

# Environment and Prosperity Scrutiny Committee

## Agenda

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**Date:** Wednesday, 8th August, 2012  
**Time:** 10.30 am  
**Venue:** The Tatton Room - Town Hall, Macclesfield SK10 1EA

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The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the foot of each report.

### **PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT**

1. **Apologies for Absence**

2. **Declarations of Interest**

To provide an opportunity for Members and Officers to declare any disclosable pecuniary and non-pecuniary interests in any item on the agenda.

3. **Declarations of Party Whip**

To provide an opportunity for Members to declare the existence of a party whip in relation to any item on the agenda.

4. **Public Speaking Time/ Open Session**

A total period of 15 minutes is allocated for members of the public to make a statement(s) on any matter that falls within the remit of the Committee.

Individual members of the public may speak for up to 5 minutes, but the Chairman will decide how the period of time allocated for public speaking will be apportioned, where there are a number of speakers.

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For any apologies or requests for further information, or to give notice of a question to be asked by a member of the public

**Contact:** Katie Smith  
**Tel:** 01270 686465  
**E-Mail:** [katie.smith@cheshireeast.gov.uk](mailto:katie.smith@cheshireeast.gov.uk)

5. **Potential Changes to the Council's Support for Public Transport** (Pages 1 - 18)

To give consideration to the potential changes to the Council's support for public transport.

## **CHESHIRE EAST COUNCIL**

### **REPORT TO: Environment & Prosperity Scrutiny Committee**

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**Date of Meeting:** 8<sup>th</sup> August 2012  
**Report of:** Strategic Director, Places and Organisational Capacity  
**Subject/Title:** Potential Changes to the Council's Support for Public Transport  
**Portfolio Holder:** Cllr Rod Menlove

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#### **1.0 Report Summary**

- 1.1 The Council currently spends £2.2m (net of income) supporting public transport in the Borough. The adopted Business Plan (2012-15) for Cheshire East Council anticipates a reduction of £0.5m in that support, subject to a full public consultation on the equality impacts. This report sets out a series of options for how best to meet the transport needs of local communities within the context of reduced budgets.
- 1.2 The proposals have been developed, informed and influenced by three key sources of evidence and assessment: 1) the Council's adopted public transport support criteria which fully reflect the key themes and aspirations contained within the Local Transport Plan; 2) passenger journey data provided by local bus operators; and 3) the results and analysis of the recent public consultation exercise.
- 1.3 The report explores the potential to reduce the Council's financial support whilst minimising the impact on protected equality groups, particularly older and disabled people. Even with the anticipated budget reduction, the Council will still be committing to a substantial level of support for public transport. The total expenditure on public transport support – once concessionary travel, infrastructure expenditure, publicity and information etc is included - is some £6.2m.

#### **2.0 Decision Requested**

- 2.1 Endorse the recommendations to withdraw school day services, reducing expenditure by approximately £0.25m per annum;
- 2.2 Comment on the recommendations to withdraw further public transport support of approximately £0.5m per annum, subject to a more detailed assessment of the impacts on protected groups and likely mitigating measures;
- 2.3 Consider whether the Committee wish to contribute to the Equality Impact Assessment and in particular on any mitigation measures which could be adopted.

### **3.0 Reasons for Recommendations**

- 3.1 The proposals have been developed by merging three key sources of evidence which together provide a robust assessment of the impact. The Council's public transport support criteria (adopted in August 2011) provide a fair, transparent and accountable process to score and rank each current supported transport contract against objective criteria. The criteria reflect wider aspirations for the area contained within the Sustainable Community Strategy and the Corporate Plan. They are also directly linked to the Local Transport Plan, which set out the strategic priorities for transport in Cheshire East – to “create conditions for business growth” and “ensure a sustainable future”. The criteria utilise passenger journey data from local bus operators, such as the number of passenger journeys and proportion of concessionary pass holders to gauge the number and characteristics of those affected.
- 3.2 To look in closer detail at the impact of any changes at a local and individual level, a full and extensive consultation exercise was undertaken across the borough from 27 April until 22 June 2012. The results from the consultation have informed and influenced the emerging Equality Impact Assessment to consider the impact of any changes on certain equality groups with protected characteristics, such as older people, people with disabilities, people with mobility or learning difficulties etc. The Committee is invited to contribute to the Equality Impact Assessment.

### **4.0 Wards Affected**

- 4.1 All

### **5.0 Local Ward Members**

- 5.1 All

### **6.0 Policy Implications including – Carbon Reduction – Health**

- 6.1 The adopted criteria link directly to the Local Transport Plan and consider the impact on wider policy agendas including economic development, air quality and carbon reduction, which has associated health benefits. The criteria also consider a range of accessibility indicators with an aim to promote equality of access to local services. Finally, the revised criteria ensure the longer term financial sustainability of supported transport contracts.

### **7.0 Financial Implications (Authorised by the Borough Treasurer)**

- 7.1 Local transport authorities are free to decide the total budget that they wish to devote to supporting local transport services. Whilst central government has traditionally provided specific funding pots (e.g. Rural Bus Subsidy Grant and Rural Bus Challenge Grant), those grants have now been absorbed into the

Council's Revenue Support Grant and this element of funding is largely discretionary. So long as a local authority has undertaken an assessment of unmet need under the Transport Act, it is a matter for members to decide how far they wish to meet those needs, taking into account the revenues available, and having in mind the duty to consider the economy, efficiency and effectiveness of provision. Members must also have in mind the requirement to make decisions based on the need to ensure equality is promoted and inequality minimised as far as is reasonably practicable.

7.2 The Council's Business Plan (2012-15) anticipates a reduction of expenditure on local bus support of £500,000, with a reinvestment of £100,000 in alternatives for those passengers most directly affected by any potential withdrawals of service. The changes that were envisaged in the recent public consultation are expected to lead to the savings of approx £400,000 which is the agreed level of saving required. The Council also supports local flexible transport provision. The support for such demand responsive transport is largely constrained by the budget available.

7.3 In the light of emerging financial pressures facing the authority, and the process of identifying new and more cost-effective ways of supporting service delivery, budgets devoted to services are kept under constant review. Accordingly, it is appropriate for the service to recommend the scope for reductions in expenditure and for them to be considered by Cabinet.

## **8.0 Legal Implications (Authorised by the Borough Solicitor)**

8.1 The Transport Act (1985) imposes duties on and grants powers to local authorities to establish policies and carry out certain functions in relation to public transport.

8.2 Section 63, (1) states:

In each non-metropolitan county of England and Wales it shall be the duty of the county council — (a) to secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose.

In addition:

A non-metropolitan county council in England and Wales or, in Scotland, a . . . council shall have power to take any measures that appear to them to be appropriate for the purpose of or in connection with promoting, so far as relates to their area —

(a) the availability of public passenger transport services other than subsidised services and the operation of such services, in conjunction with each other and with any available subsidised services, so as to meet any public transport requirements the council consider it appropriate to meet; or (b) the convenience of the public (including persons who are elderly or disabled) in using all available public passenger transport services (whether subsidised or not).

Finally:

It shall be the duty of a county council or (as the case may be) of a regional or islands council, in exercising their power under subsection (6) above, to have regard to a combination of economy, efficiency and effectiveness. It shall be the duty of any council, in exercising or performing any of their functions under the preceding provisions of this section, to have regard to the transport needs of members of the public who are elderly or disabled and to the appropriate bus strategy.

- 8.3 The Council has previously adopted the Local Transport Plan, and associated bus support criteria, to ensure it discharges the statutory obligation to: firstly, establish policies; secondly, secure appropriate public transport to discharge these policies; finally, take into account the needs of members of the public who are elderly or disabled, and has due regard to economy, efficiency and effectiveness.
- 8.4 Under the Equality Act 2010, the Council is required to identify the impacts of any decisions, policies etc on certain protected groups to ensure equality is promoted, and inequality minimised. For example, there must be an assessment made of the impacts on groups or individuals who are disabled, who belong to ethnic or racial groups, on the grounds of age or sex discrimination etc. The results from the public consultation are informing the Equality Impact Assessment (EIA), which is, in turn, informing the proposals being recommended for consideration by Cabinet. The consultation analysis in Appendix 3 is feeding directly into the EIA, which is currently being drafted and will be published along with the Cabinet proposals.

## **9.0 Risk Management**

- 9.1 In recommending how best to achieve the savings identified in the Business Plan, there is a need to manage implementation carefully to minimise the reputational risk to the authority in withdrawing, or providing alternative ways of delivering, public transport services which are relatively low priority in comparison to other services. In addition, there are risks that reduced financial support for public transport may lead to threats to the viability of individual bus companies, especially in the light of changes to central government public transport grants. Finally, there are risks that the council may be challenged that it has not adequately discharged its statutory duties in respect of consultation or the level of support given to meeting local transport needs.

## **10.0 Background and Options**

- 10.1 Currently 85% - 90% of the bus network in Cheshire East is operated commercially and the remaining 10% - 15% is subsidised by the Council. Cheshire East Council currently spends £2.2m net of income on subsidising local bus services, which are not commercially viable but have previously been considered to be necessary to meet transport needs that would otherwise be unmet. In addition, the Council provides £450k of funding to support community transport. Finally, the council spends an additional £3.95m on public transport support, such as through concessionary fares, infrastructure, information and publicity etc.

- 10.2 The statutory duties contained in the Transport Act for local transport authorities to support services which are deemed to meet transport needs that would otherwise be unmet does not include a clear definition of what this means in practice. There is a specific duty to identify the needs of older and disabled residents; such duty is also contained in the Equality Act, which imposes an overriding duty upon the authority to ensure that inequality is minimised and equality promoted through its policies and actions.
- 10.3 The Council currently adopts a variety of measures to try to promote equality and minimise inequality through its transport policies. For example, the Council spends around £450,000 a year on supporting flexible, demand responsive transport that is used mainly by older people, or by people with a disability such as blindness / partial sight, physical disability, infirmity etc. The public consultation exercise has been specifically designed so that a full understanding of older and disabled residents' needs is gained, and how well the Council's support is meeting those needs.

#### Local Transport Plan (2011-26)

- 10.4 Cheshire East's Local Transport Plan (LTP) is framed around the seven priorities of the Sustainable Community Strategy so that the role of transport in delivering the economic, environmental and social ambitions for the area is clearly understood. The LTP provides the strategic framework for transport in the borough and aims to shape investment in local highway and public transport networks over the next 15 years.
- 10.5 The LTP sets out the strategic priorities for transport in Cheshire East, which are to "create conditions for business growth" and "ensure a sustainable future". As part of the first implementation plan, new public transport support criteria were developed to prioritise investment in local public transport services in line with the overall strategic priorities for transport.

#### Public Transport Support Criteria

- 10.6 In August 2011, Cabinet adopted new locally determined support criteria, specific to Cheshire East, which provides a framework to guide decision-making on future investment in local bus, rail and community transport services financially supported by the Council. The full criteria can be found at Appendix 1.
- 10.7 The criteria aim to provide a fair, transparent and accountable process to manage contracts within budget constraints, provide maximum value for money and support wider strategic considerations. The criteria enable existing contracts to be tested against three main objectives listed below:
- **LTP Priority Themes** – Public transport has a role to play in "creating conditions for business growth" and "ensuring a sustainable future" by supporting access to employment and economic regeneration, as well as encouraging modal shift towards greater use of public transport.

- **Accessibility** – It is important to consider the level of travel choice and alternative travel options available to avoid communities becoming socially isolated and excluded. Community consultation has identified a desire for improved integration between different modes of transport, particularly bus and rail services.
  - **Financial Considerations** – The current financial challenges, which are expected to continue over the coming years, require the need to ensure maximum value for money. In addition, there is a statutory duty to consider the economy, efficiency and effectiveness of the supported network. Cost per passenger is an important factor to consider, as well as whether a service attracts external funding from other sources, the number of passengers using the service and the commercial potential.
- 10.8 The criteria have been translated into a scoring mechanism which ranks contracts in priority order ranging from “most meets strategic needs to “least meets strategic needs”. It then follows that when seeking greater value for money from the supported network, it is those contracts that score lower relative to other services that are considered first. The full list of contracts ranked in priority order to assess the relative ranking and hence priority attached to each service is included at Appendix 2.
- 10.9 The types of services which score highly and are considered “higher priority” are mainly weekday services operating on urban or inter-urban routes. There are also a number of evening and Sunday services providing access to the hospital in Crewe and social, cultural and leisure facilities in Greater Manchester that are not served by alternative provision, whether commercial or subsidised. These services are considered “multi-use” in terms of journey purpose and carry a significant number of passengers with relatively low cost per passenger.
- 10.10 Many of the services with lower scores which are considered “lower priority” are school services that operate during term time only for children who live too close to school for children to be entitled to transport at taxpayer expense or are attending a school that is not the nearest suitable educational establishment. These bus services are predominantly “single-purpose” in providing access to school only. Other services in this category include Sunday services and weekday services operating with low passenger numbers and/or are high cost per passenger relative to other services.

#### Public Consultation Process

- 10.11 In order to gain an understanding of the impacts that reduced support and potential changes to “lower priority” services might have on public transport users, particularly older and disabled residents, the Council undertook an 8 week consultation between 27 April and 22 June 2012.
- 10.12 A questionnaire was constructed to record formal feedback and collect both quantitative and qualitative evidence. Both paper and electronic versions of the survey were available. Objective information (e.g. how often do you use a bus, which bus do you use etc) was captured, as well as more subjective data,

such as a description of personal impact should subsidy be withdrawn from a particular route.

- 10.13 The consultation included a series of 10 consultation events held at various locations across the Borough. Officers from Cheshire East Transport were available to answer both generic questions (e.g. how to complete the questionnaire) and specific questions, such as the potential impact on individual bus service users, and alternatives should subsidy be withdrawn. These sessions were held in a variety of locations and at different times of day to enable a reasonable opportunity for people to engage face-to-face on various transport issues.
- 10.14 Consultation material was made available in all libraries and customer contact centres. Direct email and postal information was sent to an extensive list of consultees, ranging from community groups and voluntary organisations to businesses and neighbouring authorities. Publicity was provided to bus companies to place on vehicles, parish council clerks were provided with information and the Council's website was used to prominently display and promote the consultation. Finally, the material was brought to the attention of all Cheshire East Council members. It is considered that this attempt to bring the consultation to the notice of as many people as possible has resulted in a reasonably high level of responses.

### Consultation Results & Analysis

- 10.15 1,610 responses were received. It is important to note that a higher proportion of older residents, those with a limiting long term illness or disability, and those without access to a car took part in the consultation than found in the adult population of Cheshire East. This is likely to reflect the profile of bus users both in the borough and across the country.
- 10.16 A number of headline statistics from the overall survey results are listed below:
- Analysis shows a general distribution of respondents throughout Cheshire East
  - The majority of respondents are older people (60% are aged 65+)
  - 45% consider themselves to have a limiting long term illness or disability
  - 44% of respondents did not have access to a car within the household
  - More than two thirds of respondents use bus services at least once a week
  - The main journey purpose is for access to shops and services
  - Consultation feedback was received on the majority of supported bus services
  - Overall more than half of respondents said they would not use flexible transport
- 10.17 For these statistics to be meaningful in informing and influencing the proposals, it is important to analyse responses in relation to each individual bus service. This level of analysis reveals that the scale of impact in withdrawing subsidy can vary considerably, particularly when considering the needs of older and disabled people as protected equality groups.

10.18 The table below illustrates the different types of services supported by the Council, the annual cost and the estimated number of passengers per annum.

Type of Service	Gross expenditure	Proportion of expenditure	No. of passengers per annum
School Days	£258,906	9%	208,542
Mon to Fri/Mon to Sat	£2,141,573	78%	1,668,371
Evenings	£224,337	8%	209,633
Sunday	£104,294	4%	89,513
Market/Single Day	£20,474	1%	16,357
<b>TOTAL</b>	<b>£2,749,584</b>	<b>100%</b>	<b>2,192,416</b>
Income received	(£552,990)		
<b>Net expenditure</b>	<b>£2,196,594</b>		

10.19 The analysis of impacts by each individual bus service has focused on the contracts with lower scores against the Council's support criteria and are therefore considered lower priority relative to other services. Of these services, twenty-one are school day services which operate during term time and are predominantly "single-purpose" in providing access to school only. These services cost the taxpayer £258,906 per annum.

#### Analysis of School Day Services

10.20 The Committee have previously been advised of the relatively low strategic priority accorded to public transport support that supports "schools" public transport. The journeys supported by the Council provide access to school during term time only. The Council's support generally provides one journey to school in the morning and a return journey in the afternoon – in school holidays these journeys are not available. There are few passengers other than schoolchildren; nevertheless, the equality impact on both the children and the other passengers affected should subsidy be withdrawn must be taken into account.

10.21 The table below lists all the school day public bus services financially supported by the Council, along with the number of responses received through the consultation for each service. These services generally received low response rates – indeed eight services received no response or feedback from the public.

No.	School Day Services – Route Description	No. of responses
61	Audlem – Nantwich	21
K80	Congleton Area – Eaton Bank School	19
79	Rode Heath – Alsager	13
K98	Park Lane – Congleton High School	9
95	Goostrey – Holmes Chapel	8
891	Middlewood – Poynton High School	7
K96	Congleton Area – Eaton Bank School	6
K95	Congleton Area – Eaton Bank School	6

K79	Congleton – Macclesfield, All Hallows	3
100	Middlewich – Northwich, St. Nicholas	2
71	Tytherington – Poynton High School	2
737	Weston – Shavington/Crewe	1
K78	Mossley/Congleton – All Hallows	1
77	Betley – Brine Leas	0
78	Crewe – Malbank School	0
68	Coppenhall – St.Thomas More/St.Marys	0
K44	Weston – Shavington/Malbank Schools	0
69	Bradfield Green – St.Thomas More/St.Mary's	0
71	Aston/Wrenbury – Brine Leas/St.Thomas More	0
63	Swanwick – Brine Leas/St.Thomas More	0
E41	Lach Dennis – Holmes Chapel School	0

10.22 Each of the consultation responses for these school-day services has been analysed in detail and a summary of the responses for each service is included as Appendix 3.

10.23 Those who would be most affected by the withdrawal of support for school day services are children who live too close to school to be entitled to transport at taxpayer expense, or are attending a school that is not the nearest suitable educational establishment. As such, there is no additional statutory requirement to consider their needs, other than in the context of the promotion of sustainable school travel. Any children who are travelling on these public bus services and are eligible for transport assistance under the council's adopted Home to School Transport Policy would be found alternative travel arrangements by Cheshire East Transport.

10.24 The Council's support for public bus services which carry school children not eligible for home to school transport is a significant benefit – however, this level of provision is not available to all. There is currently inequity in the way school day public bus services are supported in some areas but not others, which is a result of historical arrangements and decisions prior to Local Government Reorganisation. It is therefore recommended that:

- all financial support for such services should now cease;
- that appropriate alternative provision be found for children entitled to transport under the council's Home to School Transport policy;
- that – in the interests of economy and efficiency – should it be found to be more cost effective to continue to support public transport than secure private hire transport – that Cheshire East Transport be authorised to depart from the policy to ensure the council's statutory responsibilities for home to school transport are fulfilled.

#### Other Public Transport Services

10.25 There are a number of other supported bus services that the council currently supports. Work is ongoing to compile a detailed evaluation of the other supported routes to identify the equality impacts. This work is currently underway and a summary of next steps is shown below:

### Next Steps

10.26 It is clearly necessary that before any further recommendations can be made to Cabinet, a full evaluation of the impacts of possible subsidy withdrawal needs to be undertaken. An Equality Impact Assessment is being constructed. Within this impact assessment, three issues need to be addressed:

- the impacts on protected groups in the absence of any form of mitigation;
- the proposed mitigation, such as additional or revised flexible transport, amended supported public transport;
- the impacts not able to be mitigated – the residual impacts.

10.27 In addition, a full assessment of all responses must be undertaken to understand the impacts on all bus services and bus users. An evaluation of the responses received is being constructed to understand the impacts of subsidy withdrawal in the absence of mitigation; the next steps will be to identify appropriate mitigation, such as amended timetables of other services, or promotion of voluntary car schemes. Many suggestions have been made by bus users and others over how to mitigate adverse impacts, and these will be fully explored and evaluated.

10.28 It would appear that such mitigation will require inputs from representative groups, such as voluntary sector partners representing blind or physically disabled residents. In addition, it is suggested that the committee may wish to contribute to the process. Finally, since the timetable for reporting recommendations to Cabinet has now been extended, there is scope for further input into the detailed recommendations to be made.

### **11.0 Access to Information**

The background papers relating to this report can be inspected by contacting the report writer:

Name: Chris Williams

Designation: Transport Manager

Tel No: 01244 973452

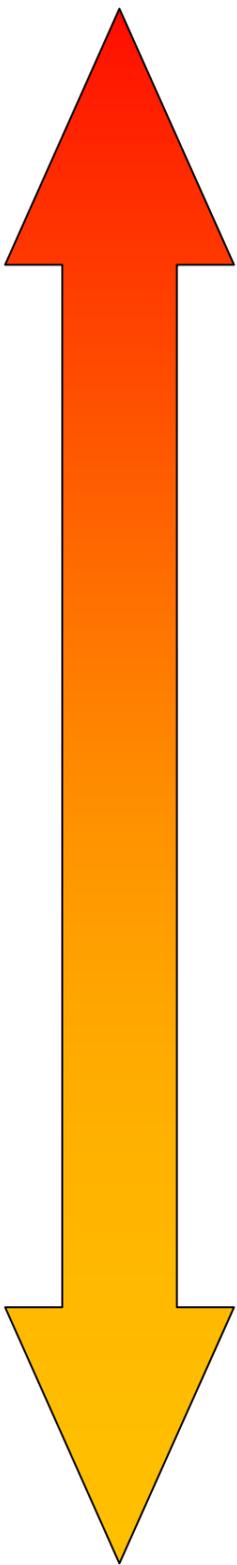
Email: [chris.williams@cheshireeast.gov.uk](mailto:chris.williams@cheshireeast.gov.uk)

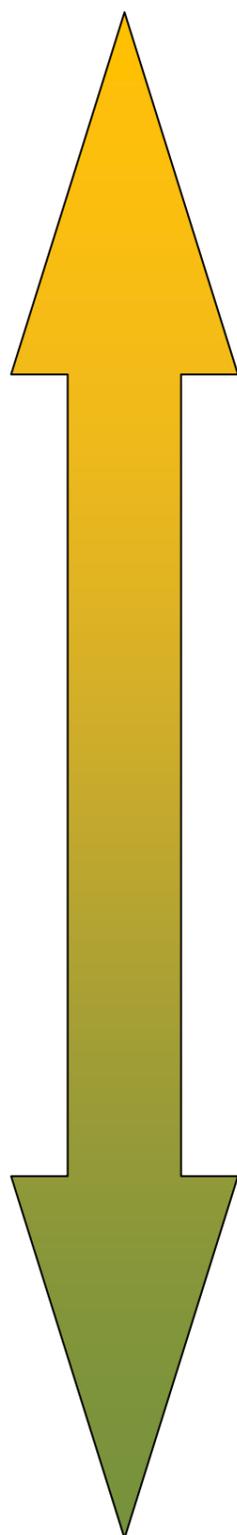
## Appendix 1 – Public Transport Support Criteria

Adopted Criteria			
Objective	Criteria	Scoring	
<b>LTP Priority Themes</b> Weighting 35%	Business growth journey purpose (max. score of 10)	Employment	5
		Education / training	4
		Health / medical / welfare	4
		Shopping / personal business	2
		Leisure (social / recreation)	1
	Sustainable economic growth	The route serves a significant (>1000 trips) travel to work area	4
		The route serves a moderate (500-1000 trips) travel to work area	2
		The route serves a low (<500 trips) travel to work area	0
	Impact on carbon emissions	The route directly serves an Air Quality Management Area (AQMA) and/or congestion hotspot	4
		The route passes nearby an AQMA and/or congestion hotspot	2
No AQMA or congestion hotspots are served by the route		0	
<b>Accessibility</b> Weighting 40%	Integration - transport interchange	More than 1 interchange point or major interchange point on route	4
		One interchange point on route	2
		No interchange points on route	0
	Accessibility - travel alternative	No reasonable alternative	5
		Alternative within 2 hours during daytime within no more than 800 metres	4
		Alternative within 2 hours during daytime at same location	3
		Alternative within 1 hour during daytime within no more than 800 metres	2
		Alternative within 1 hour during daytime at same location	1
	Access for older & disabled people	More than 50% passenger journeys by concessionaires	5
		Between 33% and 50% passenger journeys by concessionaires	3
Less than 33% passenger journeys by concessionaires		1	
No passenger journeys by concessionaires		0	
<b>Financial Considerations</b> Weighting 25%	Cost per passenger	Subsidy per passenger is no more than £1	5
		Subsidy per passenger is more than £1, but no more than £2.50	4
		Subsidy per passenger is more than £2.50, but no more than £5	3
		Subsidy per passenger is more than £5 but no more than £10	2
		Subsidy per passenger is more than £10	1
	Funding options / alternatives	Potential for external funding contributions	4
		Potential for sharing of internal resources (e.g. cross-departmental)	2
		No funding / resource alternatives	0
	Service Usage	More than 100,000 passenger journeys per annum	5
		More than 25,000 but not more than 99,999 passenger journeys per annum	4
		More than 10,000 but not more than 24,999 passenger journeys per annum	3
		More than 5,000 but not more than 9,999 passenger journeys per annum	2
		Up to 4,999 passenger journeys per annum	1
	Patronage trends - commercial potential	Passenger numbers increasing	4
		Passenger numbers stable	2
Passenger numbers decreasing		0	

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**Appendix 2 - Prioritisation of Current Subsidised Bus Routes**

Ranking	Route	Journeys Supported by the Council	Contract Index out of 100	Annual Support	Cumulative Support
<p>Least meet strategic needs</p> 	891 Middlewood - Poynton High School	Schooldays	23	£4,236	£4,236
	20 Crewe - Hanley	Sundays and Public Holidays	24	£11,072	£15,308
	K80 Congleton - Eaton Bank School	Schooldays	24*	£35,004	£50,312
	K95 Congleton - Eaton Bank School				
	K96 Congleton - Eaton Bank School				
	68 Coppenhall - St.Thomas More/St. Marys	Schooldays	26	£14,399	£64,711
	100 Middlewich - Northwich, St.Nicholas High	Schooldays	27	£30,616	£95,327
	K44 Weston - Shavington/Malbank Schools	Schooldays	27	£10,217	£105,544
	69 Bradfield Green - St.Thomas More/St. Mary's	Schooldays	28	£13,865	£119,409
	79 Rode Heath - Alsager	Schooldays	30	£0	£119,409
	95 Goostrey - Holmes Chapel	Schooldays	30	£0	£119,409
	78 Crewe - Malbank School	Schooldays	33	£19,088	£138,497
	77 Betley - Brine Leas	Schooldays	36	£13,650	£152,147
	K98 Park Lane - Congleton High	Schooldays	37	£13,536	£165,683
	71 Tytherington - Poynton High	Schooldays	37	£30,273	£195,956
	71 Aston/Wrenbury - Malbank/St.Thomas More	Schooldays	38	£0	£195,956
	K78 Mossley/Congleton - All Hallows	Schooldays	38	£35,527	£231,483
	63 Swanwick - Brine Leas/St.Annes/St.Thomas More	Schooldays	40	£0	£231,483
	E41 Lach Dennis - Holmes Chapel School	Schooldays	40	£0	£231,483
	737 Weston - Shavington/Crewe	Schooldays	41	£0	£231,483
	108 Leek - Macclesfield	Mondays to Fridays	42	£40,213	£271,696
	K79 Congleton - Macclesfield, All Hallows	Schooldays	43	£38,495	£310,191
	61 Audlem - Nantwich	Schooldays	44	£0	£310,191
	85A Newcastle - Madeley - Crewe	Mondays to Fridays (early journey)	51	£1,644	£311,835
	378 Stockport - Handforth - Wilmslow	Mondays to Saturdays (evenings)	52	£13,248	£325,083
	108 Ashbourne - Leek - Macclesfield	Fridays & Saturdays (evenings)	53	£704	£325,787
	130 Macclesfield - Manchester	Mondays to Saturdays (evenings)	53	£38,887	£364,674
	127 Chesterton - Crewe	Fridays	54	£2,025	£366,699
	44 Crewe - Shavington - Nantwich	Mondays to Saturdays (some journeys)	55	£22,306	£389,005
	45 Crewe - Marshfields - Nantwich	Mondays to Saturdays (some journeys)	55	£20,903	£409,908
	56 Tiverton - Nantwich	Tuesday / Thursday / Saturday	55*	£8,047	£417,955
	83 Bulkeley - Chester				
85A Newcastle - Madeley - Crewe	Mondays to Saturdays (evenings)	56	£11,085	£429,040	
391 Poynton - Stockport	Mondays to Saturdays	56	£124,262	£553,302	
5/6 Macclesfield - Weston Estate	Mondays to Fridays (evenings)	57	£17,875	£571,177	
130 Macclesfield - Manchester	Saturdays (early morning)	58	£9,068	£580,245	
84 Crewe - Nantwich - Chester	Mondays to Saturdays (evenings)	60	£18,545	£598,790	
378 Stockport - Handforth - Wilmslow	Sundays	61	£9,908	£608,698	
8 Crewe - Wistaston Green	Mondays to Saturdays (evenings)	62*	£44,404	£653,102	
15 Crewe - Sydney - Elm Drive					
45 Crewe - Marshfields					
9/12 Macclefield - Moss Rose/Bollington	Mondays to Saturdays (evenings)	62	£20,486	£673,588	
390 Bramhall - Poynton - Stockport	Mondays to Saturdays	62	£6,092	£679,680	



**Most meet strategic needs**

9 Crewe - Rope Green	Mondays to Saturdays	63	£18,387	£698,067
16 Crewe - Sydney	Mondays to Saturdays	63	£17,895	£715,962
38 Crewe - Macclesfield	Sunday evenings	63	£20,414	£736,376
300 Knutsford Town Service	Mondays to Saturdays and Evenings	64	£54,163	£790,539
5/6 Macclesfield - Weston Estate	Sundays	65	£13,065	£803,604
8 Crewe - Wistaston Green	Sundays	65*	£8,778	£812,382
15 Crewe - Sydney - Elm Drive				
45 Crewe - Marshfields				
11 Macclesfield - Bollington	Mondays to Saturdays	66	£38,952	£851,334
37 Crewe - Winsford	Mondays to Saturdays (evenings)	66	£10,096	£861,430
319 Sandbach - Holmes Chapel - Goostrey	Mondays to Fridays	66	£18,400	£879,830
14 Crewe - Elm Drive	Mondays to Saturdays	67*	£15,209	£895,039
45A Crewe - Marshfield				
32 Sandbach - Crewe	Mondays to Saturdays	68	£53,327	£948,366
SB1 Sandbach - Cookesmere Lane	Mondays to Fridays	70*	£10,229	£958,595
SB2 Sandbach - Sandbach Heath				
SB3 Sandbach - Ettiley and Elworth				
38 Crewe - Macclesfield	Mondays to Saturdays (early & evening)	71	£87,765	£1,046,360
27 Macclesfield - Knutsford	Mondays to Saturdays	72	£142,278	£1,188,638
58 Bakewell - Buxton - Macclesfield	Mondays to Saturdays	72	£38,192	£1,226,830
77 Kidsgrove - Mow Cop - Congleton	Mondays to Fridays	72	£10,400	£1,237,230
315 Alsager - Congleton	Mondays to Saturdays	72*	£94,639	£1,331,869
321 Scholar Green - Newcastle				
6E Shavington - Leighton Hospital	Mondays to Saturdays (evenings)	73	£17,705	£1,349,574
60 Disley - Macclesfield	Mondays to Saturdays	73*	£92,737	£1,442,311
64 Glossop - Macclesfield				
130 Macclesfield - Manchester	Sundays	73	£33,175	£1,475,486
200 Wilmslow - Manchester Airport	Mondays to Sundays	73	£106,593	£1,582,079
6 Shavington - Leighton Hospital	Sundays	74	£7,882	£1,589,961
19 Macclesfield - Prestbury	Mondays to Saturdays	75	£50,431	£1,640,392
47 Lower Peover - Knutsford - Warrington	Tuesdays & Fridays	75	£10,402	£1,650,794
88 Knutsford - Wilmslow - Altrincham	Mondays to Saturdays	76	£177,356	£1,828,150
39 Crewe - Nantwich, Crewe Flexirider	Mondays to Saturdays	77	£81,905	£1,910,055
392/3 Macclesfield - Poynton - Stockport	Mondays to Saturdays	78	£129,796	£2,039,851
73/75 Nantwich - Wrenbury - Whitchurch/Market Drayton	Mondays to Saturdays	81	£61,513	£2,101,364
14 Macclesfield - Langley	Mondays to Saturdays	83	£67,943	£2,169,307
72/73 Nantwich - Whitchurch	Mondays to Saturdays	83*	£175,865	£2,345,172
51/52/52A/53 Nantwich Town Services				
108 Ashbourne - Leek - Macclesfield	Mondays to Saturdays	83	£14,763	£2,359,936
289 Northwich - Knutsford - Altrincham	Mondays to Saturdays	92	£43,458	£2,403,394
42 Crewe - Middlewich - Congleton	Mondays to Saturdays	96*	£346,190	£2,749,584
78 Nantwich - Sandbach - Alsager - Rode Heath				

\* For contract purposes these services are combined into a single contract and therefore it is not possible to allocate financial information separately

### Appendix 3 – School Day Bus Services: Consultation Responses – Impact Assessment

No.	Route Description	No. of respondents	Consultation Response - Impact Assessment	Commentary
61	Audlem – Nantwich	20 members of the public  1 organisation (Overwater Marina)	<p>Only 1 respondent uses service 61 to access education. The majority state that they use the service to access shops and services, with one respondent using the service for work on 2-3 days per week.</p> <p>The majority state that a reduction in the service would have a high impact on them. Many of the comments also relate to other local bus services supported by the Council (e.g. 72/73, 75).</p> <p>In summary, it is felt that any reduction in local bus services will isolate residents who rely on public transport and reduce independence for young people and older people, as well as visiting canal boaters in Audlem - affecting tourism and the rural economy.</p> <p>There is a mixed response to flexible transport with 55% stating that they wouldn't use it. Comments suggest that respondents would generally prefer to retain fixed route services operating to a regular timetable.</p> <p>10 respondents are aged 65+ and 8 respondents are concessionary pass holders. 2 respondents have a limiting long term illness or disability.</p>	<p>The journeys in question on the 61 service operate on school days only. Many of the survey responses relate to overall reductions in bus services in the Audlem community, rather than the specifics of the school journeys supported by the Council.</p> <p>Many respondents who state that they use service 61 also use local services 72/73 (Nantwich – Whitchurch) and 75 (Wrenbury/Audlem – Market Drayton), both of these services are subsidised by the Council and score highly against the Council's criteria. These routes offer a higher frequency of service for those wanting to access shops and services, particularly older people.</p> <p>Service 61 currently carries 48 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.</p>
K80	Congleton Area – Eaton Bank School	18 members of the public  1 organisation (Congleton Town Council)	<p>The majority of respondents are parents whose children use the service daily to travel to education. Others use the service 2-3 times per week to access shops and services.</p> <p>The vast majority of respondents state that a reduction in the service would have high impact on them. The reasons include getting to school on time, safety concerns in walking to school and it would take too long to walk. Many respondents also use the K95 and K96. (further information on these services listed below)</p> <p>Other comments include the threat of isolation, particularly for older people in the community of Timbersbrook. Those who use the service to access shops and services are generally retired, aged 65+ and often without access to a car. 4 respondents are concessionary pass holders. These respondents indicated that they would use flexible transport and the preferred day of operation is Tuesday.</p>	<p>Services K80, K95 and K96 (listed as one contract because buses have the same departure time and point) currently carry 8 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.</p> <p>The survey reveals that – in the experience of bus users – the service is very well used often with standing room only. The Council will work with the bus operator to explore opportunities for the service to be operated commercially.</p> <p>There are a range of other alternative bus services in Congleton (both subsidised and commercial) which can be used throughout the day to access shops and services. However, for those who live in more rural areas, flexible transport could provide a suitable alternative, particularly for older and disabled people.</p>
79	Rode Heath – Alsager	12 members of the public  1 organisation (Odd Rode Elderly and Disabled Residents Group)	<p>Respondents state that they use service 79 to access shops and services and medical / health appointments. Two thirds of respondents felt that a reduction in the days or frequency of operation would have a high impact on them. Many respondents also use service 315 (Alsager – Congleton).</p> <p>There is a mixed response to flexible transport – 50% would not use. Comments include “flexible services need pre-booking and elderly people will find this difficult due to health” and “would be difficult to tie in with appointments such as hospitals”. Of those who would use a flexible transport service Monday is the most popular day. 9 respondents are aged 65+ and 7 have a limiting long term illness or disability.</p>	<p>Many of the comments which describe a significant impact relate to service 315, rather than the school journeys in question on the 79. The 315 is also subsidised by the Council and scores highly against the Council's support criteria.</p> <p>The service currently carries 49 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.</p>

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K98	Park Lane – Congleton High School	8 members of the public  1 organisation (Congleton Town Council)	The vast majority of respondents are parents whose children use the service daily to travel to education. 1 respondent uses the service to access work daily. All respondents state that any reduction in the days of operation would have a high impact on them.  Parents working full time describe the difficulty they would experience in taking their children to school and safety concerns in children walking to school, particularly in the dark winter months.	The service currently carries 30 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided.  Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.  The survey reveals that – in the experience of bus users – the service is very well used often with standing room only. The Council will work with the bus operator to explore opportunities for the service to be operated commercially.
95	Goostrey – Holmes Chapel	7 members of the public  1 organisation (Goostrey Parish Council)	Those completing the survey as members of the public state that they use the service to access shops and services, visiting friends or leisure. 5 respondents are aged 65+ and 4 respondents have a limiting long term illness or disability. The response on behalf of Goostrey Parish Council relates to access to education.  It is felt that any reduction in service would have a high impact on access to education and a moderate impact on access shops and services. Many respondents also use the 319 service (Sandbach – Holmes Chapel – Goostrey) operating Monday to Friday all day and the comments on detrimental impact relate specifically to that service, rather than the 95 school day service. Whatever the outcome of the review, the Parish Council would like to see plenty of publicity to let people know what public transport exists in the local area.	The 319 service is supported by the Council and scores moderately high against the Council's criteria. All comments referring to the impact of reduction will be taken into consideration when analysing other public transport services.  The 95 service currently carries 58 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided.  Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
891	Middlewood – Poynton High School	7 members of the public	4 respondents are parents whose children use the service to travel to school and any reduction would have a high impact on them. Comments include safety concerns in children walking to school and difficulties for parents in maintaining a reasonable work life balance when working full or part time.  Other respondents are older people who use the bus service to access shops and services. Comments include: "the village of Poynton has a large community of older people who rely on free travel via the bus services." Many respondents also use the 391 (Poynton – Stockport) and 392/3 (Macclesfield – Poynton – Stockport) services.	The 891 service currently carries 31 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided.  Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.  The 392/3 operates all day Monday to Saturday and scores highly against the Council's support criteria providing access to Macclesfield and Stockport.
K95	Congleton Area – Eaton Bank School	5 members of the public  1 organisation (Congleton Town Council)	The majority of respondents are parents or young people who use the service to access education and any reduction would have a high impact on them. 1 respondent uses the services to access work.  Comments include the distance being too far to walk, for example: "My daughter travels to and from school Eaton Bank High School daily on the bus as she is only 12 it is too far for her to walk on her own." Those who use this service also use the K80 and K96 services.	Services K 95, K80 and K96 (listed as one contract because buses have the same departure time and point) currently carry 8 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.  The survey reveals that – in the experience of bus users – the service is very well used often with standing room only. The Council will work with the bus operator to explore opportunities for the service to be operated commercially.

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K96	Congleton Area – Eaton Bank School	5 members of the public  1 organisation (Congleton Town Council)	The majority of respondents are parents or young people who use the service to access education and any reduction would have a high impact on them. 1 respondent uses the services to access work.  Comments include the difficulty in getting to school on time and the time it would take to walk. For example, “It would take my daughter approximately 40 minutes to walk in a morning, and 40 minutes in the evenings.” Those who use this service also use the K80 and K95.	Services K 96, K80 and K95 (listed as one contract because buses have the same departure time and point) currently carry 8 children eligible for transport under the Council’s Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.  The survey reveals that – in the experience of bus users – the service is very well used often with standing room only. The Council will work with the bus operator to explore opportunities for the service to be operated commercially.
K79	Congleton – Macclesfield, All Hallows	2 members of the public  1 organisation (Congleton Town Council)	2 respondents state that they use the service to access work and one respondent uses the service to access shops and services. Any changes or reduction in the service are felt to have a high impact.  Comments include: “Employers would tend to look for sites which have good public transport links when seeking to expand or relocate.” and “The impact upon journeys to school would be highly detrimental if the above services were withdrawn and / or reduced.”	The service currently carries 1 child eligible for transport under the Council’s Home to School Transport Policy and should the service be withdrawn alternative transport will be provided.  Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
100	Middlewich – Northwich, St. Nicholas	2 members of the public	The responses are incomplete and do not provide a journey purpose. Such limited responses from 2 respondents do not enable a meaningful assessment of the impact of any changes or reductions.	A replacement commercial service will be provided by Stanways Coaches from September 2012 – the Council is therefore able to withdraw subsidy without affecting the service provided to the public.
71	Tytherington – Poynton High School	2 members of the public	Respondents are parents whose children use the service to travel to school and any reduction in service is felt to have a high impact. Comments include: “if the school bus (which is already over full) was reduced in any way my child would not be able to attend school and continue to A levels...the removal of the school bus would threaten my child’s ability to stay on in education and my ability to remain employed. I regard the removal of the school bus as extremely high impact.”	The service currently carries 17 children eligible for transport under the Council’s Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
737	Weston – Shavington/Crewe	1 member of the public	1 respondent uses the service for shops and services, as well as service 37 (Crewe – Winsford). The respondent is aged 65+ and it is felt that any reduction in local services would have a high impact on older people who rely on public transport. Flexible transport is not felt to provide a suitable alternative.	The service currently carries 34 children eligible for transport under the Council’s Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
K78	Mossley/Congleton – All Hallows	1 organisation (Congleton Town Council)	Comments include: “The impact upon journeys to school would be highly detrimental if the above services were withdrawn and / or reduced.”	The service currently carries 8 children eligible for transport under the Council’s Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
77	Betley – Brine Leas	0	A number of responses were received but after looking at the detail it is clear that respondents had selected this bus service in error as their comments and postcode clearly related to other service 77 (Kingsgrove – Mow Cop – Congleton), which is also supported by the Council. These responses have therefore been transferred to the correct service and will be analysed in detail in due course.	Service 77 currently carries 17 children eligible for transport under the Council’s Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.

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78	Crewe – Malbank School	0	A number of responses were received but after looking at the detail it is clear that respondents had selected this bus service in error as their comments and postcode clearly related to service 78 (Nantwich – Sandbach – Alsager), which is also supported by the Council. These responses have therefore been transferred to the correct service and will be analysed in detail in due course.	The service currently carries 11 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
68	Coppenhall – St.Thomas More/St.Marys	0	No information available	A replacement commercial service will be provided by Routemaster Buses Ltd from September 2012 – the Council is therefore able to withdraw subsidy without affecting the service provided to the public.
K44	Weston – Shavington/Malbank Schools	0	No information available	The service currently carries 7 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
69	Bradfield Green – St.Thomas More/St.Mary's	0	No information available	A replacement commercial service will be provided by First Potteries Limited from September 2012 – the Council is therefore able to withdraw subsidy without affecting the service provided to the public.
71	Aston/Wrenbury – Brine Leas/St.Thomas More	0	No information available	The service currently carries 45 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
63	Swanwick – Brine Leas/St.Thomas More	0	No information available	The service currently carries 50 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
E41	Lach Dennis – Holmes Chapel School	0	No information available	The service currently carries 17 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.