents) if demand cannot be met.			
		Concessionary bus pass data has been incorporated into the Council's needs based support criteria for the redesign. The Consulted Network looked to maximise the coverage of the supported bus network during the daytime and on Saturdays, the times when older people are more likely to travel. The budget for the Little Bus flexible	High	Gather further data from consultation survey on impact for older people during consultation period. Explore possibilities for mitigation.

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		transport has been reduced proportionally in line with the reduction for scheduled supported bus services. The Preferred Option includes the opportunity for concessionary bus pass holders to be charged for using the service.		
Consultation Period				
	<p>The consultation responses highlighted the potential isolation, particularly for older age groups. The effects associated with each route are set out in the Consultation Summary Report however particular impacts were identified in areas which would have no public transport coverage as a result of the proposals.</p> <p>The impacts of reducing the number of Little Bus vehicles has also been identified, with particular impacts including no longer being able to undertake social activities, access to shopping facilities and general isolation identified.</p>	None	High	Continue to explore possibilities of refining the proposals especially in rural areas.
Recommended Network				
	<p>The Recommended Network has looked to improve the proposals as a result of responses from the consultation period. The revised proposals include amendments to routes and an additional route which would provide coverage in areas which</p>	<p>As a result of the proposals, some passengers may have expanded route choices. For examples residents in Rode Heath would now have direct access to Leighton Hospital.</p>	Medium	Review demand on the Little Bus service as a result of the changes and implement demand management actions where necessary.

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	<p>would otherwise have no public transport access including Rode Heath, Goostrey, Sandbach town services and rural areas around Nantwich.</p> <p>The changes to the Little Bus option will also be deferred for six months (until November 2018) to allow changes in demand as a result of implementing the proposed changes to be taken into account when finalising the proposals for managing the service.</p>			
Disability	Pre-consultation			
	<p>Previous consultations have shown that people with disabilities make up a disproportionately high number of bus users. Withdrawal of services may leave residents isolated with no alternative travel options. The reduction in the number of Little Bus flexible transport vehicles may also lead to insufficient vehicles to meet demand.</p>	<p>The location of concessionary bus pass holders has been incorporated into the Council's needs based support criteria for the redesign.</p> <p>Concessionary bus pass holders can use the Little Bus Flexible transport service as well.</p>	High	<p>Gather further data from the consultation survey on impact and alternatives for people with disabilities during consultation period. Explore possibilities for mitigation.</p>
	Consultation Period			
	<p>The consultation identified particular concerns with isolation. As for older persons above, particular concerns were identified regarding isolation and not being able to access key services. The impacts of</p>	None	High	<p>Further investigation into the feasibility of and options for extending bus coverage and methods for managing the Little Bus service.</p>

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	reducing the number of Little Bus vehicles has also been identified, with particular impacts including no longer being able to undertake social activities, access to shopping facilities and general isolation identified.			
Recommended Network				
	<p>As above for the impact on older people, the proposals have been revised to increase coverage across the borough.</p> <p>The changes to the Little Bus option will also be deferred for six months (until November 2018) to allow changes in demand as a result of implementing the proposed changes to be taken into account when finalising the proposals for managing the service.</p> <p>April 2018 until November 2018, when a review of the service will take place.</p>	As a result of the proposals, some passengers may have expanded route choices. For examples residents in Rode Heath would now have direct access to Leighton Hospital.	Medium	Review demand on the Little Bus as a result of the Recommended Network and implement mitigation actions where necessary.
Gender reassignment	Pre-consultation			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
	Consultation Period			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None

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	Recommended Network			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
Marriage & civil partnership	Pre-consultation			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
	Consultation Period			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
	Recommended Network			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
Pregnancy and maternity	Pre-consultation			
	The pre-consultation outlined a potential impact on this group from people using supported bus services to access maternity and natal facilities.	None	Medium	None
	Consultation Period			
	During the consultation no specific impacts on this group were identified.	None	Low	

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	Recommended Network			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
Race	Pre-consultation			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
	Consultation Period			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
	Recommended Network			
	This policy is not expected to have any greater impact on this group than it does on the general public.	No	Low	None
Religion & belief	Pre-consultation			
	Whilst the review would affect all religions and beliefs equally, the withdrawal of Sunday services could affect people whose day of worship is a Sunday, in comparison to those who worship on other days of the week.	None	Medium	None
	The on-board questionnaire showed the number of people travelling to/from a			

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	place of religious worship is relatively low and the policy is thus likely to have a marginal impact.			
	Consultation Period			
	The responses from the questionnaires indicated that 4% of respondents used the bus services to access places of worship, with 45 of these involving services operating on a Sunday. No responses were received from places of worship contacted as part of the consultation.	None	Low	None
	Recommended Network			
	Overall, taking into consideration the evidence base findings and consultation responses, the impact on religious groups practicing on a Sunday is likely to be minor, affecting relatively few passengers.	None	Low	None
Sex	Pre-consultation			
	As set out above, a higher proportion of bus users are female and consequently any reduction in bus service provision may have a greater effect on women.	None	Medium	Gather further data from consultation survey on impact. Explore possibilities for mitigation.
	Consultation Period			
	The consultation responses outline that there is a higher proportion of female	None	Medium	Explore data from consultation period and explore possibilities for

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	respondents (58%) to male respondents (33%), with 2% of respondents preferring not to say and 8% not answering the question. This indicates that there may be a greater effect on women than on men if the Preferred Option was implemented.			mitigation.
	Recommended Network			
	The Recommended Network has looked to maximise coverage across the borough and costs for evening services will be obtained as part of the procurement. This will thus look to reduce the potential negative impact on both men and women.	None	Medium	None
Sexual orientation	Pre-consultation			
	This policy is not expected to have any greater impact on any group than it does on the general public.	None	Low	None
	Consultation Period			
	This policy is not expected to have any greater impact on any group than it does on the general public.	None	Low	None
	Recommended Network			
	This policy is not expected to have any greater impact on any group than it does on the general public.	None	Low	None
Is this project due to be carried out wholly or partly by contractors? If yes, please indicate how you have ensured that the partner organisation complies with equality				

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legislation (e.g. tendering, awards process, contract, monitoring and performance measures)

Section 4: Review and conclusion

Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed

With the Recommended Network in place, the EIA has identified medium impacts on older, disabled and female groups.

The consultation on the Consulted Network outlined that 28% of respondents used their bus services 2 – 3 times a week, with one third (32%) were using them 4 times a week. The most popular time to travel on services was Monday to Friday before 6pm with 87% of respondents travelling on their route at this time. In addition to this, the main purpose of respondent's journeys was for shopping/services (67%), leisure/social (49%) and medical/healthcare (43%). Only 14% of respondents used their routes for travelling to work, 7% used them for education and 4% used them to travel to/from a place of worship.

The consultation also highlighted that 76% of respondents stated that they do not have alternative transport available if they could not use their bus route. The consultation also outlined that 491 of the consultation respondents were members of Little Bus. Of which, a large proportion (89%) had no alternative means of transport available to them if they could not use Little Bus. Reducing the number of Little Bus vehicles could therefore have a large negative impact on those who rely on this service.

The Recommended Network improves the coverage across the borough to reduce key impacts identified during the consultation including isolation and lack of access to key services. Public transport coverage across the borough would be approximately 99% of present levels during the weekday daytimes.

The proposals would also delay any changes to the Little Bus service for six months to allow any changes in demand to be identified and appropriate management measures put in place.

Specific actions to be taken to reduce, justify or remove any adverse impacts	How will this be monitored?	Officer responsible	Target date
Undertake monitoring of Little Bus service to determine changes in demand and develop demand management methods.	Usage of Little Bus service	RM / TSS	From April 2018

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When will this assessment be reviewed?	Following implementation of the proposals.		
Are there any additional assessments that need to be undertaken in relation to this assessment?	Assessment of usage of Little Bus service as described above.		
Lead officer signoff		Date	
Head of service signoff		Date	

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