

Highways and Transport Committee

Agenda

Date: Tuesday, 21st September, 2021
Time: 10.30 am
Venue: The Assembly Room - Town Hall, Macclesfield SK10 1EA

PLEASE NOTE – This meeting is open to the public and anyone attending this meeting will need to wear a face covering upon entering and leaving the venue. This may only be removed when seated.

The importance of undertaking a lateral flow test in advance of attending any committee meeting. Lateral Flow Testing: Towards the end of May, test kits were sent to all Members; the purpose being to ensure that Members had a ready supply of kits to facilitate self-testing prior to formal face to face meetings. Anyone attending is asked to undertake a lateral flow test on the day of any meeting before embarking upon the journey to the venue. Please note that it can take up to 30 minutes for the true result to show on a lateral flow test. If your test shows a positive result, then you must not attend the meeting, and must follow the advice which can be found here:
https://www.cheshireeast.gov.uk/council_and_democracy/council_information/coronavirus/testing-for-covid-19.aspx

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 in the report.

It should be noted that Part 1 items of Cheshire East Council decision-making meetings are audio recorded and the recordings are uploaded to the Council's website.

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

1. Apologies for Absence

To note any apologies for absence from Members.

2. Declarations of Interest

To provide an opportunity for Members and Officers to declare any disclosable

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pecuniary and non-pecuniary interests in any item on the agenda.

3. **Minutes of Previous Meeting** (Pages 5 - 10)

To approve as a correct record the minutes of the previous meeting held on 19 July 2021.

4. **Public Speaking/Open Session**

In accordance with paragraph 2.24 of the Council's Committee Procedure Rules and Appendix on Public Speaking, set out in the [Constitution](#), a total period of 15 minutes is allocated for members of the public to put questions to the committee on any matter relating to this agenda. Each member of the public will be allowed up to two minutes each to speak, and the Chair will have discretion to vary this where they consider it appropriate.

Members of the public wishing to speak are required to provide notice of this at least three clear working days' in advance of the meeting.

5. **Car Parking Review and Proposed Statutory Consultation** (Pages 11 - 108)

To consider a report on the Car Parking Review and Proposed Statutory Consultation.

6. **Cheshire East Bus Service Improvement Plan** (Pages 109 - 168)

To consider a report on the progress made towards the Bus Service Improvement Plan including recommendations as to how this document would be completed to meet the timescales set out in the National Bus Strategy.

7. **Highways Service Improvement Plan - Update** (Pages 169 - 184)

To consider a report on the work done to date and the proposals for implementing the recommendations of the Highway Service Improvement Plan.

8. **Annual Road Safety Report** (Pages 185 - 250)

To consider a report on the activities and measures undertaken during the 2020/21 Financial year to address road safety issues in Cheshire East.

9. **The Middlewich Eastern Bypass and Associated Orders**

To consider a report on the Middlewich Eastern Bypass and Associated Orders.

Report-To Follow

10. **Request for a Review of the Tranche 1 Active Travel Schemes submitted by Councillor M Benson** (Pages 251 - 252)

In accordance with paragraph 2.41 of the Council's Constitution, the Committee are asked to consider a request from Councillor M Benson to undertake a review

of the Tranche 1 Active Travel Schemes.

11. **Work Programme** (Pages 253 - 262)

To consider the Work Programme and determine any required amendments.

Membership: Councillors Susie-Akers Smith, Mike Benson, Craig Browne (Chair), Liz Braithwaite, Barry Burkhill, Laura Crane (Vice Chair), Hazel Faddes, Allen Gage, Les Gilbert, Mike Hunter, Mike Sewart, Don Stockton and Phil Williams

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CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Highways and Transport Committee**
held on Monday, 19th July, 2021 at Glasshouse, Alderley Park, Congleton
Road, Nether Alderley, Macclesfield, SK10 4TF

PRESENT

Councillor C Browne (Chair)
Councillor L Crane (Vice-Chair)

Councillors S Akers Smith, M Benson, C Bulman (Substitute), B Burkhill,
H Faddes, A Gage, L Gilbert, M Hunter, M Sewart, D Stockton and P Williams

COUNCILLORS IN ATTENDANCE

Councillor Q Abel
Councillor D Edwardes

OFFICERS IN ATTENDANCE

Mrs S Baxter (Democratic Services Officer), Mr R Hibbert (Head of Strategic Transport and Parking), Mr C Hindle (Head of Infrastructure), Mr A Ross (Director of Infrastructure and Highways) Ms J Wilcox (Head of Financial Management) and Mrs M Withington (Senior Solicitor (Acting) Property Legal Team Manager)

1 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor L Braithwaite.

2 DECLARATIONS OF INTEREST

There were no declarations of interest.

(During consideration of the item, Councillor P Williams arrived to the meeting).

3 PUBLIC SPEAKING/OPEN SESSION

Councillor D Edwardes attended the meeting and spoke in respect of the item relating to the Electric Vehicle Charging Infrastructure Strategy.

4 A537 SAFER ROAD FUND SCHEME

Consideration was given to a report requesting the Highways and Transport Committee's approval to deliver a Safer Road Fund Scheme on a section of the A537 Buxton Road 'Cat & Fiddle' between its junction with the Silk Road in Macclesfield and the Cheshire East boundary with Derbyshire ("the Scheme") that would help to reduce the number of road

traffic collisions and associated casualties, including the number of people killed or seriously injured. The Scheme was fully funded by the Department for Transport (DfT) grant received by the Council.

RESOLVED

1. That the delivery of the A537 Buxton Road, Macclesfield Safer Road Fund road traffic collision and casualty reduction scheme through the Highway Service Contract be approved, subject to the Ringway Jacobs target costs for the scheme satisfying the Council's best value requirements.

2. That the Director of Infrastructure and Highways in consultation with the Highways and Transport Committee Chair be authorised to take all necessary actions to implement the Scheme using the funding provided by the Department for Transport.

5 NATIONAL BUS STRATEGY - ENHANCED QUALITY PARTNERSHIP

Consideration was given to a report on the National Bus Strategy - Enhanced Quality Partnership. The purpose of the report was to ensure the Council met its obligations as set out in the National Bus Strategy and in so doing sought the Committee's endorsement of the Enhanced Partnership approach and approval of the development of the Bus Service Improvement Plan. The Committee were also invited to confirm whether a Member Advisory Panel should be established in order to support the development and delivery of such plans in line with the Department for Transport's programme.

It was agreed that Councillors S Akers Smith, C Browne, L Crane, H Faddes, M Sewart and P Williams would sit on the Member Advisory Panel in order to guide the development of the Bus Service Improvement Plan and the Enhanced Partnership.

RESOLVED

1. That the commitment to an Enhanced Partnership for local buses and publication of the relevant notifications be endorsed.

2. That the development of a Bus Service Improvement Plan, in consultation with bus operators, passenger groups and other stakeholders from across the borough be approved.

3. That a Member Advisory Panel comprising of Councillors S Akers Smith, C Browne, L Crane, H Faddes, M Sewart and P Williams be established to guide the development of the Bus Service Improvement Plan and the Enhanced Partnership.

4. That it be noted the initial Bus Service Improvement Plan would be reported to the Highways and Transport Committee in September in order to meet the Department for Transport's programme.

(During consideration of the item, Councillor C Bulman arrived to the meeting).

6 CHESHIRE EAST ELECTRIC VEHICLES CHARGING INFRASTRUCTURE STRATEGY

Consideration was given to a report on the Cheshire East Electric Vehicles Charging Infrastructure Strategy which provided the Committee with an update on work undertaken to develop a robust evidence base and strategic approach to the future provision of Electric Vehicle (EV) Charging Infrastructure in the borough.

RESOLVED

1. That the draft Cheshire East Electric Vehicles Infrastructure Strategy (detailed in Appendix 1 of the report) as a basis for consultation and engagement be approved.

2. That a market testing exercise for a concession approach to delivering Electric Vehicle charging infrastructure be approved.

3. That the next steps for the development and delivery of the Electric Vehicle Infrastructure Strategy as set out in paragraph 1.13 of the report be noted and that further reports would be submitted to the Highways and Transport Committee to seek necessary approvals.

7 LOCAL TRANSPORT DELIVERY PLANS-UPDATE REPORT

Consideration was given to a report on the Local Transport Delivery Plans. The report outlined the progress towards developing Local Transport Delivery Plans. The plans were intended to identify how a coordinated and integrated transport network could be delivered, covering all forms of transport including walking, cycling, buses, rail and road traffic.

RESOLVED

1. That the progress made towards developing an evidence base and options for the Local Transport Delivery Plans be noted.

2. That the methodology outlined in Sections 1.9 and 1.10 of the report to shape the Local Transport Delivery Plans be approved.

3. That it be noted the final set of Local Transport Delivery Plans would be presented for approval at a future meeting of the Highways and Transport Committee.

8 HIGHWAYS & TRANSPORT BUDGET 2021/22

Consideration was given to a report that outlined the Highways and Transport budget for 2021/22. It was noted that finance training would be scheduled in due course by an external provider for all Cheshire East Councillors via Microsoft Teams.

RESOLVED

1. That the decision of the Finance Sub-Committee to allocate the approved capital and revenue budgets, related policy proposals and earmarked reserves to the Highways & Transport Committee, as set out in Appendix A be noted.
2. That the MTFS timelines, as set out in paragraphs 5.9 – 5.12 of the report be noted.
3. That the supplementary estimates and virements as set out in Appendix B to the report be noted.

9 MEMBERSHIP OF THE PUBLIC RIGHTS OF WAY (PROW) COMMITTEE

Consideration was given to a report on the membership of the Public Rights of Way (PRoW) Committee. It was noted that the following Councillors had agreed to sit on Public Rights of Way Committee (PRoW):-

Councillors S Akers Smith, L Crane, S Edgar, H Faddes, L Gilbert, R Moreton, and D Stockton.

RESOLVED

- (1) That the Highways and Transport Committee appoints members to the Public Rights of Way Committee (PRoW) as follows:

Conservative:3

Labour:2

Independent:2

- (2) That the method of making nominations to the Public Rights of Way Committee (PRoW), as set out in paragraph 3 of the report be approved.

- (3) That it be noted the following Members had agreed to sit on Public Rights of Way Committee (PRoW):-

Councillors S Akers Smith, L Crane, S Edgar, H Faddes, L Gilbert, R Moreton, and D Stockton.

10 WORK PROGRAMME

Consideration was given to the work programme.

The following amendments were reported:-

Flowerpot Junction Improvement Scheme-To now be considered at the November 2021 meeting;
HS2 Programme Update-Moved from the November meeting and to now be considered at either the January/March 2022 meeting;
Middlewich Eastern By Pass-Final Business Case Approvals- To now be considered at the March 2022 meeting.

The following additions were reported:-

Council Parking Enforcement Policy-To be considered at the November 2021 meeting;
Review of winter service -To be considered at the March 2022 meeting;
Local Transport Delivery Plans follow on report-To be considered at the March 2022 meeting;
Pavement parking update report-To be considered at the March 2022 meeting;
Performance management information to be included as standing item.

RESOLVED

That the work programme be approved subject to the inclusion of the amendments and additions as outlined above.

The meeting commenced at 10.30 am and concluded at 12.24 pm

Councillor C Browne (Chair)

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Working for a brighter future together

Highways and Transport Committee

Date of Meeting: 21st September 2021

Report Title: Car Parking Review and Proposed Statutory Consultation

Report of: Andrew Ross, Director of Infrastructure and Highways

Report Reference No: HT/01/21-22

Ward(s) Affected: All Wards

1. Executive Summary

- 1.1. This report asks the committee to approve the Council response to the recent borough wide parking survey that ran between November 2020 and January 2021.
- 1.2. The report recommends the introduction of standardised zonal parking across the Council's car parks with a standardised tariff linked to each zone. This includes the introduction of a standardised Sunday tariff for those car parks. This reflects the Council's published priority of having a transport network that promotes active travel.
- 1.3. The report also recommends setting the levels of zonal tariffs to reflect a reasonable and proportional charge in relation to the costs of operation, maintenance and enforcement for off-street parking.
- 1.4. The report also recommends consultation to take place from 29th September 2021 on the application of the proposed tariffs to the off-street car parks. The report identifies off street parking that will remain free of charge, parking that will have new charges and car parks whose current charging will be aligned with the new approach.
- 1.5. There will be some minor variations to existing on-street controls to reflect the proposed parking approach in the report.
- 1.6. The report further recommends that the approach to parking, arising from the outcomes of the 2020/ 2021 borough wide parking survey, is implemented by commencing the statutory consultation on the detailed proposals and that the results of that consultation are brought back to the Committee for consideration.

- 1.7. The report outlines how the proposals help to deliver the Council's priorities as detailed in the Corporate Plan and Local Transport Plan.

2. Recommendations

In response to the borough wide parking survey, the Committee is recommended to:

- 2.1. Approve the zonal charging approach as follows:

- 2.1.1 Approve the principle of standardised parking zones being applied to the borough's car parks.

- 2.1.2 Approve the principle of zone parking tariff charges detailed in paragraph 5.20.

- 2.2 Agree the initial application of the zonal approach as follows:

- 2.2.1 Approve the commencement of the 30-day statutory consultation for the application of the proposed tariffs to the off-street car parks identified in paragraph 5.21, paragraph 5.22 and Appendix 2.

- 2.2.2 Approve the commencement of the 30-day statutory consultation for the on-street proposals for changes to existing time-limited on-street parking places and any revisions to existing provisions as set out in paragraphs 5.27 and Appendix 3.

- 2.2.3 Note that the outcome of the consultation will be considered by the Highways and Transport Committee who will approve any final agreed proposed changes to the Cheshire East Borough Council (Off-Street Parking Places) (Consolidated) Order 2015 (Variation No. 5) Order 2019 and consider any variations to the zonal charging tariffs or their application to individual car parks.

- 2.2.4 Note that potential mitigations may be considered by the Highways and Transport Committee as outlined in paragraph 5.19

3 Reasons for Recommendations

- 3.1 The operation and management of off street car parks is not a statutory function of the Council. As a discretionary service it is appropriate to fund all associated costs through direct charges to services users and not subsidise such costs through taxation.

- 3.2 The Council, as a Best Value Authority, should be able to demonstrate that it is achieving value for money for the discretionary services that it chooses to operate. When facing funding decisions the Council has the flexibility to exercise appropriate discretion to consider overall value, including economic, environmental and social value. The proposals represent a balance of the competing criteria.

- 3.3** All car parks require maintenance, management and enforcement and therefore cost money for the council to operate. The current car park charging arrangements, with a mixed and inconsistent approach to car park charging, with many being free, do not demonstrate how the Council is achieving value for money from its car parking service across the whole borough.
- 3.4** A consistent approach to charging, with a standardised tariff regime across the borough, supports an approach where the users of the service pay towards the cost of providing that service which will help the Council achieve the value for money requirement for the car parking service. Off street car parking is not a mandatory obligation nor a universal service used by every person who is resident in Cheshire East. The introduction of a Sunday tariff would make a financial contribution to the unavoidable operating costs of car parks on Sundays.
- 3.5** The proposals are fairer than the current system, where, for historical reasons, the rationale for which car parks are charged for and which are free is not clear. As such, the proposal provides a fairer approach to managing the costs of providing parking services.
- 3.6** Although not a direct consequence of the recommendations of this report the Committee should recognise that public consultation has highlighted expectations that council car parks will provide electric vehicle (EV) charging facilities. This is a clear consequence of the increase in electric cars in the borough. This committee approved an approach to the provision of EV charging infrastructure at its July meeting and approved a market testing exercise for a concession approach. The recommendations within this report establish a clear approach to fairness for parking charges which can be applied to the consistent provision of EV infrastructure in the Council's car parks. The proposals also therefore align with strategic objectives relating to the environment and transport that are set out in the Council's Corporate Plan 2021-25 and also reflect the survey responses received as articulated at paragraph 5.9.3 of this report.
- 3.7** When considering the consultation responses to the proposed implementation, the committee will be able to look at the whole range of potential mitigation measures including on street restrictions in favour of residents to ensure that any potential displacement consequences can be addressed in a timely manner.
- 3.8** The proposed statutory consultation will provide stakeholders and the general public across the borough with the opportunity to express their views on the proposals, creating more transparency in the Council's decision-making process.
- 3.9** The proposals assist in the delivery of the strategic objectives outlined in the 2021-25 Medium term Financial Strategy (MTFS).

4 Other Options Considered

4.1 Do nothing :

This would result in no change to the current parking regime and not deliver the benefits outlined in this report.

4.2 Not agree the approach to borough wide zones and tariffs arising from the 2020/ 2021 survey and require an alternative proposal.

This would result in no change to the current parking regime and thus not deliver the benefits outlined in this report.

4.3 Agree the approach to borough wide zones and tariff but not agree to the consultation.

If the committee chose not to consult on the application of the approach to individual car parks, the proposal cannot be implemented.

4.4 Agree the approach to borough wide zones and tariff and agree to the consultation

This is the option recommended to the committee.

5 Background and detailed proposals

5.1 The availability and cost-effectiveness of car parking is very important to supporting accessibility for residents, businesses, visitors, shoppers, workers, and commuters.

5.2 In addition, car parking arrangements can have positive impacts on:

5.2.1 The environment by reducing car usage and promoting the use of public transport, walking and cycling.

5.2.2 The economy by facilitating footfall and dwell time in town centres and on high streets.

5.3 Furthermore, revenue generated from car parking can support the Council's strategic approach in funding highways and transport matters, including electric vehicle infrastructure.

5.4 For historic reasons, the borough has operated with inconsistent car parking tariffs and charging mechanisms, with some places still providing free car parking. These arrangements are unfair and represent a significant opportunity in relation to the revenue that could be created to support the strategic transport and highway related objectives of the Council.

5.5 In 2019, in acknowledging these issues, the Council approved a high-level parking strategy as part of its Local Transport Plan. This established the need to introduce a consistent approach to car parking across the borough

to enable car parking to better support the strategic objectives of the Council.

- 5.6** During the Autumn of 2020, and early 2021, the Council undertook a borough wide survey to test key principles and to identify key issues for stakeholders in relation to car parking. This survey received 3783 responses which have been analysed and are reported in Appendix 1.
- 5.7** The survey highlighted the following issues:
- 5.7.1** Overall, 51% of respondents agreed with applying the same hourly rate to car parks across the borough (40% disagreed, 9% neutral).
 - 5.7.2** Respondents raised questions about possible impacts on town centre economic recovery in the context of the current pandemic.
 - 5.7.3** Respondents considered that the Council should ensure that there is adequate short and long stay provision in town and village centres.
 - 5.7.4** A view was expressed that all forms of transport should be prioritised equally, noting the balance that needs to be struck in the Council's transport strategy between private car, public transport, cycling and walking.
- 5.8** The proposals being recommended in this report have responded to the outcomes of borough wide survey as follows: (*further details of which can be seen in Appendix 1*),
- 5.8.1** Respondents local to places which currently have higher charges were most likely to agree that consistent charges should apply everywhere e.g., Nantwich (92%), Audlem, Bunbury & Wrenbury (88%), and Crewe (86%). The standardisation of tariffs across the borough will remove the historic imbalances in parking charges and the resultant cross-subsidy between different places.
 - 5.8.2** 88% of respondents disagreed with Sunday parking charges. However, 59% of respondents favoured increased levels of enforcement to reduce inconsiderate or illegal parking. In response, the original proposal to extend parking tariffs to Sundays has been modified to an approach that would introduce a maximum £1 daily charge on Sundays, not an hourly tariff as for weekdays. This approach would make a financial contribution to the unavoidable operating costs of car parks on Sundays, simplify enforcement whilst distinguishing Sundays from the standard working week. It will also facilitate enforcement.
 - 5.8.3** 71% of respondents disagreed with the introduction of night-time (6pm – 10pm) parking charges, so this approach has not been taken forward.
 - 5.8.4** 63% of respondents disagreed with an emissions-based charging regime, so this approach has not been taken forward.

- 5.8.5** Taking account of respondents concerns on the potential negative impacts for businesses and place vitality, these proposals have aimed to provide sufficient short stay parking to enable essential shopping and business trips to support place vitality. In addition, no on-street parking charges are proposed. Instead, on-street parking places will be managed in some towns by 1-hour or 2-hour waiting restrictions to ensure rapid turnover of spaces and increasing potential footfall, a key determinant of place vitality.
- 5.9** The survey also asked respondents to identify priorities to improve the Council's parking offer. The top 3 service improvements identified by respondents for the next 5 years are:
- 5.9.1** More enforcement of illegal / inconsiderate parking (59% support).
- 5.9.2** A greater range of payment options, including cash-free payment options, at all car parks (43% support).
- 5.9.3** More electric vehicle charging points in Council car parks (42% support).
- 5.10** The Council is therefore bringing forward measures to address these points.
- 5.11** In February 2021, Full Council approved its Medium-Term Financial Strategy (2021-25) and Corporate Plan. These documents outlined:
- 5.11.1** The ambition of the Council to be carbon neutral by 2025 and for the borough to be beacon of good environmental practice.
- 5.11.2** The strategic objective of supporting improvements in public transport across the borough.
- 5.11.3** The need to improve, enhance and maintain the highway network including facilities to support cycling and walking.
- 5.12** The Medium-Term Financial Strategy (2021-25) includes funding to maintain support for the local bus network and highway maintenance. Any revenue generated by the parking service reduces the revenue budget pressures for local bus support (£2.4m) and highways maintenance (£9.4m).
- 5.13** In setting the MTFS, along with the proposed investment in highways and strategic transport matters, the Council also gave approval to bringing forward a set of proposals for consultation to address the inconsistencies in car parking arrangements across the borough and to tackle the opportunity of not charging appropriately for car parking.
- 5.14** Capital investment is also included in the MTFS in support of the Council's strategic priorities for transport, including for example;
- £5.6m for Crewe Hub.
 - £30m for Crewe NW Package.

- £5m for Flower Pot junction.
- £33m for Poynton Relief Road.
- £74m for Middlewich Eastern Bypass.
- £53m for Local Transport Programme and Highways Maintenance.

5.15 Development of the parking proposals has taken place alongside the development of Local Transport Delivery Plans, following adoption of the Local Transport Plan (LTP) in November 2019.

5.16 The measures that have been developed for statutory consultation include:

5.16.1 Charges in off street car parks where no charges currently apply;

5.16.2 Introduction of a uniform Sunday parking charge;

5.16.3 Standardisation of parking tariffs across the borough based on a Zone 1 (Inner), Zone 2 (Outer) and Railway charging structure; and

5.16.4 Standardised on-street parking restrictions in some towns.

Approach to mitigation

5.17 Following consultation, to be outlined in the next report, the addition of possible supplementary mitigation measures will be considered. This could include the introduction of residents parking schemes over a wider area to prevent displacement parking, or extensions to on street parking restrictions to encourage the use of car parks at night and evenings to help maintain the amenity of residential areas, additional “Free after 3” arrangements or an extension of the free parking days initiative, or alterations to which car parks are included in the zonal tariff approach.

5.18 Subject to any decision to implement the proposals in due course, the effects of revised parking tariffs and waiting restrictions will be closely monitored. In the short term, any adverse outcomes can be considered for mitigation on a case-by-case basis. In future years, there is the opportunity for the Council to review parking charges as part of its annual review of fees and charges. Such an approach provides scope to ensure that tariffs reflect the demands for parking whilst supporting the growth and vitality of the borough’s towns and villages.

5.19 To manage the risk that these proposals displace parking into adjacent streets, before-and-after monitoring surveys will be undertaken. These surveys will assess the level of displaced parking and inform technical assessments and the case for any mitigation measures, e.g., the creation of new Residents Parking Schemes, Limited Waiting Bays or Waiting Restrictions. The introduction of some mitigation measures will rely on separate consultations, informed by these before-and-after surveys. The need for mitigation measures is anticipated and following an initial “settling-

in” period for any changes to parking activity to stabilise. Consideration of such mitigation measures would be brought forward where necessary.

The Proposals

5.20 The proposals include standardisation of parking tariffs on a common scale of charges that would apply across all the Council’s car parks. The proposed scale of charges is as follows:

Zone	Up to 30mins	Up to 1 hr	1 to 2 hours	2 to 3 hours	3 to 4 hours	4 to 6 hours	6 to 10 hours
Zone 1	£0.40	£0.80	£1.20	£2.40	£3.50	£4.40	£5.60
Zone 2	£0.30	£0.60	£1.10	£1.80	£2.60	£3.20	£3.40
Railway	£0.40	£0.80	£1.20	£2.40	£3.50	£4.40	£7.50

Car parks are proposed to be split into tariff zones with:

- Zone 1 (Z1) comprises central car parks i.e., those located within 300 metres / 5-minute walk of the centre.
- Zone 2 (Z2) includes ‘edge of centre or out of centre’ or car parks serving Local Service Centres as defined in the Local Plan.
- In Zone 1, short stay (up to 4 hours) parking tariffs would be 20p more expensive for the first hour and 90p more for 4 hours, than in Zone 2.
- Long stay parking (up to 10 hours) would be £2.20 more expensive in Zone 1 than in Zone 2.
- These proposed tariffs are consistent with existing tariffs for most Crewe and Macclesfield car parks.
- Where a car park is heavily used by rail commuters at main rail stations (more than 1.5 million passengers annually), the Zone 1 tariff band applies with one adjustment, which remains unchanged at £7.50 for all-day parking (6 to 10 hours).

5.20.1 Introduction of a 30-minute tariff for both Zone 1 and Zone 2 car parks. This short stay tariff makes essential, short-duration visits to town and village centres less costly for users. The approach is intended to encourage greater turnover of parking places as users are not incentivised to purchase more parking time than they actually require. By increasing turnover of places, the approach would likely contribute to greater footfall and potentially increase visits to local businesses.

5.20.2 When developing the zoning structure, the Council recognise that there is a need for a range of parking provision to meet the needs of each centre. As far as practical, the proposals aim to meet a range

of parking demands, including the need of all-day commuter parking for workers, by designating short-stay and long-stay provision at a range of tariffs. Wherever possible, within the limits of the parking estate, the Council has aimed to provide long-stay parking at car parks that are more remote from the centre, close to main access roads, so that commuter parking does not reduce the availability of spaces for shoppers and visitors.

5.20.3 Introduction of a Sunday parking charge in all Council-managed car parks that charge for parking on weekdays, including those areas where new charges are proposed. Charges would be applicable on Sundays between 8am – 6pm, including Bank Holidays. The maximum tariff for Sunday parking is proposed to be £1 for stays of over one hour, though 30-minute tariffs will also be retained as on Monday to Saturday. The only exceptions are those car parks classified as Railway car parks, which are proposed to retain the standard £7.50 parking tariff for stays of over one hour.

5.21 Parking charges are proposed to be introduced in a total of eight towns and villages which currently have no parking charges at Cheshire East car parks. These places currently have free parking and the proposals include the introduction of charges at the following car parks:

Location	Car Park	Proposed Zone
Alsager	Fanny's Croft Car Park	Zone 2
Alsager	Fairview Car Park	Zone 1
Alsager	Station Road Car Park	Zone 2
Alsager	Well Lane Car Park	Zone 2
Bollington	Pool Bank Car Park	Zone 2
Handforth	Library Car Park	Zone 1
Handforth	School Road Car Park	Zone 1
Handforth	Wilmslow Road Car Park	Zone 2
Holmes Chapel	London Road Car Park	Zone 2
Holmes Chapel	Parkway Car Park	Zone 2
Middlewich	Civic Way Car Park	Zone 1
Middlewich	Seabank Car Park	Zone 2
Middlewich	Southway Car Park	Zone 1
Poynton	Civic Hall Car Park	Zone 1
Prestbury	Shirleys Car Park	Zone 2

Prestbury	Springfields Car Park	Zone 2
Sandbach	Brookhouse Road Car Park	Zone 2
Sandbach	Chapel Street Car Park	Zone 2
Sandbach	Crown Bank Car Park	Zone 1
Sandbach	Hawk Street Car Park	Zone 1
Sandbach	Well Bank Car Park	Zone 1
Sandbach	Westfields Car Park	Zone 2

5.22 In addition, parking charges are proposed at the following (currently free) car parks in other areas in accordance with the proposed approach to tariff zones (see 5.20 above) to ensure consistency across the borough.

Location	Car Park	Proposed Zone
Alderley Edge	Ryleys Lane Car Park	Zone 2
Congleton	Roe Street	Zone 2
Crewe	Wellington Square	Zone 1
Disley	Station Approach	Zone 2

5.23 The car parks listed in Appendix 2 are currently already charged for. To achieve consistency across the borough, the proposal is to apply the tariff zones in paragraph 5.20 to those car parks as shown in Appendix 2.

5.24 Some car parks would remain free to use, for one or more of the following reasons:

5.24.1 Car parks which support community facilities that are not in town or village centres.

5.24.2 Car parks which are primarily used by residents without access to off-street parking, where displacement of residential parking would exacerbate daytime congestion and adversely impact on highway performance.

5.24.3 Car parks which are not owned and operated by the Council.

5.24.4 There is a legal reason why parking charges are precluded at a given site e.g., historic village green status at Scotch Common, Sandbach. (Although enforcement of inconsiderate or anti-social parking will continue)

5.25 The car parks that would remain free of charge are as follows:

Location	Car Park	Proposed Zone
Audlem	Cheshire Street,	Free

Congleton	Blake Street and Egerton Street	Free
Congleton	Rood Hill	Free
Congleton	Rope Walk	Free
Congleton	Royle Street	Free
Congleton	Thomas Street	Free
Crewe	Browning Street	Free
Crewe	Cotterill Street West	Free
Crewe	Edward Street	Free
Crewe	Lord Street	Free
Crewe	Market Square, (Blue Badge-holders only)	Free
Crewe	South Street	Free
Crewe	Union Street	Free
Crewe	Victoria Street	Free
Crewe	West Street	Free
Crewe	Wood Street	Free
Disley	Community Centre	Free
Haslington	Waterloo Road	Free
Macclesfield	Broken Cross	Free
Macclesfield	Kennedy Avenue	Free
Macclesfield	Princes Way	Free
Shavington	Queen Street	Free

5.26 Full details in the form of a Schedule of the proposals at each location will be published at the start of the statutory consultation period, including display of notices at each car park.

5.27 Changes to some existing on-street parking places that are currently time-limited are proposed. These bays will be enforceable, with fines for over-staying as an example. Existing on-street parking places in some towns and villages will be standardised around the following waiting limits: 1-hour maximum stay within 200 metres of the centre and 2-hour maximum stay elsewhere. Managing on-street parking places in this way will ensure a more rapid turnover of spaces, supporting a greater number of daily visits and contributing to increased footfall and economic activity.

- 5.27.1** Appendix 3 lists the proposed changes to the existing enforcement period, stay duration and no return for existing on-street parking places located within Alderley Edge, Knutsford, Middlewich, Prestbury, Sandbach and Wilmslow.
- 5.27.2** To align with the proposals for on-street parking places, and to manage displacement, existing residents parking permit zones in Alderley Edge, Knutsford and Wilmslow are proposed to be enforceable Monday to Sunday, rather than between Monday and Saturday.
- 5.28** Approval of the recommendations would enable the Council to run a 30-day statutory consultation on the proposals from the 29 September 2021.
- 5.29** This would inform a final set of measures for implementation, which it is intended to present to this Committee for approval. This would mean that any changes would be implemented in the spring of 2022.
- 5.30** Upon completion of the statutory consultation, the Committee would consider options to implement the parking review including consideration of the following:
 - 5.30.1** The potential need for any further mitigations in response to representations made during the statutory consultation period.
 - 5.30.2** The need for adjustments to designation of Zone 1 (Inner), Zone 2 (Outer) and Railway car parks as appropriate.
 - 5.30.3** The inclusion or exclusion of any individual car park
 - 5.30.4** The need for any additional statutory consultation before orders can be made.

6 Consultation and Engagement

- 6.1** The proposed statutory consultation has been designed with regard to all obligations to consult under the provision for making legal orders that underpin on-street and off-street parking management. The key elements of the consultation are, as follows:
 - 6.1.1** Advertising in local print newspapers and other relevant publications
 - 6.1.2** On and off-street display of notices outlining the proposed changes
 - 6.1.3** Links on the Council web site to consultation documents including draft orders and schedules
 - 6.1.4** Media releases to give notice of the launch and close of the consultation.
 - 6.1.5** The consultation must be open for a statutory minimum 21 days.
- 6.2** There has been extensive consultation via a survey in 2020/ 2021 with 3783 responses, which has helped develop the proposals.

- 6.3** The Council completed a 9-week informal consultation with stakeholders and the public between November 2020 and January 2021, to elicit views on the role of parking and its ties with the Council's economic, environmental and community policies. Respondents were invited to provide their views using an online survey or through formal representations made to an email address. The full report is appended and has been published on the '[Consultation results](#)' part of the Council's website (Appendix 1). These 3783 responses have helped to develop the proposals.
- 6.4** The proposed consultation period will enable the Council to engage with town and parish Councils and businesses that are directly affected by the proposals with a view to ensuring that any implications are fully understood. For example, we expect to continue to work with Sandbach Town Council to explore options for the management of parking provision on Scotch Common and Little Common car parks.

7 Implications

7.1 Legal

- 7.1.1** Proper management of parking on roads is essential to ensure the smooth flow of traffic and it allows drivers to park near to their destinations.
- 7.1.2** A local authority has the power to provide suitable parking places for the purpose of relieving or preventing congestion of traffic either with the provision of off street parking places or by an order to authorise the use as a parking place of any part of the road in their area.
- 7.1.3** Section 1 of the Road Traffic Regulation Act 1984 ("the Act") gives the Council a discretionary power to make a Traffic Regulation Order. This is a discretionary power exercisable where it appears the proposed order is;
- (i) *"s1(a) expedient for avoiding danger to persons or other traffic using the road ... or for preventing the likelihood of any such danger arising, or"*
 - (ii) *"s1(c) expedient for facilitating the passage on the road ... of any class of traffic, including pedestrians."*
 - (iii) *"s1(d) expedient for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or"*
 - (iv) *"s1 (f) expedient for preserving or improving the amenities of the area through which the road runs."*

Expedient means advantageous, advisable on practical grounds, suitable or appropriate.

- 7.1.4** Section 2 of the Act then describes types of provision that can be included within an Order, which includes “prohibiting, restricting or regulating the use of a road, or of any part of the width of a road, by vehicular traffic, or by vehicular traffic “;
- 7.1.5** Section 122 places a duty on the Council to exercise its powers (so far as practicable having regard to the matters specified below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians and cyclists) and the provision of suitable and adequate parking facilities on and off the highway. In summary, the matters specified are;-
- (i) The desirability of securing and maintaining reasonable access to premises;
 - (ii) The effect on the amenities of any locality affected;
 - (iii) The national air quality strategy;
 - (iv) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - (v) Any other matters appearing relevant to the Council.
- 7.1.6** In proposing a traffic regulation order, it is necessary under the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 to undertake consultation, including giving notice of a 21-day period to allow objections to be submitted. Certain documents are required to be kept on deposit. Before making any order, the Council must consider all valid objections received during the consultation period which have not been withdrawn. If any modifications are made to the order at this stage, and they make a “substantial change” to that originally advertised, allow them an opportunity to make representations and ensure that these are considered by the Council. Such consultation is not required in respect of consolidation, minor or experimental orders. Part IV of Schedule 9 to the Act provides that any power to make an order as respects any road under the Act, shall include power for the Authority to make an order varying or revoking any previous order as respects that road made, or having effect as if made, under or by virtue of the provision in question, whether the previous order was made by that or some other authority.

The Council should exercise its discretion based on all the circumstances of the case, the relevant criteria stated in the Act, consultation responses, representations, and professional advice received.

7.2 Finance

- 7.2.1** To provide context for the scale for these proposals it is useful to note that in 2018/19, the parking service generated a total revenue of £5.9m. This was the last full year of accounts not impacted by the pandemic. During the pandemic, levels of parking activity have been significantly reduced, especially during periods of lock-down. The recovery, to pre-pandemic levels of activity and income levels, continues.
- 7.2.2** There is still a significant level of uncertainty about financial projections on future revenues forecasts from car parking. This report provides financial projections and comparisons that reflect normal operating levels. This enables members of the Committee to recognise the impact of the parking orders, without speculating on the impact of potential further effects of the pandemic.
- 7.2.3** The Highways service will be required to fund £15,000 for the cost of the statutory consultations. This may be possible from carried forward funding from the 2020/21 outturn. This is the only specific financial impact of the recommendations within this report.
- 7.2.4** The report highlights several items that are subject to further consultation. The paragraphs below articulate the potential financial impacts of those items to assist members in understanding the potential effect on the MTFS.
- 7.2.5** The capital costs of these proposals can be met from within the approved MTFS. £0.439m is included in the approved Parking Meters budget and £0.048m is in the approved Car Parking Improvements budget.
- 7.2.6** The 2021-25 MTFS has an estimated saving target of £0.327m in 2021/22 with a full year effect of £1.282m from 2022/23 onwards. These figures were based on a High-Level Business Case that including the following breakdown:

Option	Estimated Full year Financial effect
Introduction of charges in the free towns & villages	£608,500
Introduction of a uniform Sunday parking charge.	£33,250
Emission Based Parking Charges	£450,000
Introduction of On-Street Parking Charges.	£145,837
Standardisation of existing parking charges for 1hr and 2 hrs	£421,850
Incentives	-£200,000
Total Initiatives	£1,459,437
Reverse 2020-21 savings to be replaced with above	-£392,160
Reverse one off expenditure budgets	£215,000
TOTAL	£1,282,277

7.2.7 Since adoption of the MTFS, detailed proposals on a number of these initiatives have been prepared to inform public consultation.

7.2.8 The current annual forecast impact for each proposal to be taken forward to consultation, is shown below.

Proposal	Total
Charging across Towns & Villages	£601,800
Sunday Parking Charges	£33,250
Standardised Parking Charges	£480,500
Total	£1,115,550

7.2.9 These estimates will be reviewed further once the results of consultation are known. The estimates will be updated to support the decision-making process of the Committee when the results of consultation are presented to the members for consideration.

7.2.10 Any shortfall in the additional income forecasts in the current MTFS would have to be addressed in February 2022 as part of the process to approve the 2022 to 2026 MTFS.

7.2.11 As part of the ongoing budget management process the Place Directorate is considering mitigating action to enable the budget for 2021/22 to remain balanced. This is necessary as the current forecast income for car parking is unlikely to achieve the forecasts in the MTFS.

7.3 Policy

- 7.3.1** The proposals are consistent with, and support, the High-Level Parking Strategy within the adopted Local Transport Plan, the Council Corporate Plan 2021-25, the 2021-25 MTFS and the Council's 2021-22 budget.
- 7.3.2** If the Council does not undertake statutory consultation, the proposals cannot be implemented.

7.4 Equality

- 7.4.1** An Equality Impact Assessment has been prepared for the project, including for the statutory consultation. The Council would comply with its statutory obligations required under law (see 7.1 Legal). In so doing, the Council will ensure that the consultation documents are available to residents who request assistance in relation to disability, minority language or other relevant protected characteristics.
- 7.4.2** An Equality Impact Assessment has been prepared to assess the impact of the proposals as a basis for any decision to implement in due course (see Appendix 4). This will be updated further to take account of the outcomes of the statutory consultation.

7.5 Human Resources

- 7.5.1** The main implication for Human Resources impacts on the level of enforcement and notice processing capacity provided by the Council Parking Services Team. The introduction of additional parking regulations will require more staffing resources to facilitate the appropriate enforcement and recovery action where parking problems exist, which results in the issuance of Penalty Charge Notices.
- 7.5.2** Wider enforcement to take place in response to community needs, including covering patrols in response to Sunday and on-street parking problems may require changes to staff rotas which would be undertaken in liaison with staff, Human Resources and Union(s).
- 7.5.3** The communications plan that supports this consultation will advise trades unions and representative organisations for Council staff of these proposals.

7.6 Risk Management

- 7.6.1** To ensure that stakeholders and the general public understand the proposals and how to respond, a Communication and Cascade Plan has been produced to detail the key messages, key dates, aims/ objectives, and stakeholders/ audience.
- 7.6.2** To manage the risk that these proposals displace parking into adjacent streets, before-and-after monitoring surveys will be undertaken. These surveys will assess the level of displaced parking

and inform technical assessments and the business case for any mitigation measures, for example the creation of new Residents Parking Schemes, Limited Waiting Bays or Waiting Restrictions. Subject to approvals, these surveys are expected to start in early 2022 to ensure that the Council has a strong evidence base on the impact of these changes, enabling timely preparation of plans for any mitigations that may be necessary.

7.7 Rural Communities

7.7.1 There are no direct implications for rural communities. It is acknowledged that rural residents will experience changes to parking charges when visiting any of the affected towns and villages.

7.8 Children and Young People/Cared for Children

7.8.1 There are no direct implications for children and young people/ cared for children.

7.9 Public Health

7.9.1 There are no direct implications for public health, although any greater incentive to use active travel, as an alternative to trips by car, will improve levels of physical activity and health.

7.10 Climate Change

7.10.1 These proposals, if implemented, would alter the relative costs of travel choices for residents in Cheshire East. Therefore, the proposals are considered to be a positive contribution to the Climate Challenge, as they are likely to encourage mode shift away from car travel.

Access to Information	
Contact Officer:	Richard Hibbert, Head of Strategic Transport & Parking Service Richard.Hibbert@cheshireeast.gov.uk 07866 157324
Appendices:	<ol style="list-style-type: none"> 1. Report of Car Parking Survey ('Car Parking Survey 2020 – Full Report vFINAL). 2. List of existing car parks that charge and their proposed zones. 3. Proposed changes to existing on-street parking places. 4. Equalities Assessment
Background Papers:	Draft off street orders – available on request Draft on street orders – available on request

Appendix 1 – Report of Car Parking Survey ('Car Parking Survey 2020 – Full Report vFINAL).

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A summary of responses to Cheshire East Council's

Car Parking Survey 2020 – 2021



Conclusions

No easy solution

The issue of car parking charges in Cheshire East is an extremely complex issue with no easy solution – whatever proposals are made may have negative impacts:

- If the council keeps charges as they currently are, residents in the places that currently pay for parking may feel aggrieved.
- If the council harmonises charges across the borough, residents in the places that do not currently pay for parking may feel aggrieved.
- If the council does not increase revenue from car parking, other key services will have to make even greater savings than already planned.
- If the council does increase revenue from car parking, it risks damaging the footfall and economic vibrancy of its high streets.

Any decision to implement car parking charges is also further complicated by the need for the borough to recover from the pandemic in the short term.

Ideological opposition to car park charges

It seems clear that ideologically many residents are opposed to paying for car parking – many felt car parking should be free.

It is interesting to note however, that when asked *how much* they would be willing to pay for car parking, rather than *if* they would be prepared to pay for it, a far greater proportion of respondents indicated they would pay for car parking.

This suggests that while a majority of residents are opposed to paying for car parking, a good proportion (though not all) will still pay for it if charges are imposed.

Splits in views across different places, and a consistent approach required

It is also interesting to note that views on car parking charges are extremely polarised from place to place – those that currently pay for car parking think everyone should pay, those that currently don't pay for car parking think no one should pay.

There seems there is a “postcode lottery” when it comes to paying for car parking in Cheshire East, and a consistent approach may be required to ensure fairness for all.

Can all places be treated the same?

That said, while it does seem that a consistent approach is required, it also seems clear that individual places have their own unique circumstances.

Where the introduction of car parking charges in one place may generate significant income, because that place has high demand for car parking, a good high street offer, and little nearby competition, the same charges applied in another place may further reduce any remaining footfall, contributing to the further decline of that high street.

A fine balancing act

Whatever approach the council proposes in the future, it is clear that it must tread a fine line between the need to recover costs for car parking infrastructure, and to generate income for highway and transport projects, whilst incentivising the long-term success and vibrancy of all its towns and villages.

Whilst a consistent approach is clearly needed for all places, it may be that charges from place to place will need to differ based on a range of factors, such as [those listed in this report](#), to ensure the vibrancy of towns and villages as a main priority.

Respondents seemed to indicate within the survey that a charge of more than 50 pence for 1 hour of parking would lead to a significant drop off in use – it appears that there will be a tipping point over which the negative impacts of the introduction of car parking charges will outweigh the positive ones.

Opposition to other car parking suggestions

The introduction of other car parking measures suggested in the survey – such as Sunday parking charges – were met with strong opposition.

It may be that measures such as these would best be introduced once a consistent charging policy has been put in place, and once these measures had been more clearly introduced and communicated to stakeholders.

Cars continue to be the preferred transport of choice

Another difficult issue for the council to tackle is whether cars will continue to be the main form of transport within the borough. Some respondents felt that in the immediate future they see no practical alternatives to car use, and so the introduction of car parking charges across the borough would lead to a choice between paying the charge and visiting the town or village, or not visiting at all.

Respondents also indicate that they see cars being their main form of transport for the foreseeable future, particularly as greener, electric cars become more commonplace. If so there may be greater need in future for increasing car parking provision in town and village centres, particularly as development continues in the borough.

Whether to focus on car infrastructure as opposed to alternative means of transport will continue to be another fine balancing act for the council to make in future.

Overall summary

Opposition to the concept of paying for car parking

When asked directly whether the council should charge for car parking in the car parks it manages, two-thirds of survey respondents, 66%, disagreed that it should. One quarter of respondents, 25%, agreed.

Those that opposed the concept of paying for car parking felt the council has an obligation to provide free car parking, and some felt this should be covered by Council Tax. They felt car parking should be free to boost footfall in town and village centres and to support the local economy, especially post-pandemic when it is felt recovery will be vital.

Over half would be prepared to pay to park for up to 1 hour

However, when asked what the maximum amount they would be prepared to pay to park for up to one hour in a car park they use regularly, just over half of respondents, 54%, stated they would be prepared to pay £0.01 or more e.g. they are prepared to pay for parking.

The potential negative impacts of car parking charges

Respondents felt the introduction of parking charges could:

- Discourage local shopping, and push shoppers to retail parks and online shopping.
- Negatively impact the high street, small towns and villages, businesses, and local communities.
- Drive trade out of Cheshire East to neighbouring towns such as Northwich where car parking is free.
- Discourage people from visiting and dwelling in town and village centres.
- Lead to more on street parking in surrounding areas.
- Encourage people to drive further to other places which would have a negative impact on the environment.

Split views on harmonisation of car parking charges

Half of respondents, 51%, agreed that where charged, the same hourly-rate charges should apply across the whole borough, 40% disagreed.

Results were extremely split by respondent location on whether consistent car parking charges should apply across all places in Cheshire East.

Respondents from Nantwich (92%), Audlem, Bunbury & Wrenbury (88%), and Crewe (86%) were most likely to agree consistent car parking charges should apply everywhere.

Respondents from Alsager (7%), Poynton & Disley (15%), Middlewich (15%), Holmes Chapel & Goostrey (19%) and Sandbach (20%) were least likely to agree consistent car parking charges should apply everywhere.

Reasons why charges should be harmonised

Some felt that consistent parking charges should apply – “either charge for (all car parks), or don't charge, but there should not be discordance across the area”. Some felt that with regard parking charges there is a “postcode lottery” which is unfair to people living in certain areas.

Reasons why charges should not be harmonised

On the other hand, others felt consistent parking charges between different places should NOT apply.

They felt individual towns and villages face their own unique circumstances, and that when setting charges each place must be considered individually. They suggested Town Councils could be given the power to decide whether to introduce parking charges or not.

They felt charges should vary from place to place and should be set based on factors such as the:

- Size of the town or village.
- Quality of the town or villages offer.
- Competition faced from neighbouring towns and retail parks.
- Supply of / demand for car parking.
- Availability of alternative transport to cars e.g. public transport.
- Affluence and demographics of the area.

They felt that where a location needs support to attract more users, increasing charges is likely to have the opposite effect and discourage customers.

The maximum amount prepared to pay to park for 1 hour

Of the 54% of respondents that were prepared to pay for car parking, the maximum amount they would be prepared to pay for up to 1 hour of car parking was:

- 100% would pay up to £0.25 for 1 hour parking.
- 87% would pay up to £0.50 for 1 hour parking.
- 44% would pay up to £0.75 for 1 hour parking.

- 28% would pay up to £1.00 for 1 hour parking.

Opposition to other car parking measures

There was strong disagreement that other measures suggested in the survey should be used to make charges for parking fairer in Cheshire East:

- 88% disagreed with Sunday parking charges, 6% agreed.
- 71% disagreed with night-time parking charges, 16% agreed.
- 63% disagreed with emissions-based charges, 22% agreed.

The future role of car parking

Respondents seem generally opposed to using other forms of transport than cars – 73% disagreed that the introduction of car parking charges would encourage them to use other forms of transport, although 64% did feel the council should prioritise town centre access by all forms of transport equally.

Managing car parking in residential areas

There were mixed views on what measures should be used to manage parking pressures in residential areas, with “park and stride” drop off facilities near schools being popular (67% agree with these), along with parking enforcement officers (49% agree).

Less popular measures included resident parking schemes (27% agree) and pay and display parking on streets (between 22% and 26% agree).

Car parking service improvements

Opinion is split on the introduction of Pay by Phone with 39% thinking it should be introduced to some degree, and 45% thinking it should not, though younger respondents were much more likely to think it should be introduced.

Respondents were concerned Pay By Phone should not be the only payment method available, with calls for contactless payment as well as cash.

The top 3 car parking service improvements respondents would like to see over the next 5 years were:

- More enforcement of illegal / inconsiderate parking (59% selected this option).
- Cash-free payment options at all car parks (43% selected this option).
- More electric vehicle charging points (42% selected this option).

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Introduction

Purpose of the survey

In 2021, Cheshire East Council will propose changes to car parking policies, to potentially harmonise them across the whole borough.

To ensure that these proposals are well informed by public opinion, the council conducted a car parking survey with all stakeholders between November 2020 and January 2021. Results of this survey will be used to inform proposed changes to car parking policies.

A further formal consultation period on any final proposals will follow the survey period, due to take place in March 2021.

The following report summarises all responses to the car parking survey which was conducted between November 2020 and January 2021.

Survey promotion and number of responses

The consultation was widely promoted, most notably through:

- [The council's Digital Influence Panel](#).
- Media releases such as [this one of 4 January 2021](#).
- [The council's website](#).
- Cheshire East libraries where paper survey packs were distributed.

In total, 3,783 responses were received, including:

- 3,749 survey responses.
- 34 written responses (see appendix 2).

Charging for car parking

Opposition to the concept of paying for car parking

When asked directly whether the council should charge for car parking in the car parks it manages, two-thirds of survey respondents, 66%, disagreed. One quarter of respondents, 25%, agreed that it should.

How strongly do you agree or disagree that Cheshire East Council should charge for car parking in the car parks it manages?



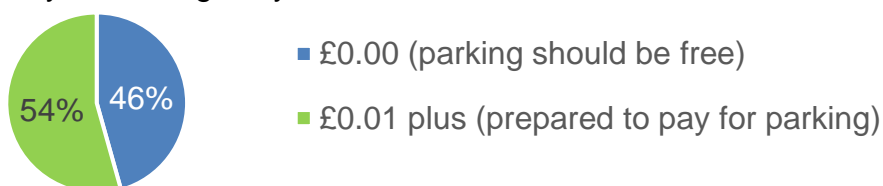
Number of responses = 3,673

Over half would be prepared to pay to park for up to 1 hour

However, when asked what the maximum amount they would be prepared to pay to park for up to one hour in a car park they use regularly, just over half of respondents, 54%, stated they would be prepared to pay £0.01 or more e.g. they are prepared to pay for parking.

Just under half of respondents, 46%, stated that they would not be prepared to pay e.g. they felt parking should be free.

What is the maximum amount you would be prepared to pay to park for up to 1 hour in the car parks you use regularly?



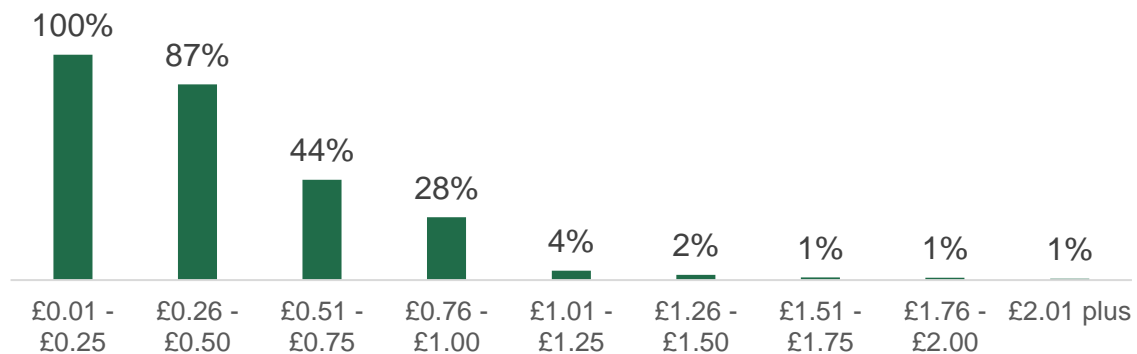
Number of responses = 3,521

The maximum amount prepared to pay to park for 1 hour

Of the 54% of respondents that were prepared to pay for car parking, the maximum amount they would be prepared to pay for up to 1 hour of parking was:

- 100% would pay up to £0.25 for 1 hour parking.
- 87% would pay up to £0.50 for 1 hour parking.
- 44% would pay up to £0.75 for 1 hour parking.
- 28% would pay up to £1.00 for 1 hour parking.
- 4% would pay up to £1.25 for 1 hour parking.

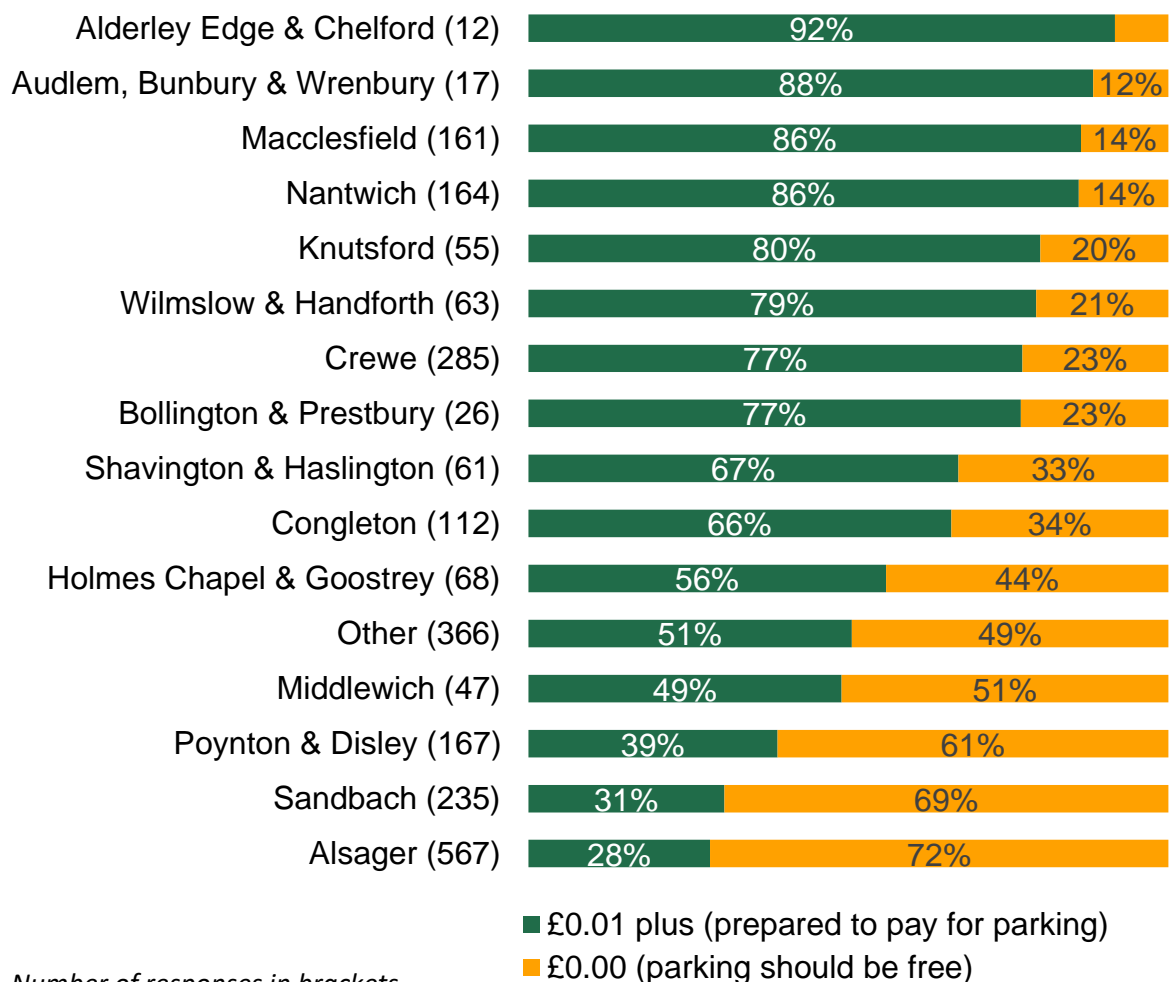
Of the 54% of respondents prepared to pay for car parking - the proportions prepared to pay each of the following maximum pay bands:



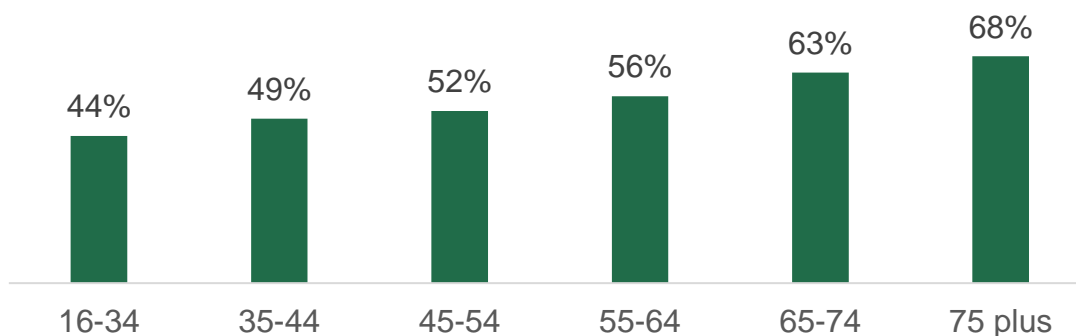
Paying to park for up to 1 hour – By location and age

Whether respondents were prepared to pay for up to 1 hour of parking varied significantly by location and age.

What is the maximum amount you would be prepared to pay to park for up to 1 hour in the car parks you use regularly? *Results by location*



% of respondents that would be prepared to pay to park for up to 1 hour in the car parks they use regularly *Results by age, % that would pay £0.01+*



Number of respondents between 163 and 686

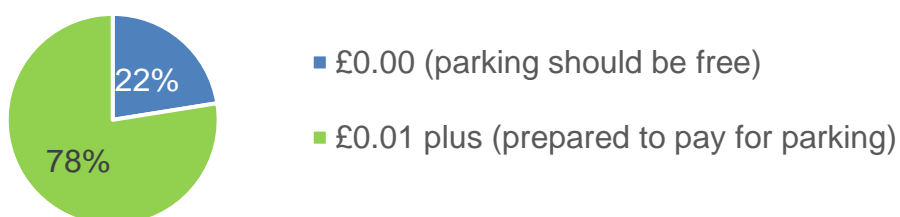
The maximum amount prepared to pay to park for between 6 to 10 hours

A slightly higher proportion of respondents were prepared to pay to park for between 6 – 10 hours, with 78% saying they would pay £0.01+ to pay to park for 6 – 10 hours.

Please note however that this question did not include an answer option for £0.00 – the minimum price band the answer options started at was £3.50 – £4.00.

A number of respondents answered £0.00 in the “other” answer option box which was provided as part of the question, but these results may be skewed as a result of the way the question was set out.

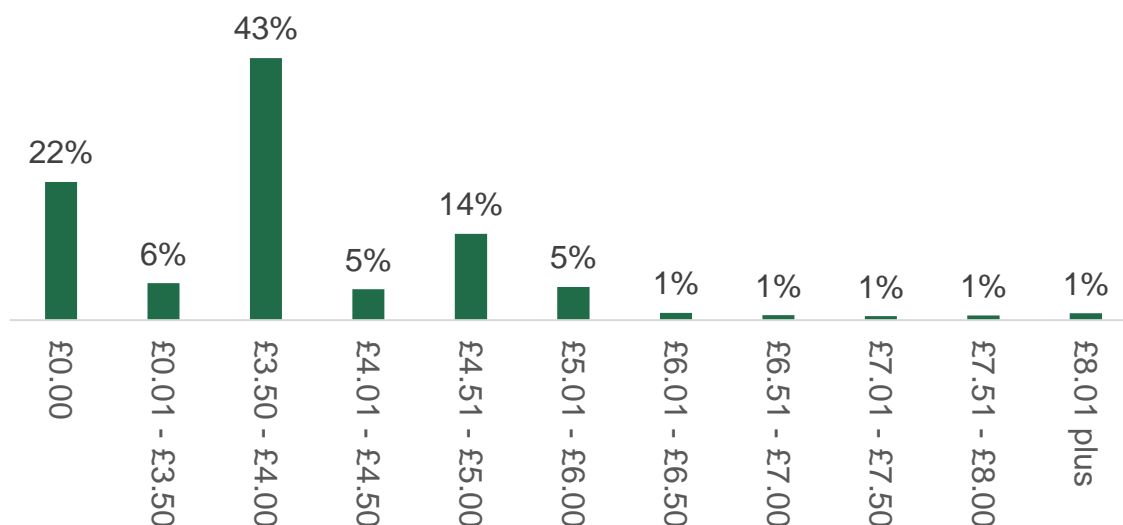
What is the maximum amount you would be prepared to pay to park for between 6 - 10 hours in the car parks you use regularly?



Number of responses = 2,998

43% of the survey respondents that answered the question stated they would pay between £3.50 and £4.00 to park for between 6 – 10 hours – this was the smallest price band presented in the survey question.

What is the maximum amount you would be prepared to pay to park for between 6 - 10 hours in the car parks you use regularly?



Number of responses = 2,998

Discussion about the amount to charge for car parking

Survey respondents were asked if they had any comments to make about the amount charged for car parking. A summary of responses to this question is given below, with a full list of responses given in Appendix 1.

Car parking should be free

Some felt that car parking should be free, and that all charges should be abolished. They felt the council has an obligation to provide car parking free of charge, to facilitate access to local towns and villages for shoppers, workers and visitors, and to boost footfall and in turn support the local economy. They felt free car parking should be covered by the Council Tax they pay.

They felt that pricing needs to be strategic, that the level of parking charges affects where people choose to shop and their dwell time in the town or village centre, that the future of towns and villages is that of a social place where people can meet, but when people pay to park they will be more focussed on what they must get done, and the opportunity to browse and socialise is reduced.

They felt the introduction of car parking charges would be unfair:

- Because public transport and buses do not provide a suitable alternative to cars.
- During and after the current covid-19 pandemic.

The negative impacts of parking charges

Respondents felt the introduction of parking charges could:

- Discourage local shopping, and push shoppers to retail parks and online shopping.
- Negatively impact the high street, small towns and villages, businesses, and local communities.
- Drive trade out of Cheshire East to neighbouring towns such as Northwich where car parking is free.
- Discourage people from visiting and dwelling in town and village centres.
- Lead to more on street parking in surrounding areas.
- Encourage people to drive further to retail parks etc, which would have a negative impact on the environment.

Those who would be more likely affected by charges include:

- Those on a low income.
- Those living outside town and village centres.
- Town and village centre workers who travel in by car.
- Those living in smaller towns and villages.

Discount parking initiatives

Respondents suggested discount parking initiatives including:

- Free or low cost short / medium stay parking e.g. make the first 30 minutes, 1 hour or 2 hours free.
- "Free after 3" parking.
- Free off-peak parking.
- Free parking on Sundays or at the weekends.
- Free parking after 5 or 6pm.
- Being able to pay in 15 – 30 minute time slots rather than hourly.
- Discounts, permits or low cost weekly passes for workers and local residents.
- Car parking charge money back schemes when shopping in certain stores.

It was also suggested that people should be charged differently depending on the type of town and village centre user they are, with workers and shoppers making a high contribution to town and village centre economies, but commuters making little contribution to the prosperity of town and village centres.

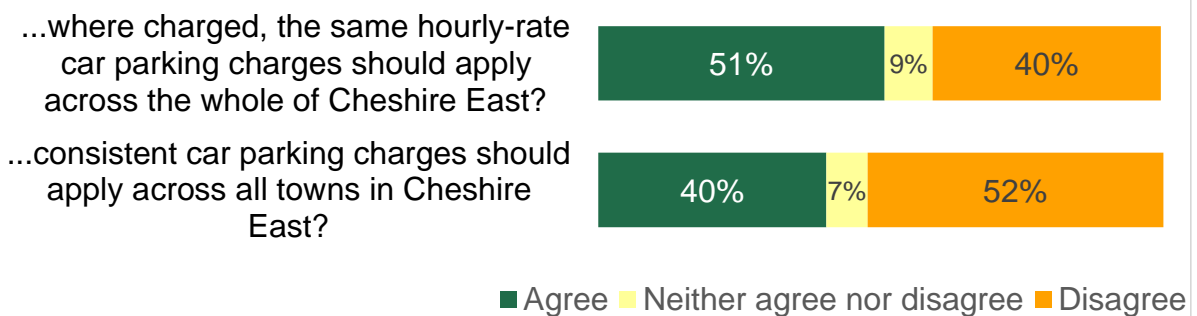
Harmonisation of car parking charges

Split views on harmonisation of car parking charges

Half of respondents, 51%, agreed that where charged, the same hourly-rate charges should apply across the whole borough (51% agree Vs 40% disagree).

40% of respondents agreed that consistent car parking charges should apply across all towns in Cheshire East (40% agree Vs 51% disagree).

How strongly do you agree or disagree that...



Number of responses between 3,654 and 3,670

Views on harmonisation by location

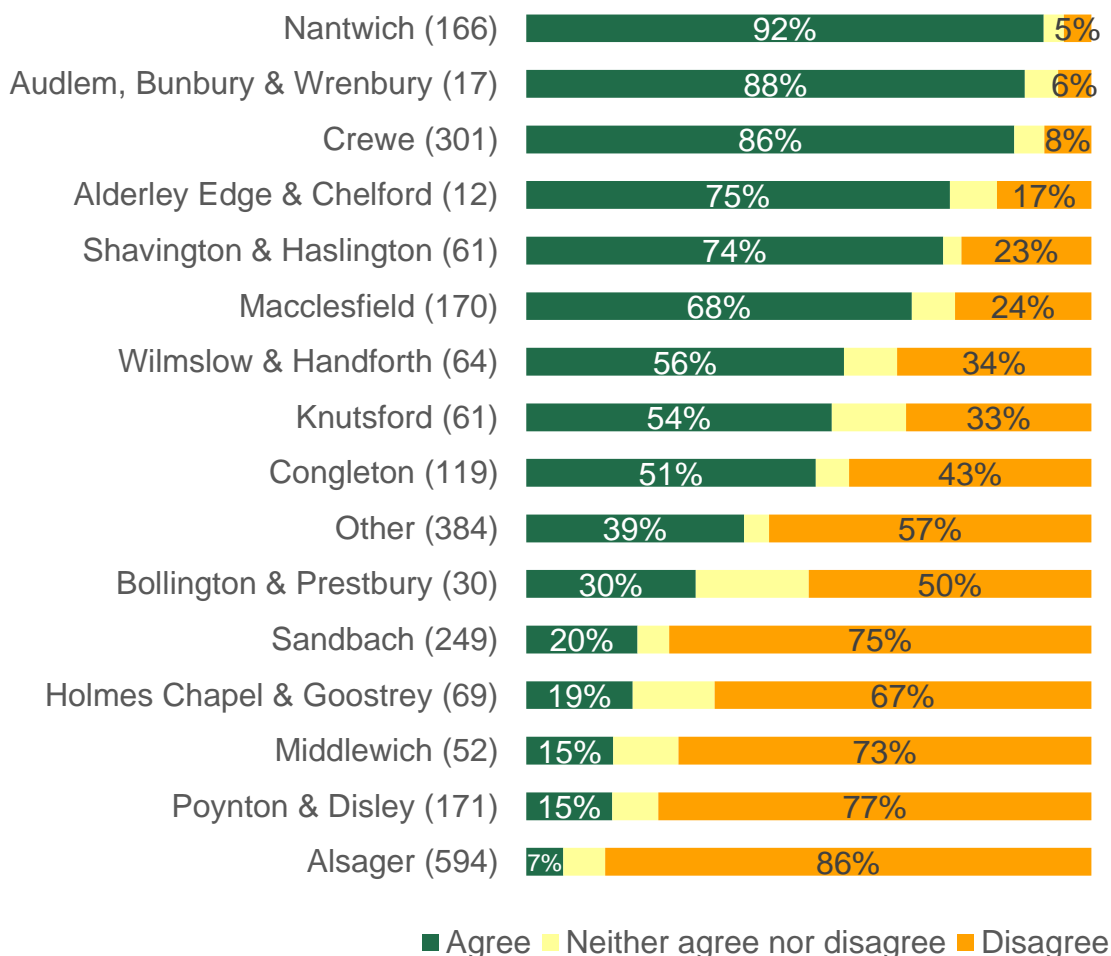
Results were extremely split by respondent location on whether consistent car parking charges should apply across all towns and villages in Cheshire East.

76% of respondents from places that are currently charged for car parking agreed that consistent car parking charges should apply across all locations, whereas just 12% agreed from locations that are not currently charged for car parking.

Respondents from Nantwich (92%), Audlem, Bunbury & Wrenbury (88%), and Crewe (86%) were most likely to agree consistent car parking charges should apply everywhere.

Respondents from Alsager (7%), Poynton & Disley (15%), Middlewich (15%), Holmes Chapel & Goostrey (19%) and Sandbach (20%) were least likely to agree consistent car parking charges should apply everywhere.

How strongly do you agree or disagree that consistent car parking charges should apply across all towns in Cheshire East? *Results by location*

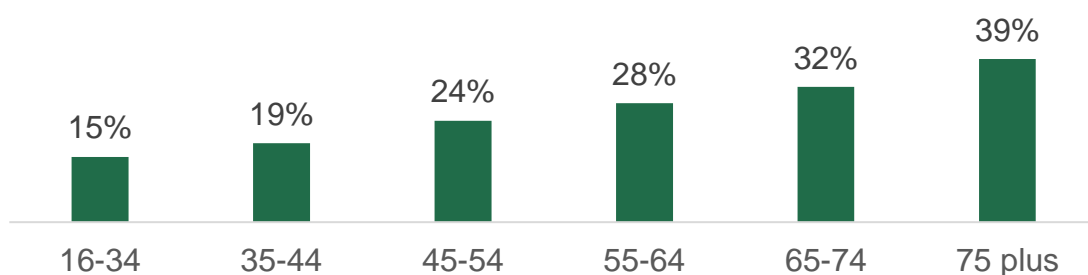


Number of responses in brackets

Views on harmonisation by age

Younger respondents were less likely to agree the council should charge for car parking as compared to older respondents. For example, 15% of those aged 16-34 agreed the council should charge for car parking, compared to 39% of those aged 75 plus.

How strongly do you agree or disagree that Cheshire East Council should charge for car parking in the car parks it manages? *Results by age, % that agree*



Number of respondents between 119 and 589

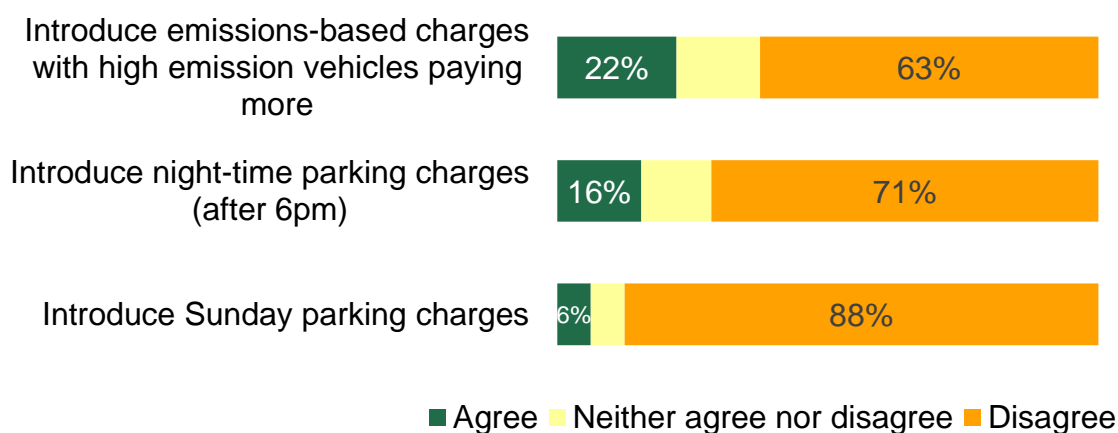
Opposition to other car parking measures

There was strong disagreement that other measures suggested in the survey should be used to make charges for parking fairer in Cheshire East.

Low proportions of respondents agreed with the introduction of:

- Emissions-based charges (22% agree, 63% disagree).
- Night-time parking charges (16% agree, 71% disagree).
- Sunday parking charges (6% agree, 88% disagree).

How strongly do you agree or disagree that the following measures should be used to make charges for parking fairer in Cheshire East?



Number of responses between 3,301 and 3,307

Discussion about harmonisation of car parking charges

Survey respondents were asked if they had any comments to make about harmonisation of car parking charges across Cheshire East. A summary of responses to this question is given below, with a full list of responses given in Appendix 1.

Charges should be harmonised

Some felt that consistent parking charges should apply – “either charge for them all, or don't charge, but there should not be discordance across the area”.

They felt fairness is needed for all residents and places, and that there is currently a “postcode lottery” which is unfair and discriminatory to people living in certain areas.

Charges should not be harmonised

On the other hand, others felt consistent parking charges between different places should NOT apply. They felt that where a town needs support to attract more users, increasing charges is likely to have the opposite effect and discourage customers.

They felt charges should vary from place to place and should be set based on factors such as the:

- Size of the town or village – small places can't compete with the “offer” of large places.
- Quality of the town or village’s offer – shops, facilities, regeneration etc.
- Competition faced from neighbouring towns and retail parks.
- Supply of / demand for car parking – some suggested that where demand outstrips supply for car parking, charges could be implemented.
- Usage of car parking – some car parks supply key services such as health centres and schools, some wondered whether it would be appropriate to apply charges in such places
- Amount of traffic congestion around the town or village.
- Availability of alternative transport to cars e.g. public transport.
- Affluence of the area.
- Demographics of the area e.g. are there lots of elderly people in the area.

Consider individual location needs

They felt each town or village faces its own unique circumstances, and that when setting charging policies it is important to consider each place individually and charge as appropriate. They suggested that individual Town Councils could be given the power to decide whether to introduce parking charges or not.

Examples of the unique circumstances faced by different places in Cheshire East are given below – more detail is provided in formal consultation responses in Appendix 2.

Alsager – Parking is used to access local schools, there are very few shops left, and a large elderly population. Fairview Car park is the only major car park in the town and is a pickup and drop off point for Highfields School.

Congleton – Does not receive the same regeneration funding as Macclesfield and Crewe, limiting its potential “offer”. Congleton faces competition from Barn Road, West Heath Shopping Centre, Biddulph Sainsburys or Talke Retail – all of which offer free parking, and all of which are busy centres with high business occupancy.

Crewe – Charges are higher here in comparison to other towns, especially given the relative lack of shops and the need for regeneration. Many who live in Crewe shop in neighbouring towns that offer free parking instead.

Handforth – Inadequate parking facilities in Handforth encourages potential visitors to go to out of town alternatives or other local centres instead. Handforth faces significant competition from out of town retail parks that offer free parking.

Holmes Chapel – Faces cross-border competition from neighbouring towns – the introduction of charges could encourage more residents to travel to Northwich for goods and services, where short stay parking is plentiful and free.

Macclesfield – Charges are higher here in comparison to other towns.

Middlewich – It is felt council owned car parks are not used sufficiently to make it economic to enforce charges. The Seabank car park is well used as it serves the doctors, but it would not be ethical to charge for its use, the Civic car park is not well used during the day, and is in need of repair, the Victoria Hall / Civic Centre is currently being used as a vaccination centre for Covid-19, so to introduce charges on this car park for those awaiting and arriving for the vaccinations and the staff treating them would be inappropriate. Faces cross-border competition from neighbouring towns – the introduction of charges could encourage more residents to travel to Northwich for goods and services.

Nantwich – Charges are seen as unfairly high and affect trade. More Parking is needed as around 2,400 new dwellings have or are being built in the town, but no extra parking has been provided. There is no justification for free parking in Sandbach and some parts of Macclesfield, yet Nantwich and Crewe have the highest charges.

Poynton – The local elderly population need to shop locally, visit their GP surgery etc., and there is only the one car park. Local businesses need support. If introduced shoppers will travel by car to places with free car parks such as Handforth Dean or Asda and Sainsbury's in Hazel Grove.

Prestbury – A high car owning population which has a higher than average age profile. Springfields provides parking for parents dropping off and picking up children from the Bollin Grove Primary School, and the Shirleys provides parking for the doctors' surgery, dentist and visitors to the Shirleys senior citizens development.

Sandbach – Shops and businesses would suffer if charges were brought in. There has been a 30-40% increase in population in the town, with no new town centre parking. The legal status of Scotch Common prevents charging for car parking. The continuing vitality of Sandbach town centre is supported by free parking.

General comments on harmonisation of car parking charges

Some felt that all car park users should be charged, but that charges should be reduced to a low, minimal rate.

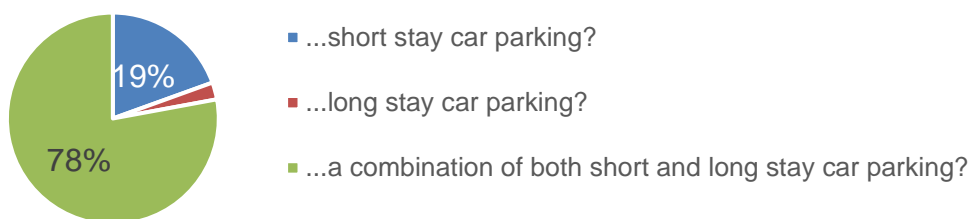
Others felt there should be no introduction of parking charges until suitable alternative transport systems (e.g. public transport) are in place.

The future role of car parking

Respondents felt there should be a balanced approach towards future town and village centre transport policies.

78% felt the council should provide a combination of both short and long stay car parking.

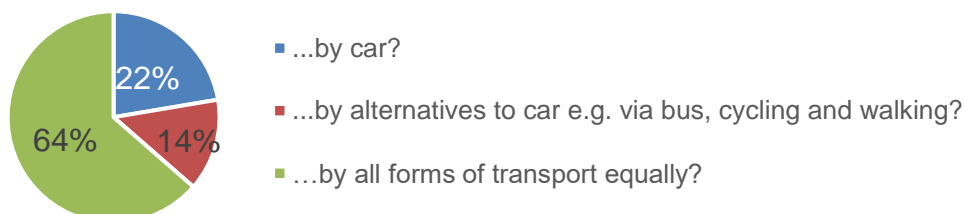
For the towns you visit frequently, do you think that the council should prioritise providing...



Number of responses = 3,720

64% felt the council should prioritise town centre access by all forms of transport equally.

For the towns you visit frequently, do you think that the council should prioritise town centre access...



Number of responses = 3,723

A large proportion of respondents (73%) disagreed that the introduction of car parking charges would mean they would use other modes of transport instead.

How strongly do you agree or disagree the introduction of car parking charges would mean you would use other modes of transport instead?



Number of responses = 3,498

Discussion about the future of car parking in Cheshire East

Survey respondents were asked if they had any comments about the future of car parking in Cheshire East. A summary of responses to this question is given below, with a full list of responses given in Appendix 1.

Mixed views on what car parking policy should be

There were mixed views and general disagreement on many aspects of future car parking policy.

Some felt current parking policy is fine as it is, others suggested waiting to see what the “new normal” post-pandemic looks like before making any decisions.

Provide more car parking, boost footfall and boost the local economy

On the one hand some felt the council has an obligation to provide more car parking, and free too, to facilitate access to local towns for shoppers, workers and visitors, to boost footfall, and to in turn support the local economy.

They felt the council must improve the overall offer of town and village centres, to attract more people to the shops there, instead of pushing them towards out of town shopping centres. They felt cheap and accessible car parking formed a critical element in a town’s overall offer.

They felt the council must make car parking as accessible and convenient for all as possible, and that it should increase car parking capacity as much as possible with multi-storey car parks, underground car parks, and on-street parking.

They felt this was also necessary to reduce congestion on local roads caused by on-street parking, which they felt will only get worse as the amount of development and new houses in the borough increases.

Reduce reliance on cars, have fewer car parks

On the other hand, respondents felt the council should reduce the number of vehicles on the road and reduce the amount of car parking spaces available. They also wanted to see a reduction on the amount of development, to help alleviate the demand on car parking spaces.

Some suggested that car parking in town and village centres should be expensive, to encourage people out of their cars and onto alternative forms of transport.

They felt this could be achieved by:

- Improving public transport to, and around, town and village centres. They felt current public transport provision is limited or too expensive, and a better service is needed.
- Providing tram links in and around towns and villages.
- Improving Park & Ride services.
- Improving walking and cycling infrastructure.
- Pedestrianising town and village centres.
- Introducing congestion charges, particularly for high emission vehicles.
- Introducing more park & stride schemes for schools.
- Having commuter / car share schemes.

Create car parks in town and village centres, or out of town?

Respondents were also split on where they felt car parks should be:

- Have car parking in town and village centres to encourage shoppers and trade.
- Have car parking outside town and village centres, to encourage "green" transport.
- Have one central car park in towns and villages with smaller car parks on the outskirts.

Improving car parking services

Managing car parking in residential areas

45% of respondents said there were areas in Cheshire East where on-street car parking restrictions need enforcing better.

Are there any areas in Cheshire East where you feel on-street parking restrictions need enforcing better?

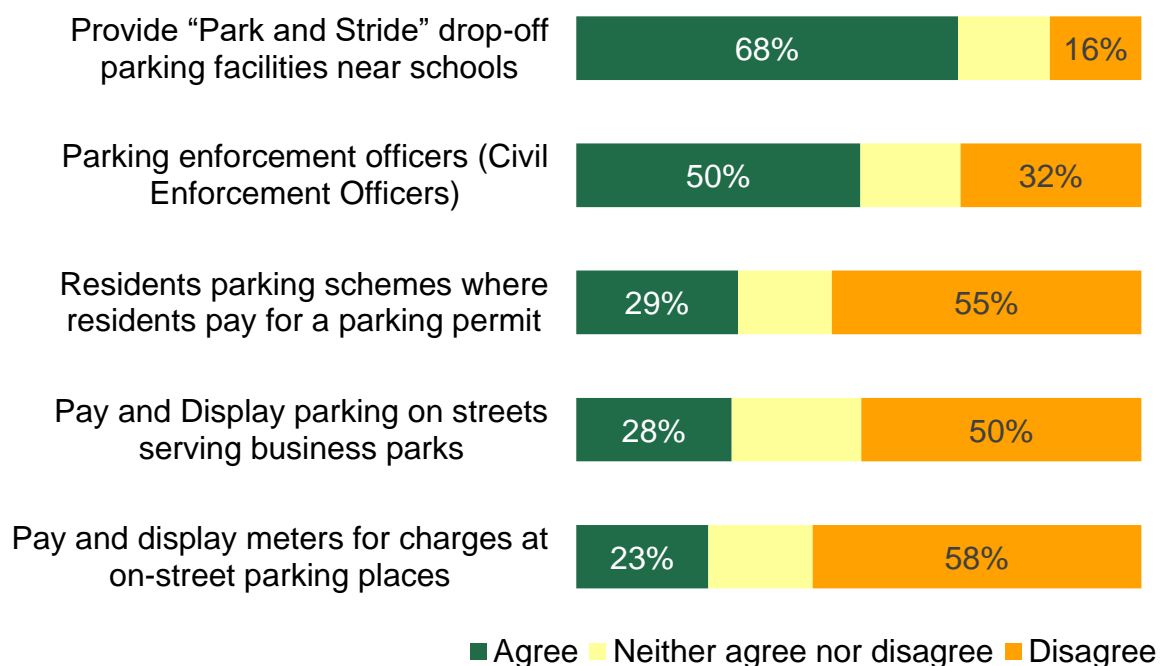


Number of responses = 3,696

There were mixed views on what measures should be used to manage parking pressures in residential areas, with “park and stride” drop off facilities near schools being popular (68% agree with these), along with parking enforcement officers (50% agree).

Less popular measures included resident parking schemes (29% agree) and pay and display parking on streets (between 23% and 28% agree).

How strongly do you agree or disagree that the following measures should be used to manage parking pressures in residential areas?



Number of responses between 3,269 and 3,293

Service improvements

The top 3 things respondents would like to see introduced in Cheshire East over the next 5 years were:

- More enforcement of illegal / inconsiderate parking (58% selected this option).
- Cash-free payment options at all car parks (44% selected this option).
- More electric vehicle charging points (41% selected this option).

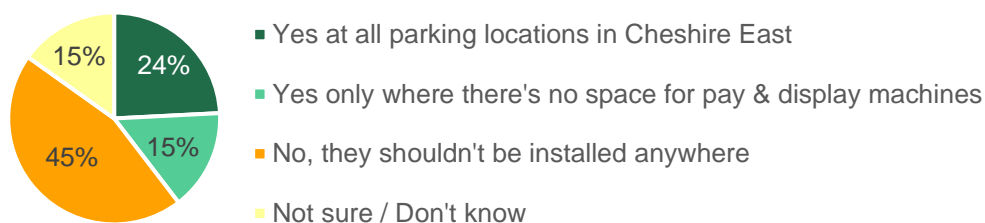
Which 3 of the following would you like to see introduced in Cheshire East over the next 5 years? *Select up to 3 only*



Number of responses = 3,064

Opinion was fairly split on whether “pay by phone” only payment systems should be used at car parking locations in Cheshire East.

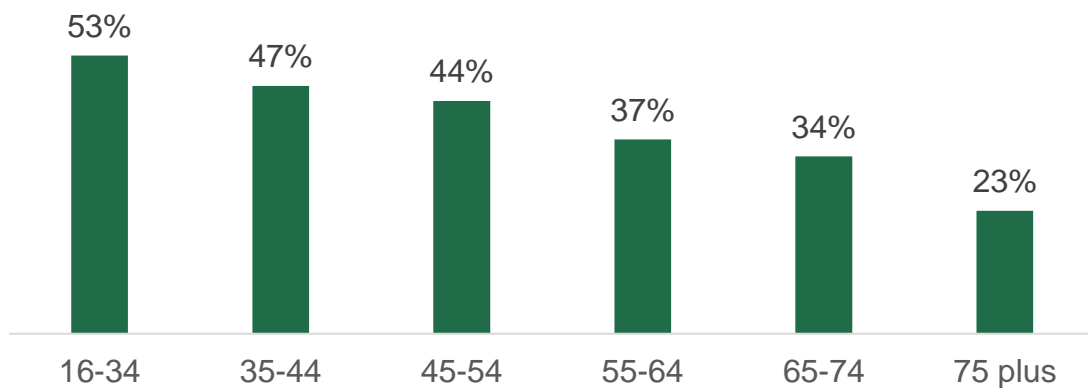
Do you think "Pay By Phone" only payment systems should be used at car parking locations in Cheshire East?



Number of responses = 3,286

Younger respondents were more likely to agree Pay by Phone payment systems should be used at parking locations across Cheshire East. For example, 53% of those aged 16-44 agreed Pay by Phone only payment systems should be used at car parking locations in Cheshire East, compared to 23% of those aged 75 plus.

Do you think "Pay By Phone" only payment systems should be used at car parking locations in Cheshire East? *Results by age, % that answered yes*



Number of respondents between 175 and 731

Discussion about improving car parking services

Survey respondents were asked if they had any comments to about how parking services could be improved. A summary of responses to this question is given below, with a full list of responses given in Appendix 1.

Paying for parking

Respondents felt that payment meters need to be made more user friendly, with more payment options, and that contactless card payment should be made available. They felt cashless payment options should have no surcharges, and that pay on exit should be an option.

Others had concerns about Pay by Phone payment meters, including that:

- Pay by Phone should not be the only payment method as not everyone can use this technology
- Contactless card and cash payment options are also needed.
- Service charges added on Pay by Phone apps were unfair and off-putting.
- Pay by Phone is difficult and slow to use.

Improve car parking infrastructure

Respondents suggested using council tax and business rates to improve car parking infrastructure:

- Fix road surfaces and potholes.
- Have better road entrances into and out of car parks.
- Improve signage and white bay lines.
- Increase the size of car parking bays, have more disabled and parent & child parking bays.
- Have better lighting and better CCTV / security.
- Have more (free) electric charge point bays.
- Provide overnight parking facilities for motorhomes.
- Have bike racks in all car parks.
- Make car parks more disabled friendly.

Improve on-street parking

To improve on-street parking respondents suggested:

- Tackling parking of cars on pavements.
- Tackling parking of cars on double yellow lines.
- Having resident parking permits with no charges for parking.
- Keeping some on-street parking for residents only.
- Improving parking outside schools.
- Improving markings of parking spaces.
- Having time limits on street parking spaces.

Improve parking enforcement

To improve parking enforcement respondents suggested:

- Better enforcement of disabled parking to prevent inappropriate use.
- Better enforcement of parent and child bays to prevent inappropriate use.
- Better enforcement of where blue badge holders can park.
- Parking enforcement officers are too strict / unfair.
- Have council-employed parking enforcement officers instead of private.

Appendix 1 – Survey open comment feedback

Harmonisation of car parking charges

Respondents were asked if they had any comments to make about harmonisation of car parking charges across Cheshire East. Responses to this question have been grouped together into the below categories and sub-categories.

Consistent parking charges should apply	404
About time! Fairness is needed for all residents / towns, all car parks should be treated the same.	131
Charge all car park users, but reduce charges to a lower, minimal rate. There should be a small nominal charge for all.	116
Charges should be fair, realistically priced and as low as possible.	79
Consistency is needed - either charge all or make it free for all.	27
Between 20p and 50 for 1 hour of parking would be fair.	22
Don't bring all lower charged parking up to the highest.	20
Charge car park users, but only if accessible and cheap public transport is available.	5
Affluent areas should not subsidise the less affluent areas.	4

Consistent parking charges should NOT apply. Charges should be set based on...	700
...the quality of local facilities and public transport, and the amount of traffic congestion.	355
...the amount, location and condition of car parking that is available.	123
...the size of the town - small towns can't compete with large towns for "offer", large towns have busy shops and more facilities so you should pay more there.	84
...how affluent the area is.	58
...the demographics of the area - older people need parking for shopping, doctors etc.	49
...how well the town has been regenerated.	23
...the cost of maintaining the individual car parks, and of wardens etc.	8

Disagreement on what town centre charging policy should be	46
Have higher parking charges in town centres, and cheaper parking outside, to encourage "green" transport such as Park and Ride etc.	27
Have free parking in town centres to encourage shoppers and trade.	19

General comments on harmonisation of car parking charges	61
Harmonisation should not be an excuse to increase charges throughout the county.	46
Let individual Town Councils decide whether to introduce parking charges.	12
There should be no introduction of parking charges until public transport system is improved.	3

Individual towns have their own needs	296
Alsager - Parking is used to access local schools, there are very few shops left, and a large elderly population.	110

Crewe - Charges are too high here in comparison to other towns, especially given the lack of shops and the need for regeneration.	71
Sandbach - Shops and businesses would suffer if charges were brought in. The Commons is not council property.	43
Nantwich - Charges are unfairly high here, and affect trade.	24
Poynton - The local elderly population need to shop locally, visit their GP surgery etc., and there is only the one car park. Local businesses need support.	23
Congleton - Parking charges have damaged local shops and discouraged visitors.	20
Macclesfield - Charges are unfairly high, should be reduced or made free to encourage shoppers.	5

Car parking should be free / abolish all charges	578
Encourage shoppers to shop local.	155
Car parks are currently free and should stay so.	131
Parking should be free in villages and small towns.	114
No charges boost local income.	66
No charges encourages visitors and tourists.	62
Parking should be free especially post-covid.	34
Parking on common land should never be charged as the land was given to the people.	10
The council has an obligation to provide free parking - Council tax and road tax should cover parking costs.	6

The introduction of parking charges would:	471
Discourage local shopping, and push shoppers to retail parks and online shopping.	193
Negatively impact small towns and businesses, and local communities.	132
Kill the High Street.	59
Discourage people from visiting town centres.	48
Lead to more on street parking, causing chaos.	34
Push people to drive further, to retail parks and free parking sites, which would be bad for environment.	5

Have discount parking initiatives such as:	166
Free short stay parking - make the first 20 minutes, 30 minutes or hour free	96
Free parking for the first 3 or 4 hours, charges should be for long stay parking	21
"Free after 3" parking.	15
Discounts or weekly passes for workers.	10
Discounts or free parking for local residents.	10
Free off-peak parking.	3
Tickets with time left on should be interchangeable with other CE car parks.	3
CE wide parking permits.	3
Blue badge holders should pay charges / should not pay charges.	5

Make improvements to car parks	34
All car parks should have modern payment machines, no need for apps.	19
Car parks should have car charging facilities.	5
Car parks should have cameras, with ANPR and fines for overstay.	4
Car parks should have good clear signage.	3

Cash and cashless charges should be the same, and no service charge for use of the app.	3
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The amount charged for car parking

Respondents were asked if they had any comments to make about the amount charged for car parking in Cheshire East. Responses to this question have been grouped together into the below categories and sub-categories.

Charges should be the same in every town	81
Charges should differ between towns	76
Charges should only apply, or be highest, in the larger towns.	32
Charges should not apply in towns in decline such as Crewe.	27
Charges should be matched to the shopping experience.	17

Charges should be free in:	121
Alsager.	82
Sandbach.	29
Crewe.	10

Charges are too high in:	71
Crewe (including at the train station).	36
Nantwich.	16
Macclesfield.	10
Knutsford.	2
Nature reserves.	7

The negative impacts of parking charges would be:	636
People would shop elsewhere, as the shopping experience is not worth the cost for parking.	314
Local shops would lose trade, local towns would decline.	178
Fewer quick trips to town or the shops, and shorter shopping trips.	37
Increased parking on residential streets.	90
Increased parking at supermarkets.	17

Charges would be unfair:	118
Because public transport and buses do not provide a suitable alternative to cars.	71
During and after the pandemic.	20
Because residents pay council tax.	19
When the machines don't give change.	6
Because car parks cost nothing to maintain.	2

Those who would be more likely affected by charges include:	91
Those living in smaller towns	35
Town centre workers who travel in by car.	21
Those on a low income.	18

Those living outside town centres.	17
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Not everyone should pay the same:	43
Town workers should pay more for parking.	8
Town workers should park free.	7
Town workers should be offered a permit scheme.	7
Residents should be offered a permit scheme.	6
Residents should park for free.	6
Permits or discounts should be offered to regular users.	5
Blue Badge holders should pay for parking.	2
Pensioners should park for free.	1
Voluntary workers should park for free.	1

Improving car parking services

Respondents were asked if there are any improvements they would like to see making to car parking services in Cheshire East. Responses to this question have been grouped together into the below categories and sub-categories.

Improve parking payment	92
Contactless card payments should be available everywhere.	53
Make payment meters more user friendly.	30
Introduce a system to negate the need to enter registration numbers.	9

Pay By Phone	325
Not everyone can use Pay by Phone or similar app technology e.g. the elderly.	158
Pay by Phone should not be the only payment method, card and cash payment options are also needed.	83
Opposed to the service charges added on Pay by Phone apps.	54
Pay by Phone is difficult and slow to use.	30

Make improvements to layout and infrastructure of car parks	167
Increase sizes of car parking bays.	44
Fix surfaces and pot holes.	40
Have clearer signage and white lines.	26
Have better lighting.	14
Have more disabled and parent & child parking bays.	18
Have better CCTV / security.	11
Have more (free) electric charge point bays.	9
Have bike racks / storage in all car parks.	5

Reduce the number of vehicles on the road and in car parks	26
Improve public transport to towns.	7
Improve Park & Ride services.	6
Have commuter / car share schemes.	5
Improve walking and cycling routes.	3
Pedestrianise town centres.	2

Introduce more park & stride for schools.	1
Charge more for higher emission vehicles.	1
Introduce congestion charges.	1

Improve street parking	77
Tackle parking of cars on pavements - give out more fines.	31
Have resident parking permits with no charges for parking.	15
Keep some on-street parking for residents only.	11
Tackle the parking of cars on double yellow lines - give out more fines.	6
Improve parking outside schools.	6
Improve markings of parking spaces.	4
Create more off-street parking spaces.	2
Have time limits on street parking spaces.	2

Improve parking enforcement	30
Better enforcement of disabled bays to prevent inappropriate use.	16
Better enforcement of parent and child bays to prevent inappropriate use.	5
Better enforcement of where blue badge holders can park.	4
Parking enforcement officers are too strict / unfair.	4
Have council-employed parking enforcement officers instead of private.	1

Changes to car park infrastructure	64
Create more car parking spaces.	33
Have better road entrances into and out of car parks.	7
Build multi storey car parks.	6
Provide overnight parking facilities for motorhomes.	5
Have fewer car parks/car park spaces.	5
Improve town centres to attract more people to the shops there instead of out of town shopping centres.	3
Stop building so many houses, thus increasing traffic and amount of traffic using car parks.	2
Use council tax and business rates to improve car parking.	2
Build car parks specifically for disabled users.	1

The future of car parking in Cheshire East

Respondents were asked if they had any comments to make on what the future of car parking in Cheshire East should look like. Responses to this question have been grouped together into the below categories and sub-categories.

Contrasting views on parking provision	124
All car parking should either be free or charged for.	67
Parking is fine as it is.	27
Consider each location individually and charge as appropriate.	27
Wait and see what the 'new normal' requirements are.	3

The council must provide car parking	851
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The council must provide access to facilities for shoppers, workers and visitors, to help support the economy.	727
Avoid congestion on local streets caused by parking.	78
Make parking accessible and convenient for all.	46

Increase parking capacity	152
Cater for increasing traffic due to new build properties in the area.	25
Provide more spaces for charging electric vehicles.	58
Have separate areas or wider bays for larger vehicles.	26
Build multi-storey car parks.	16
Consider provision for all types of vehicles and users.	14
Create out of town car parks with alternative means to access town centre	8
Create underground car parks.	3
Have one central car park in town with smaller car parks on outskirts.	2

Provide alternative transport	238
Public transport is limited or too expensive, a better service is needed. Provide tam network links between towns	94
Provide more cycle lanes and bike parking.	49
Improve pedestrian access.	38
Increase the amount of Park and Ride.	22
Have a green transport strategy to reduce pollution and congestion.	21
Provide free / low cost public transport around town centres.	7
Consider parking alongside active travel measures.	7

Parking should be cheaper	723
Have free parking only.	542
Parking charges should be affordable / lower prices for all.	82
Provide free or low cost parking in towns.	73
Have more free parking.	26

Ideas for cheaper parking schemes	257
Have free or low cost short stay parking.	106
Make the first 2 - 3 hours free.	57
Make the first 30 minutes - 1 hour free.	43
Have "Free after 3pm".	20
Have parking free on Sundays or weekends.	15
Have free parking after 5 or 6pm.	11
Make it possible to pay in 15-30 minute chunks rather than hourly.	5

Have parking permits	88
Have free or low cost parking for workers.	42
Have annual or monthly parking permits.	25
Residents should have special rates or free parking permits.	21

Long vs short stay parking	87
Have a mix of long and short term parking.	51

Provide cheaper out of town long-stay parking .	16
Offer a mix of car parks and on-street parking.	10
Provide more long stay parking in town.	7
Make private or council office car parks free at the weekends.	3

Innovations to current car park arrangements	84
Easy to use payment machines with a choice of payment methods.	24
Improve car park maintenance and security, including meters and payment machines.	20
Cashless payment options without surcharges.	13
Money back when shopping in certain stores.	7
Remove penalties for over staying the period paid for.	5
Allow motorhomes to park overnight.	4
Have pay on exit options.	4
One-way system for safety reasons.	2
Pre-booked spaces or automotive car parking charges.	2
Height restrictions.	1
Ability to use same ticket in all CE car parks on same day.	1
Add meters to on street parking bays	1

Places to enforce on-street parking restrictions

Respondents were asked to list any areas in Cheshire East where they felt on-street parking restrictions need enforcing better. Responses to this question have been grouped together into the below categories and sub-categories.

Alderley Edge	22
London Road	7
Eaton Drive	2

Alsager	301
Crewe Road	97
Audley Road	24
Station Road	23
Lawton Road	21
Sandbach Road	16
Pikemere Road	13
Hassall Road	10
Talke Road	9
Dunnocksfold Lane	8
Shady Grove	8
Church Road	7
Cranberry Lane	6
Cedar Avenue	5

Congleton	46
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Middlewich	19
Long Lane	3
Wheelock Street	3
Warmingham Lane	2

Haslington	10
Crewe Road	4
The Dingle	2

Crewe	198
Nantwich Road	18
Minshull New Road	12
West Street	10
Edleston Road	8
Gainsborough Road	6
Bedford Street	6

Knutsford	113
King Street	44
Princess Street	25

Poynton	143
Park Lane	57
Queensway	39
London Road	9
School Lane	9
Anson Road	6

Sandbach	82
High Street	12
Offley Road	7
Congleton Road	5
Green Street	4
Platt Avenue	4
Welles Street	4
Hightown	3
The Hill	3

Macclesfield	88
Victoria Road	7
Brock Street	4

Cross Lane	4
Moody street	3
Boundary Lane	2
Canal Street	2
Daven Road	2
High Street	2

Handforth	8
Wilmslow Road	2

Holmes Chapel	11
Portree Drive	3
London Road	2
Selkirk Drive	2

Tatton Street	5
Mereheath Lane	4
Canute Place	3
Mereheath Park	3
Tabley Road	3

Nantwich	218
Pillory Street	30
Swine Market	26
Hospital Street	21
Beam Street	18
Welsh Row	17
South Crofts	8

Bryons Lane	3
Henderson Street	3
Park Lane	3
Pownall Street	3
Valley Road	3
Bond Street	2
Bridge Street	2
Kennedy Avenue	2

Wilmslow	78
Buckingham Road	8
Chapel Lane	7
Alderley Road	5
Manchester Road	5
Green Lane	4
Hawthorn Lane	4
Knutsford Road	4

Appendix 2 – Written responses

Written survey responses were received from a number of organisations, a Councillor and an MP, and these are included in this appendix for reference.

The list of responses included here are listed below – responses are published in alphabetical order:

- Alsager Town Council.
- Audlem Parish Council.
- CAMPRA Leadership Team.
- Congleton Town Council.
- Councillor Gilbert.
- Hatherton & Walgherton Parish Council.
- Handforth Parish Council.
- Holmes Chapel Parish Council.
- Kieran Mullan MP.
- Knutsford Town Council.
- Middlewich Town Council.
- Minshull Vernon and District Parish Council.
- Nantwich Civic Society.
- Poynton Town Council.
- Prestbury Parish Council.
- Sandbach Town Council Planning Committee.

Alsager Town Council

Alsager Town Council resolved to agree to their comments on the Cheshire East Council Car Park Survey at a Town Council meeting held on 12 January 2021 (Min Ref TC19/269 refers).

Alsager Town Council strongly believes that there should be no charges at Alsager car parks to enable the town centre to thrive as the Fairview Car park is the only major car park in the town and is a pickup and drop off point for Highfields School.

In Cheshire East borough should not remove the pay and display machines to only offer phone payments via a smart phone. This is unfair to members of the community without this technology.

Alsager Town Council would like to see the following actioned within the next 5 years:

- Installation of additional electric vehicle charging points in all car parks in Alsager.
- More enforcement of illegal/inconsiderate parking.

- More secure parking places / lockers for cycles.

Audlem Parish Council

In terms of car parking in Nantwich the Parish Council would support increased short-term car parking capacity.

Relating to car parking generally the Parish Council would support a uniform parking charge in all towns across the Borough.

Although not mentioned anywhere car parks in areas like Audlem are a vital part of village life as they allow residents and visitors to access local services.

Chair of Audlem Parish Council.

CAMPRA Leadership Team

Being regular visitors to Cheshire in our motorcaravan we were very disappointed to see that the survey did not include any reference to motorcaravan parking so we were unable to answer some of the questions, we hope that you will consider this large and rapidly expanding section of the market going forward.

There are over 386,000 Motorcaravans in the UK and 82% travel year-round. Mostly owned by older travellers the estimated annual spend in local shops, pubs and restaurants is over £850 million.

Cheshire towns can benefit from a share of this revenue to support your local businesses by simply encouraging touring motorcaravans to visit your towns. All they need is somewhere to park for up to 48 hours close to towns or attractions.

Modern motorcaravans are self-contained units and mainland Europe has been tapping into this revenue stream for many years, the covid pandemic has forced us to look for additional ways to rejuvenate our towns and now is the time to embrace this large sector of our tourism market and welcome them to Cheshire to spend their money with you.

And its so easy just provide overnight parking in existing car parks, or utilise unused areas like the disused car parks or areas a dedicated Aire (motorcaravan car park). Canterbury is a perfect example of providing facilities in the park and ride which prevents motorcaravans driving through the town. Ideal for Shrewsbury as an example.

An Aire is Motorcaravan parking only with no external equipment, every 3 to 4 days they need to fill up with water and empty waste tanks it would be beneficial to provide a motorcaravan service point locally to support the touring motorcaravans, this would

be an easy to add as an addition to Chester Little Rodee car park who already allow motorcaravans to stay overnight and a favourite stop of of ours.

I would welcome an opportunity to discuss these further so please feel free to contact me to discuss further or feel free to download documents from our website www.campra.org.uk.

Congleton Town Council

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

Future Role of Car Parking

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

Accessing Town Centres

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

- Congleton Town Council has requested significantly enhanced public transport services; if they are provided and maintained by Cheshire East Council we should aim to ensure there are no additional cars on our roads’.
- It should be possible to catch frequent, low-cost bus services into and out of each of our towns in Cheshire East.
- We would like to encourage non-car travel for short journeys (< 2 miles) and local transport services should support this.
- The Congleton Link Road gives us an opportunity to re-plan bus services and make them reliable and frequent in Congleton.

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

Parking in Cheshire East future ideas

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

Harmonisation of Car Parking Charges

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

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

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

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

- Congleton will be the town likely to be most affected if Cheshire East were to harmonisation of charges across all paying car parks. If the harmonisation aimed to maintain the same overall income, it could see prices on Congleton car parks almost doubling. If Cheshire East offers other towns the same price structure as Congleton, we would not object, but believe that raising our costs at this time will have a detrimental impact on our town centre.

Chance for other comments on Harmonisation of Car Parking

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

How much should be charged for one-hour parking.

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

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

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

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

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

Views on General Principles of Parking

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

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

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

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

- More use of Parking Enforcement Officers in residential areas - This would be welcomed particularly in areas around the train station and roads adjacent to town centres, especially if visitors could park for two hours free of charge in CEC Car Parks.
- Pay and Display at Business Parks - Not sure this would be possible in Congleton, Business Parks are not owned by CEC and are largely out of town and self-managing. Encouragement of car sharing schemes could be worth exploring as mentioned in the Transport Plan Delivery actions
- Pay and Display on residential streets - This would need to be considered on a case-by-case basis and is likely to have a big impact on town centre residents without private parking spaces. Not appropriate in Congleton
- Park and Stride near Schools - This sounds like an excellent scheme that could help with safety, congestion and pollution around schools if adequate space can be found. Consultation would need to be carried out with parents.

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

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

Comments on suggested options for CEC Car Parks

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

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

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

Yours sincerely, Communities and Marketing Manager/Deputy Chief Officer, Congleton Town Council.

Councillor Gilbert

Please see my comments below:

1. An earlier study in which I was involved concluded that a one size fits all approach would not work and that each town should be considered individually. Holmes Chapel is a good example of this. We have two town centre unregulated car parks providing 47 spaces between them. All other parking is owned by local businesses or the Precinct owners and are for customers' short-term use. If we were to impose

restrictions on our spaces we would drive long stay parkers such as Village centre workers onto the surrounding residential streets which would be very unpopular with residents. A long stay perimeter car park is therefore a pre-requisite to regulation and even then, we would probably have to consider restricting on-street parking to force parkers into the perimeter car park. This would not be universally popular as it would affect residents' visitors as well as commuters. It would therefore create more problems than it would solve. Furthermore, charging is likely to be unproductive having regard to the low number of spaces split between two small car parks.

2. The introduction of charging where parking is currently free could further undermine the viability of our high streets which are already in decline and encourage more of us to shop at out-of-town retail parks. Internet shopping has increased dramatically during the pandemic and parking charges would give further impetus to this trend. We have recently seen the failure of a number of high-profile retailers and shopping centres which lose anchor stores such as Debenhams could become unviable. The introduction of charging could diminish the appeal of high street shopping and fuel the downward spiral of our high streets, thereby reducing the yield from business rates.

3. We need to be mindful of the cross-border implications in areas such as my Dane Valley Ward, Middlewich and the surrounding rural areas. The introduction of charging could encourage more of our residents to travel to Northwich for access to goods and services where short stay parking is plentiful and free. Do we really want to drive trade out of Cheshire East?

4. The timing of this survey is inappropriate and will produce atypical data which does not reflect the post-pandemic new normality, whenever that may be. Before February, it was difficult and sometimes impossible to park in Holmes Chapel. Since then, there have usually been empty spaces in most of our car parks and it has been much easier to park in other centres I have visited.

Hatherton & Walgherton Parish Council

Please see the comments below from Hatherton & Walgherton Parish Council where we had a discussion at our meeting on Monday 25th January 2021.

1. The Parish felt the fees were unfair across the 74 car parks that you have and that Crewe had one of the highest fees and is one of the least affluent areas.
2. Rural areas shouldn't be penalised with Car Parking charges due to being unable to walk/cycle into towns and some villages don't have a bus service.
3. There is a fear that local businesses are already struggling and hefty car park fees could kill the small business owner. The Parish would like to see an incentive to visit the urban towns and use the businesses and facilities
4. Councillors felt that all car parks should be free to help the economy get going after the next lockdown. It would also help if Cheshire East want to offer incentives then they should publicise it better.

5. Parish residents find it difficult to make use of shops, or be able to go 'for that coffee' for fear of going over of time and risk a car park fine.

Yours sincerely, Hatherton & Walgherton Parish Clerk.

Handforth Parish Council

For the town(s) you visit frequently (at least once a month), do you think that the council should prioritise...

The council should prioritise a combination of short and long-term* parking. However, since visitors and local workers contribute more to the prosperity of our village centre than commuters, the needs of these groups should be prioritised over those of commuters. (* defined as the working day + rail travel time of commuters - approximately 10 hours)

For the town(s) you visit frequently (at least once a month), do you think that the council should prioritise...

The council should treat access by all forms of transport equally. The differing circumstances (e.g. distance from home to village centre, age, physical fitness) of individual residents mean that they require the use of differing means of transport.

The council should note that, for commuters, driving to the station may have higher priority than driving to the town/village centre.

Do you have any comments to make on what the future of car parking in Cheshire East should look like?

The amount of available car parking in Handforth should be sufficient to ensure that visitors (who make a significant contribution to the prosperity of the village) are not deterred from visiting the businesses in the village centre. Inadequate parking facilities in Handforth prompts intending visitors to, instead, patronise out of town alternatives or other local centres.

How strongly do you agree or disagree that consistent car parking charges should apply across all towns in Cheshire East?

We strongly disagree. Some centres (e.g. Handforth village centre) have much greater competition from out of town retail parks that offer free parking. Pay parking in village centres such as ours would drive the very people who generate prosperity away from Handforth centre.

How strongly do you agree or disagree that where charged, the same hourly-rate car parking charges should apply across the whole of Cheshire East?

We strongly disagree. Differential parking charges are essential for encouraging parking at certain locations rather than others - and for distinguishing between different customer groups depending on their contribution to the prosperity of the village centre. For example workers and shoppers make a high contribution but commuters make very little contribution to the prosperity of the village centre.

Do you have any comments to make about harmonisation of car parking charges across Cheshire East?

We believe that this idea has no merit whatsoever. The town/village centres of Cheshire East cannot be regarded as identical as far as car parking is concerned. Their different circumstances require different charging schedules. Charging for car parks needs to beware the possibility that high prices will promote street parking in areas where it is not desirable.

What is the maximum amount you would be prepared to pay to park for up to 1 hour in the car parks you use regularly (at least once a month)?

Parking for up to two hours should be free of charge for shoppers and visitors - the people who contribute to the prosperity of the town/village centre. In Handforth persons, suspected of being commuters, indulge in all-day parking thus reducing access (particularly that of passing trade) to local retailers. Parking enforcement measures are required to reduce this deleterious effect on the profitability of village centre businesses.

What is the maximum amount you would be prepared to pay to park for between 6 - 10 hours in the car parks you use regularly (at least once a month)?

Again, this needs to differentiate between workers and shoppers who contribute to the prosperity of the town/village centre and commuters who do not. For a full time worker even the minimum quoted £3.50 is about £800 pa (or £1000 pa earnings before tax). This is a huge amount for a low paid shop worker who would be tempted to move to a job at an out of town shopping centre with free parking. This would be a factor in reducing the prosperity of the town/village centre. For a commuter, parity with station car parking facilities in neighbouring towns/villages is important - to avoid commuters being attracted from one centre to another by price differences. For example Wilmslow station car park is currently charges £5, is often full and has no free parking available. We believe that these factors induce some Wilmslow commuters to drive to Handforth in order to obtain better, cheaper car parking facilities. However prices should not be set so high in station car parks that commuters tend to occupy parking meant for workers or visitors. This may well prove to be the case in Handforth where free parking is available on nearby streets and car parks.

Those who live in Handforth and support or work in Handforth businesses should receive preferential treatment as far as parking is concerned. This could be achieved by a badge or token scheme that either guarantees a parking space or gives entitlement to a discounted parking charge. The technology for monitoring badge or token schemes already exists.

How strongly do you agree or disagree that Cheshire East Council should charge for car parking in the car parks it manages?

We agree that CEC should charge for car parking, providing that charges are designed to ensure use by the target groups – e.g. if a car park is designated for shoppers/visitors a high turnover can be achieved by parking being free for 2 hours but subject to a charge thereafter. Parking charges for the local workforce should involve a flat rate charge at a price affordable by low paid workers

How strongly do you agree or disagree that the introduction of car parking charges would mean you would use other modes of transport instead?

Will the introduction of car parking charges mean the use of alternative means of transport? This is not an easy question to answer. Charging for car park use is only one of several factors that may determine the choice of transport type by residents of Handforth. The weather, plans to visit several different locations, the amount of shopping to transport may all determine transport choice. Some Handforth residents may have little choice but to use their cars. Examples include those with health issues not severe enough for a blue badge and those living beyond walking distance to a bus stop or the station.

Do you have any comments to make about the amount charged for car parking in Cheshire East?

Different centres will have different circumstances and charging is only one of the tools available to regulate the use of scarce parking facilities that might discriminate against low paid workers living beyond walking distance from their place of work. Such persons have no choice but to pay from their post-tax income.

Are there any areas in Cheshire East where you feel on-street parking restrictions need enforcing better?

Yes – all those towns/villages that charge for car parking facilities by commuters.

Please give location details of the first area where you feel parking restrictions need enforcing better:

Handforth – all those streets within reasonable walking distance of the station – a no parking period between hours of e.g. 2.00 - 3.00pm would prevent all day parking.

The specific streets for this limitation should be determined as part of a comprehensive parking strategy for the village centre to include all street parking, public car parks, pay and display station car park and including engagement of the owners of private car parks

For the towns you regularly go into or visit (at least once a month), how often are car parking spaces available when you go?

There are rarely car parking spaces available in the centre of Handforth village. Please see the results of the WYG survey on car parking in Handforth. They demonstrate almost 100% occupancy of village centre car parks for much of the working day. WYG estimated that, by 2023, there would be a shortfall of 168 car parking spaces though this might fall to a shortfall of 60 spaces following construction of the station car park.

How strongly do you agree or disagree that the following measures should be used to manage parking pressures in residential areas?

We strongly agree with the provision of more effective civil enforcement in Handforth (the current system is ineffective).

We strongly disagree any pay and display street parking. We believe that free, time limited parking encourages turnover of spaces. This can be monitored by a disc system (as used very effectively in Carlisle amongst other centres) without incurring the cost of erecting and servicing parking meters.

We strongly agree with the provision of free park and stride parking near schools - again with time limits monitored by discs.

We strongly agree with the introduction of a residents' parking permit scheme (street parking and a reserved block of spaces in public car parks where appropriate) but this should be free, not charged.

Our comments here should not form part of a general policy because there is a need to address village/town-specific problems identified by a comprehensive parking review and a strategic plan.

How strongly do you agree or disagree that the following measures should be used to make charges for parking fairer in Cheshire East?

We strongly disagree with the introduction of emission charges. It would be premature and too cumbersome to enforce.

For most town/village centres we strongly disagree with the introduction Sunday parking charges in Handforth. However, in special circumstances it may be appropriate in other town/village centres. Even then it may be worth considering parking regulation by time limiting or means other than charging.

Our comments for Sunday parking charges extend also to night-time parking charges.

We recommend that, in any particular situation CEC seriously consider all alternative means of parking regulation before resorting to charging.

Which 3 of the following would you like to see introduced in Cheshire East over the next 5 years?

Why have we been asked to choose three options thus implying that the other 6 are not important? All 9 options represent improvements that should be introduced wherever possible. The provision of parking spaces for the disabled should be added to the list.

In Handforth more effective enforcement of parking regulations is an urgent requirement. Handforth currently has no electric vehicle charging points - though these are planned for the station car park. This proposed car park will no doubt have a cash free payment system, season tickets and secure cycle/motorcycle parking.

Do you think "Pay By Phone" only payment systems should be used at car parking locations in Cheshire East?

Why is a card payment system is not mentioned? More people can easily use a free card payment than a pay by phone which incurs a cost, takes longer and requires a phone with sufficient charge. Pay by phone discriminates against those without such a phone. We are aware of people who refuse to have a mobile phone thereby disqualifying them from parking their car. However, these people regularly use credit/debit cards.

Are there any other improvements you would like to see making to car parking services in Cheshire East?

Yes, CEC should consider

1. stopping concentrating on payment solutions - parking is a service not a cash cow
2. stopping concentrating on consistency- each centre has individual challenges and circumstances which need individual solutions
3. practicalities- at present an enforcement officer turning up to enforce a 2 hour time limit has to note all car numbers and times, wait 2 hours then deal with transgressions - but requiring all users to display a disc (issued free at most retailers) would clearly establish the time of arrival, allowing enforcement officers to see immediately on arrival where the transgressors are and deal with them.
4. arranging a professional car parking survey (where none already exists) for each centre followed by a strategy designed to deal with the issues identified and, after a

brief period of consultation, implement and enforce it - this should consider among other matters:

where residents parking permits should be introduced

which areas of street parking or car parks should be reserved or directed to full time workers

where short term shoppers and where time limited parking should be, where commuters are encouraged to park and any additional areas of no parking (e.g. street parking across cycle lanes)

5. including engagement with owners of private car parks to follow the strategy and enforcement cost parking spaces for larger vehicles (pay more for larger spaces)

6. We are aware of the outline car park management scheme included with the Station car park planning application 20/2211M. Whilst we appreciate that this is in outline and will be subject to refinement, we are concerned at the practicalities of some of the proposals, in particular those reserving a set number of spaces exclusively for residents of the Garden village by permit, and the preliminary proposed charging arrangements. The consultants (WYG) recommend (Garden Village at Handforth- Handforth - Park and Ride-Technical Note 13 - Outline car Park Management Plan 25/09/20, para 7.2) that the detailed management scheme will be subject to consultation with the parish council before final proposals are determined.

7. We particularly wish to endorse the consultants (WYG) final sentence of para 7.2 (Garden Village at Handforth- Handforth - Park and Ride-Technical Note 13 - Outline car Park Management Plan 25/09/20) recommending that “the detailed plan should be part of an overall strategy for parking in the district centre.” We urge Cheshire East Council to work with Handforth Parish Council, without delay, to devise a recommended overall strategy.

Holmes Chapel Parish Council

Holmes Chapel Parish Council (HCPC) considers it is appropriate to respond to this consultation as two car parks in the village centre that provide 40 car parking spaces are owned by Cheshire East Council (CEC), although Holmes Chapel is not included in the list of towns referenced in the study. Holmes Chapel as a Local Service Centre attracts many Cheshire East residents from outside the parish and with limited free and time-limited car parking in the village centre, this is often an issue for these visitors to use the facilities such as shops, Health Centre and other services.

HCPC does not consider more uniformity in provision is either necessary or desirable. The history of car park provision across the Borough reflects the needs and priorities of the previous constituent authorities and these remain substantially the same.

Rationalisation of provision to provide a corporate uniformity is not an adequate basis to impose change.

The two CEC car parks in Holmes Chapel are small, with a total capacity of 40 public spaces, including 3 disabled bays at the Library car park. These two car parks provide the only time-unlimited spaces in the village centre and in practice provide an all-day parking facility for those working in the village. The remaining parking facilities are private and provided by the retail sector and are all time limited, managed through external parking companies. These provide short-term parking for shoppers.

The other significant issue to highlight is the very substantial increase in new housing in Holmes Chapel which has clearly created a significant increase in demand for the limited parking facilities in the village, Covid impact excepted. As has been pointed out on many occasions, there has been no consideration within planning approvals for new homes, of the need for additional infrastructure and facilities, including car park provision to meet growing demands.

HCPC considers that the focus of any review of car parking in the village should be on the need for additional facilities – perhaps a long-stay car park on the edge of the village as there is no land available in the village centre.

This Council is of the view that introducing parking charges for the small number of parking spaces on the CEC owned land would be highly undesirable. It would not help with increasing turn-over of spaces and all users would be subject to large costs if charges were imposed, with the inevitable consequence that parking would be displaced onto residential roads. This would in turn create problems for residents on those roads and present potential safety hazards. It is also unlikely that reducing all-day use would lead to more short stay usage, as motorists would gravitate to the free car parks in the village centre. The net result would be a low income stream from charging and increased congestion elsewhere in the village.

The old adage of “if it ain’t broke, don’t fix it” is particularly apt in this case and we urge CEC to leave the existing arrangements in Holmes Chapel in place, whilst giving consideration to improving future provision.

Kieran Mullan MP

I am writing today with my response to the Council’s car parking consultation, which I understand is running until the end of this month having begun in November.

I have based my response on a survey run on my website for constituents to share their views. I encouraged all those who filled out the survey to also complete the Council’s more comprehensive survey and provided them with a link. Below is my response to the consultation which I have put together based on the responses of 276 constituents.

Of the 276 constituents who completed my survey, 90% agreed that across the whole Cheshire East region, there should be consistency to car parking charges. I agree with them. Users of car parks in Nantwich and Crewe are currently charged for car parking, whereas users of car parks in Alsager, Bollington, Handforth, Holmes Chapel, Middlewich, Poynton, Prestbury and Sandbach are not currently charged for car parking; Crewe and Nantwich pay the highest rates in the Borough. A consistent approach of no charges across all areas of Cheshire East would be of great benefit to our independent retailers and high streets, particularly as they look to emerge from these difficult times in the future.

On the subject of consistency between areas, many constituents highlighted the importance of having equal charges across Cheshire East in their suggestions, often referring to present situation as 'unfair'. One constituent wrote: "My biggest grievance is the inequality from town to town in Cheshire East. Cheshire East should adopt an equal policy across all the towns." A level playing field would encourage more people back into Crewe, as many who live in Crewe shop in the towns that offer free parking.

Some constituents, whilst welcoming of free parking, were not opposed to very small charges, but as long as these were consistent across all areas of Cheshire East. Fairness in fees/no fees across Cheshire East was a recurring theme across my constituents' comments.

Regarding the introduction of additional free short-stay parking options, of the 276 constituents, 97% agreed with such an expansion. In towns like Nantwich and Crewe where most shops and amenities in the town centres are within a short distance of each other, free short-stay parking is a desirable local option. The increasing number of 'click and collect' services is equally relevant to this case; people are more likely to visit the town to collect an ordered item if they know they can park for free, rather than paying for home delivery. This would in turn help footfall in the town centres, as the spaces would be occupied by shoppers. Many of my constituents suggested their desired lengths of short-stay free parking periods, which ranged from thirty minutes to four hours. Periods of free parking, for example before or after a set time, or at weekends, were also popular suggestions.

Several constituents said that without free short-stay parking in the town centre, they utilise short-stay on retail parks, which discourages them from visiting town centre shops. For centralised and decentralised retail to work in tandem and provide the best outcomes for our towns, a consistent approach to parking fees is essential; this way shoppers are encouraged to use both the town centre and retail parks rather than one or the other.

In response to my question about whether they would like to see more or less car parking in our towns, 71% of the 276 constituents wanted to see more, with 5% wanting to see less. From the 24% who were unsure about this question, the valid

point was made that there may not be any need for additional parking, but a need to make the existing parking free of charge.

There were also suggestions of a park and ride near serving the railway station and outskirts to help reduce traffic congestion in and around the city centre, as well as encourage visitors into the area. One constituent said: "In Crewe we could have a large free 'park and ride' car park near the station which would keep some traffic out of the town and encourage drivers and train passengers to get the free bus into town to enjoy and support our shops and cafes etc."

From these findings, there is foremost clear emphasis from my constituents on the consistency of Council car parking policy across the whole Cheshire East region. An overwhelming majority agree that the charges/free parking should be consistent. Further to this, an overwhelming majority agree that there should be more short-stay options available in town centres, and there is wide consensus that this will help improve the prospects of our town centres, particularly Crewe. It is also clear that a majority of my constituents agree there should be more parking on offer, or at least more free parking, in Crewe and Nantwich.

I have attached the raw data which supplements my response as a spreadsheet to this email, downloaded directly from my website.

I know you will give my constituents' views full consideration and look forward to hearing the outcomes of this consultation that I can share with those who kindly took the time to fill in my survey.

Knutsford Town Council

The Town Council is pleased that Cheshire East Council is bringing forward a new parking strategy and undertaking a pre-consultation survey to help develop its proposals. The Town Council has reviewed the contents of the parking survey and sets out its position on the topics raised below.

The Town Council wishes to have further detailed dialogue with Cheshire East Council to assist in the development of proposals for public consultation and we will be writing to the Portfolio Holder to specifically request this takes place.

In 2020 the Town Council prepared and consulted on the first stage of a Town Centre Masterplan and published the From Top to Bottom Street report which outlines a series of proposals for changes to parking and traffic flow in Knutsford. The Town Council has previously formally requested that this be given thorough consideration as part of any reviews into parking and a copy is enclosed for ease of reference.

79% of respondents to the consultation on the report indicated support for increased parking provision within the town centre. It should be noted that parking provision is generally insufficient at peak times i.e. weekends and event days, but that otherwise

turnover of parking spaces is acceptable. However, it must be noted that like other towns Knutsford is set to grow considerably over the coming years and therefore the Town Council considers that additional parking spaces should be provided in the town centre. Specific proposals are detailed in the From Top to Bottom Street report and include providing additional on-street parking, the development of at least one multi-storey car park, the introduction of long-stay parking spaces at the Booths supermarket car park and, in the short-term, a redesign of Tatton Street car park.

The Town Council's views on the specifics of the survey are:

- Cheshire East Council should provide a combination of both short and long stay car parking in Knutsford.
- Access by all forms of transport should be promoted equally but that there is currently an inequality due to poor access/facilities/services for non-car users.
- Parking charges and tariffs should be tailored for each town following careful consideration of the nature of individual towns. This will include consideration of the parking issues in that town, the competition the town centre faces from neighbouring towns and the challenges faced by the town centre.
- On street parking charges should not be introduced on streets nor at business parks as this will displace vehicles to surrounding residential areas.
- Park and stride drop off facilities (or other similar measures designed to reduce congestion around schools) should be developed.
- Cheshire East Council should introduce emissions-based charges to discourage these vehicles from town centres and reduce air pollution.
- Parking charges should not be introduced on Sundays.
- Night-time charges should only be introduced with the consent of the Town Council for the area concerned.
- Pay-by-phone only systems should not be introduced.

The Town Council's top priority from the provided list of improvements is for better enforcement of illegal/inconsiderate parking as the current enforcement is severely inadequate and under resourced. Cheshire East Council should reintroduce the abandoned scheme introduced a few years ago where Town Councils provide local direction to priority areas for parking enforcement officers, including targeting specific places at specific times. Dedicated enforcement officers for each town would provide the best informed locally responsive service.

The Town Council wishes to see cash-free payment options at all car parks including the provision of contactless payment options on pay and display machines. The Town Council also wishes to see suitable provision for covered cycle parking at all car parks and will work with Cheshire East Council to deliver this.

The Town Council urges Cheshire East Council to remove the coach parking bays at Tatton Street car park which are inaccessible and would be better used as car parking

spaces. In its place, the parking spaces at the Bus Station on Bexton Road should be reserved for coach parking to enable the Town Council to promote Knutsford as a Coach Friendly Town and promote greater tourism by this means.

Yours sincerely, Town Clerk.

Middlewich Town Council

Wheelock St., our high street, is already suffering from lack of footfall, despite an increase of local shoppers during lockdown. Shop owners do not want metered parking as this tends to be used by office workers and discourages shoppers.

The CEC owned car parks do not get sufficient use to make it economic to enforce charges. Jack's car park is free, and the CEC strip is tiny. The Seabank car park is well used as it serves the doctors, but it would not be ethical to charge for its use. Also, it is a very small car park. The Civic car park is not well used during the day, it is in dire need of repairs and so again it would not be economic for CEC to enforce charges. Middlewich needs to stay 'free.'

The Victoria Hall/Civic Centre is currently being used as a vaccination centre for Covid 19 to introduce charges on this car park for those awaiting and arriving for the vaccinations and the staff treating them is wholly inappropriate. Even without the Vaccination Centre in place, this car park services the Town Council and their staff, the Wych Centre, Middlewich High School, a GPs Surgery and pharmacy. Charging for access to these public services is wrong and would simply result in the people parking on residential streets and causing traffic issues.

Issuing parking charges on Middlewich car parks will have a negative effect on the following:

- Negative effect on attracting new businesses to the town
- Negative effect on attracting shoppers to the town
- Negative effect on people using bars restaurants etc
- Elderly and people on benefits may not be able to afford charges
- Force illegal parking on to side streets, grass verges and similar
- From illegal parking comes greater risks of public fallout, accidents and anti-social behaviour
- Illegal parking could result in blocking routes for emergency vehicles like fire, police or ambulance.
- More work/effort should be made on offering free parking to attract people back to town centres and small retailers/businesses.
- Free parking will help businesses recoup lost trade from Covid
- In towns where there is limited town centre parking, people are being held to ransom if they want to shop locally.

- Installing parking charges will force people away from town centre shopping and increase online shopping.
- Goes against many points raised in the Middlewich Transport Plan
- Car Parks need to include electric charging points

The simple fact is that Middlewich cannot support car parks which charge. Residents will simply drive to Northwich where they can get free parking and use the shops and services there. Car park and on street parking charging really could be the death knell for Middlewich Town Centre.

Minshall Vernon and District Parish Council

It was suggested that the Borough Council should be consistent with its car parking pricing policies across Cheshire East as Crewe had the most expensive parking charges whilst seven towns had free parking. Removal of car parking charges would remove many of the cars park on the roads thus improving road and pedestrian safety. Following the demolition of the Royal Arcade, this site should be used for parking prior to the commencement of the redevelopment. There was also concern about the reduction in disabled parking spaces in Crewe town centre.

Nantwich Civic Society

Parking and traffic issues in Nantwich.

We welcome the Review currently underway.

Despite the Covid related reduction in vehicle usage, the time will come when we will be back to the “normal” numbers. The Society has over many years communicated with Senior Officers, Cabinet Members and Leaders about the need for a review of both Traffic and Parking in Nantwich.

Our points for your consideration are:

More Parking needed – With new housing developments in and around the town over the past five years, with more to follow, there is a need to review the circulation of traffic as well as parking provision. Around 2400 new dwellings have been - or are in the course of being - built. No extra parking has been provided.

Many existing and new residents can walk to the centre but many will need to drive in for bulky shops – and to park.

Parking – convenient, value and available – is vital for the renewal needed for the Post Covid revival of retailing and business in town centres.

In Nantwich, in normal times there is a lack of spaces in peak times on market days - Thursday and Tuesday - and on Saturdays. The deterrent effect of a lack of availability will be exaggerated in the recovery.

The council is selling or has sold the St. Anne's Lane former gasworks site for redevelopment.

Whilst it was never an official council car park, there are/were about 180 vehicles using the site daily. With these being displaced once development occurs, new provision needs to be made. These vehicles are mostly used by low paid retail and office workers, so their ability to park cheaply is very important.

Displaced parking has increased enormously on streets - with attendant complaints to Councillors and Officers. Yet, no new spaces have been provided.

We have written to former Leaders, Cabinet Members, Councillors and Senior Officers over several years about those issues and opportunities, with one promising that a Review was imminent, (four years ago).

We have suggested how to make some more spaces in and around the existing car parks to senior Highways officers (now left the council, unfortunately). This would create c. 50 extra spaces cost effectively.

We would be pleased to engage once again with your officers to explain and demonstrate the details.

Not to increase parking spaces would be to neglect the reality of maintaining business and retail futures. Despite the increases in online buying, there will still be a need to "go to town". Councils have an obligation to keep the town centres thriving.

Charging equality – As well as increasing the number of parking spaces, there is a clear need to bring equality of charging across the Borough. Equality is a key CEC theme, so, please, let us have it with parking charges. There is no justification for free parking in Sandbach and some parts of Macclesfield yet Nantwich and Crewe have the highest charges. With charges equalled out across the borough, the receipts will increase as will the sense of fairness.

Cycling – More cycling is occurring but better and more cycle parking facilities are needed to augment the small number of racks and posts in town.

Pavement surfaces – Similarly, many of the walking surfaces need better maintenance. Path surfaces, for example, in Beam Street always flood in wet weather outside big stores. We have written on occasions to officers as well as the former Leader, with promises of some repairs, at least.

Good repairs have been carried out about 6 years ago to the High Street and Town Square, which made them safer to walk upon. Many other surfaces still need to be made safer from cracks, high edges and depressions. It is imperative for the health and safety of people in town.

We can supply examples for you if you wish – or will gladly show you around the town.

Railway station parking needs to be addressed. The car park fills up every day (normally) and it is worsened because Wrenbury does not have a commuter train service. Commuters from Wrenbury for instance and its feed-in settlements also try to park in the small parking area at the station or have to park on street with attendant problems for circulation and access. There is room for more land to be leased or purchased by the council at the rear of the former sidings.

Traffic circulation.

With the significant growth in new residents (2k new houses – so c. 5k new residents) in and surrounding Nantwich, more traffic is inevitable.

In an historic town like Nantwich the case for more pedestrianisation is extremely high. Narrow streets like Pillory Street and Hospital Street are dangerous for pedestrians with traffic free flowing along them. Some reduction is needed.

Similarly, vehicular access to High Street and Town Square is still authorised by traffic regulations. Consequently, deliver lorries and vans are constant problems for shoppers and visitors.

Their large size is often unnecessary and the times of deliveries should be limited to before 9am and after 4.30, to stop the pollution – air and noise – physical conflict and deterring of trade. A new traffic regulation order will be needed but it is something our Society has been asking for over many years.

As always Nantwich Civic Society has the success of the town at its heart and we believe it lies in great part in the efficient, fair and plentiful parking, safe pavements and cycle access and storage. We offer to meet to discuss our suggestions in more detail at your offices, in town or online.

Chair, Nantwich Civic Society.

Poynton Town Council

The Town Council strongly objects to parking charges being imposed in Poynton. Although the Town Council would urge consistency, this would be to make Town Centre parking free across the Borough.

In Poynton the imposition of parking charges would lead to:

- Shoppers travelling by car to places with free car parks such as Handforth Dean or Asda and Sainsbury's in Hazel Grove.
- Business will be taken out of Poynton (and Cheshire East) causing local shops to close.
- Increased traffic on the roads causing congestion and air pollution.
- Cars will park on residential streets, endangering Highway Safety.

The Town Council does not believe that there should be parking charges at amenity locations which people park in to undertake exercise.

As set out above, the Town Council is opposed to parking charges. However, if charges are levied the Council believes that the two hours parking should be free to encourage residents into towns and villages to increase footfall for businesses. The maximum charge per hour after the first two hours should be 50p per hour. The maximum amount that should be paid for daily parking is £5.00. The Town Council does not believe that the introduction of parking charges would increase the modes of other transport used instead. In particular, the public transport connection in Poynton are too infrequent to make this a viable option.

The Town Council can confirm that at peak times it can be difficult to find parking spaces at the Civic Hall, although this hasn't been an issue during covid-19.

On street parking restrictions including inconsiderate parking should be better enforced. Streets that have problem on street parking include Anson Road, Shrigley Road North, South Park Drive, Hazelbadge Road and Parklands Way. Civil enforcement officers should be used to manage parking pressures in residential areas. The Town Council would also support "Park and Stride" drop off parking facilities near schools. The Town Council would not support resident parking schemes where residents pay for parking.

The Town Council would strongly disagree with the introduction of emissions-based charges, Sunday parking charges or night time parking charges.

The Town Council would support more electric charging points, more enforcement of illegal or inconsiderate parking and more secure parking places or lockers for bikes.

The Town Council does not support car parking charges but in response to question 19 the Town Council does not believe that pay by phone only is appropriate. Many elderly residents would not be able to pay by smart phone, cash or card payments should be supported by pay and display machines.

Prestbury Parish Council

Prestbury Parish Council notes that the survey attached to this consultation is aimed at individuals and is therefore choosing to respond to it by means of this submission.

Although we have a railway station, most visitors arrive in Prestbury by car and we have a high car owning population which has a higher than average age profile. We recently provided our own short stay (free to use) surface car park for 20 vehicles near the Bridge Hotel and are currently discussing improving the car park at the railway station with Network Rail and the train operating company. Hence, car parking is of some considerable interest to us. Also, we were involved in discussions around on-street parking in the Village at the time of the village improvement scheme (which introduced the 20 mph speed limit). Subsequently, we were approached by Cheshire East Council and asked to discuss car parking but our attempts to respond to that approach were never taken up by Cheshire East. We therefore never bottomed out what it was that CEC wished to say to us.

There have been intermittent proposals over the years for the two CEC-owned car parks in Prestbury – Springfields and the Shirleys – to have charges imposed on them. When this prospect has arisen, the reaction from the Prestbury businesses and residents has been fury and disbelief. Fury because Springfields provides parking for parents dropping off and picking up children from the Bollin Grove Primary School and the Shirleys provides parking for the doctors' surgery, dentist and visitors to the Shirleys senior citizens development. And disbelief because, if those car parks had charges imposed on them, that would remove a key advantage which the village's restaurants, pubs and retail outlets have over town centre shopping and hospitality. There would also be displacement parking issues.

The consultation makes clear that the current process of reviewing car parking is not Covid-related. It was promised in the Local Transport Plan. But the fact of the matter is that it is taking place during the Covid pandemic and it is looking to a post-Covid world where the popularity of on-line shopping will certainly continue and where many people will be nervous for a long time to come about shopping and socialising in the traditional manner. Hence the continued availability of free car parks will, undoubtedly, be crucial to encouraging visitors to return to the village's retail, commercial and hospitality offer. We cannot stress enough how our local businesses would be impaired if charges were imposed on the car parks. We earnestly hope that this is not likely to happen. Following the lockdowns and social distancing requirements, our local businesses need all the help they can get.

Please see our related response to the Town Delivery Plans consultation. Thank you.

Yours sincerely, Chairman.

Sandbach Town Council Planning Committee

Please find below comments made by the Sandbach Town Council Planning Committee in regard to the CEC Car Parking Survey.

What has changed since 2009:

- A decline/consolidation of the Charter Market on Thursdays away from Scotch Common
- 30-40% increase in population – newbuild, no new town centre parking
- Government targets to halt the sale of petrol and diesel vehicles, increasing the need for electric vehicle charging facilities for residential areas with no off-street parking facility.
- Lack of infrastructure to support Electric Car charging within the town due to underground power supply being at limit for additional circuit.
- Unknown impact of COVID on vitality of town centres shops and offices, click and collect.
- Chapel Street car park now opened - still 75 spaces, tarmac surface following the Coppenhall Way development.
- Parking charges were introduced at Sandbach Station, this took place without consultation and caused major continuing disruption for local residents as rail travellers parked on the adjacent narrow streets to avoid the charges.
- Introduction of parking charges on small private areas including Iceland & Wheelock Wharf and these
- Recently planning permission for development opposite Waitrose will put further pressure on parking without additional capacity which could be provided by the Prime council when applications are granted.

What hasn't changed

- The continuing vitality of Sandbach town centre supported by free parking
- The legal status of Scotch Common, preventing charging for car parking
- Still have a requirement for car parking linked to the residential areas surrounding the town centre - this will be complicated by the lack of facilities for electric vehicle charging as petrol/diesel cars are phased out.

Councillors personal comments.

- Car Parks should not be seen as a source of general revenue for CEC, if they wish to avoid the maintenance costs then STC should look to take them over as part of the asset transfer scheme.
- Business rates payers occupying offices and retail premises in Sandbach do not see much in return for their expenditure, the continued provision of free parking for their town centre based staff and customers
- Charging for some of the car parks will divert parking to residential areas and side streets
- We do need to see residents protected and the charges for parking in the Train Station car park have seen pressure on roads nearby such as Marsh Green become intolerable.
- In future please make this part of a co-ordinated response to transport so we can feel that if Sandbach loses in one way that it gains in another.

- The provision of parking was addressed in the town parking strategy document has Cheshire East commented on this and included this in their deliberations.

Summary

The Town of Sandbach is a growing Key Service centre with a notable presence being the CEC building at Westfields and a growing pressure on all infrastructure across the town. Many new residential areas have been added to the Town such as the Abbey fields development and we want to encourage the use of the town by all new residents and the addition of parking charges will not make the town more attractive.

In summary response to Parking charges from the Councillors are that without evidence that it benefits our town the case for harmonisation does not stand up to scrutiny and we cannot support parking charges being introduced in Sandbach especially during this most difficult period of COVID restrictions.



Appendix 2 – List of existing car parks that charge and their proposed zones

Location	Car Park	Proposed Zone
Alderley Edge	South Street	Zone 2
Congleton	Antrobus Street	Zone 1
Congleton	Back Park Street	Zone 1
Congleton	Chapel Street	Zone 1
Congleton	Fairground	Zone 1
Congleton	Park Street	Zone 1
Congleton	Princess Street	Zone 1
Congleton	West Street	Zone 2
Crewe	Chester Street	Zone 1
Crewe	Civic Centre/ Library (Underground Car Park)	Zone 1
Crewe	Cotterill Street East	Zone 2
Crewe	Delamere Street	Zone 1
Crewe	Edleston Road	Zone 2
Crewe	Gatefield Street	Zone 1
Crewe	Holly Bank	Zone 1
Crewe	Hope Street	Zone 2
Crewe	Lyceum Square	Zone 1
Crewe	Oak Street	Zone 2
Crewe	Pedley Street	Railway
Crewe	Railway Street	Railway
Crewe	Thomas Street	Zone 1
Crewe	Victoria Centre	Zone 2
Crewe	Wellington Square	Zone 1
Crewe	Wood Street East	Zone 2
Crewe	Wrexham Terrace	Zone 2
Knutsford	Booths	Zone 2
Knutsford	King Street	Zone 1
Knutsford	Old Market Place	Zone 1
Knutsford	Princess Street	Zone 1
Knutsford	Silk Mill Street	Zone 1
Knutsford	Tatton Street	Zone 2

Macclesfield	Christchurch	Zone 1
Macclesfield	Churchill Way	Zone 1
Macclesfield	Commercial Road	Zone 1
Macclesfield	Duke Street	Zone 2
Macclesfield	Exchange Street	Zone 1
Macclesfield	Gas Road	Railway
Macclesfield	Grosvenor Multi-Storey	Zone 1
Macclesfield	Hibel Road	Zone 1
Macclesfield	Jordangate Multi-Storey	Zone 1
Macclesfield	Macclesfield Railway Station	Railway
Macclesfield	Old Library	Zone 2
Macclesfield	Park Green	Zone 2
Macclesfield	Parsonage Street	Zone 2
Macclesfield	Pickford Street	Zone 2
Macclesfield	Sunderland Street	Zone 2
Macclesfield	Town Hall	Zone 1
Macclesfield	Waters Green	Railway
Macclesfield	Whalley Hayes	Zone 2
Nantwich	Bowling Green	Zone 1
Nantwich	Church Lane	Zone 1
Nantwich	Civic Hall	Zone 1
Nantwich	Dysart Buildings	Zone 1
Nantwich	First Wood Street	Zone 2
Nantwich	Love Lane	Zone 2
Nantwich	Market Area	Zone 1
Nantwich	Snow Hill	Zone 2
Wilmslow	Broadway Meadow	Zone 1
Wilmslow	Rex/ Hoopers	Zone 1
Wilmslow	South Drive (short stay)	Zone 1
Wilmslow	South Drive (long stay)	Zone 1
Wilmslow	Spring Street	Zone 1
Wilmslow	The Carrs (Parish Rooms on Chancel Lane)	Zone 2

Appendix 3 – Proposed changes to existing on-street parking places.

Location	Street	Proposed Enforcement Period	Proposed Stay Duration	Proposed No Return
Alderley Edge	London Road (Loading Bay only)	7am to 10am, Monday to Saturday (Loading only). 10am-6pm, Monday to Saturday 8am – 6pm, Sunday.	No change.	2 hours
Alderley Edge	London Road	8am-6pm, Monday to Sunday	No change.	No change.
Alderley Edge	Clifton Street	8am-6pm, Monday to Sunday	No change.	No change.
Alderley Edge	Stevens Street	8am-6pm, Monday to Sunday	No change.	No change.
Alderley Edge	George Street	8am-6pm, Monday to Sunday	No change.	No change.
Alderley Edge	Chapel Street	8am-6pm, Monday to Sunday	No change.	No change.
Alderley Edge	Brown Street	8am-6pm, Monday to Sunday	No change.	No change.
Alderley Edge	West Street	8am-6pm, Monday to Sunday	No change.	No change.
Alderley Edge	South Street	8am-6pm, Monday to Sunday	1 hour	No change.
Alderley Edge	South Grove	8am-6pm, Monday to Sunday	1 hour	No change.
Knutsford	Church Hill	8am-6pm, Monday to Sunday	No change.	No change.
Knutsford	King Street (north of junction)	8am-6pm, Monday to Sunday	No change.	No change.

Location	Street	Proposed Enforcement Period	Proposed Stay Duration	Proposed No Return
	with Drury Lane)			
Knutsford	King Street (south of junction with Drury Lane)	8am-6pm, Monday to Sunday	No change.	No change.
Knutsford	Tatton Street	8am-6pm, Monday to Sunday	No change.	No change.
Knutsford	Canute Place	8am-6pm, Monday to Sunday	No change.	No change.
Knutsford	Princess Street	8am-6pm, Monday to Sunday	No change.	No change.
Middlewich	Wheelock Street	8am-6pm, Monday to Sunday	No change.	No change.
Prestbury	The Village	8am-6pm, Monday to Sunday	1 hour	1 hour
Sandbach	Bold Street	8am-6pm, Monday to Sunday	No change.	No change.
Sandbach	Congleton Road	8am-6pm, Monday to Sunday	1 hour	1 hour
Sandbach	Green Street	8am-6pm, Monday to Sunday	No change.	No change.
Sandbach	High Street	8am-6pm, Monday to Sunday	No change.	No change.
Sandbach	Old Middlewich Road	8am-6pm, Monday to Sunday	No change.	No change.
Sandbach	Welles Street	8am-6pm, Monday to Sunday	No change.	No change.
Wilmslow	Mill Street	8am-6pm, Monday to Sunday	2 hours	2 hours
Wilmslow	Church Street	8am-6pm, Monday to Sunday	2 hours	2 hours

Location	Street	Proposed Enforcement Period	Proposed Stay Duration	Proposed No Return
Wilmslow	Water Lane	8am-6pm, Monday to Sunday	No change.	No change.
Wilmslow	Alderley Road Service Road North/ Parsonage Street	8am-6pm, Monday to Sunday	No change.	No change.
Wilmslow	Alderley Road Service Road South	8am-6pm, Monday to Sunday	No change.	No change.

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EQUALITY IMPACT ASSESSMENT

TITLE: – MTFS PARKING REVIEW PROJECT

VERSION CONTROL

Date	Version	Author	Description of Changes
25.06.2021	1	Mark Fleming	Original
02.07.21	2	Richard Hibbert	Reviewed

EQUALITY IMPACT ASSESSMENT

CHESHIRE EAST COUNCIL - EQUALITY IMPACT ASSESSMENT

Stage 1 Description: Fact finding (about your policy / service /

Department	<i>Strategic Transport & Parking</i>		Lead officer responsible for assessment	<i>Mark Fleming – Project Manager</i>	
Service	<i>Parking Services and Cheshire East Highways</i>		Other members of team undertaking assessment	<i>Mrs Lorraine Martin – Parking Services Manager</i>	
Date	25/06/2021		Version 1		
Type of document (mark as appropriate)					Service
Is this a new/ existing/ revision of an existing document (please mark as appropriate)					Revision
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) Please attach a copy of the strategy/ plan/ function/ policy/ procedure/ service	<p><u>Consultation on Proposed Changes to Parking Tariffs arising from the Medium-Term Financial Strategy</u></p> <p><u>Brief Description</u></p> <p>The Council will undertake a 30-day statutory consultation on the proposals for parking changes. The proposals for consultation have been fully reviewed and updated to take on board stakeholder feedback provided through a 9-week informal consultation with stakeholders and the public between November 2020 and January 2021. This elicited views on the role of parking and its ties with the council's economic, environmental and community policies. Respondents were invited to provide their views using an online survey or through formal representations made to an email address. The full report is appended and has been published on the 'Consultation results' part of the council's website. These 3783 responses have helped to develop the proposals.</p> <p>The proposals comprise:</p> <ol style="list-style-type: none"> 1. Charges in off street car parks where no charges currently apply; 2. Introduction of a uniform Sunday parking charge; 3. Standardisation of parking tariffs across the borough based on a Zone 1 (Inner), Zone 2 (Outer) and Railway charging structure; and 				

EQUALITY IMPACT ASSESSMENT

4. Harmonise on-street parking restrictions in some towns.

These proposals would not impact on Blue Badge Holders (off-street or on-street). Contract permit parking would be available in some car parks within the towns that currently have free parking, to reduce costs for regular users.

Overall Aim of Proposals

- To deliver the aims and objectives set out in the High-Level Parking Strategy, which forms part of the Local Transport Plan (LTP) that was adopted by the council in 2019;
- To ensure that the parking regime is fair, transparent, and consistent for all service users across the whole Borough; and
- To improve parking management across the Borough; and
- To assist in the delivery of the strategic objectives outlined in the 2021-25 Medium term Financial Strategy (MTFS).

Outcomes

- To inform and facilitate any future decision on whether the proposals should be implemented or not, which will be taken by the Highways and Transportation Committee in January 2022 following analysis of all representations received from this statutory consultation; and
- To ensure fair, transparent, and informed decision-making with regard to the provision of parking services across the Borough.
- To comply with all relevant statutory regulations when making changes to relevant Traffic and Parking Orders.

Operational Issues

- To ensure that no individuals or groups with protected characteristics are disadvantaged by the proposals.

EQUALITY IMPACT ASSESSMENT

	<p><u>How the proposals fit with the wider aims of the council</u></p> <p>In 2019, the Council approved a high-level parking strategy as part of its Local Transport Plan. This established the need to introduce a consistent approach to car parking across the Borough to enable car parking to better support the strategic objectives of the Council.</p> <p>In setting the MTFs, along with the proposed investment in highways and strategic transport matters, the council also gave approval to bringing forward a set of proposals for consultation to address the inconsistencies in car parking arrangements across the Borough and to tackle the opportunity of not charging appropriately for car parking.</p> <p>The council, as a Best Value Authority, must be able to demonstrate that it is achieving value for money for the discretionary services that it chooses to operate. All car parks require maintenance, management and enforcement and therefore cost money for the council to operate. This is currently met from a budget allocated from the general fund and is in competition for funding with social care and other statutory obligations. The current car park charging arrangements, with a mixed and inconsistent approach to car park charging, with many being free, do not demonstrate how the council is achieving value for money from its car parking service.</p>
<p>Who are the main stakeholders, and have they been engaged with? (e.g. general public, employees, Councillors, partners, specific audiences, residents)</p>	<p>The main stakeholders are the statutory bodies that the council is legally obliged to consult with and the general public themselves who may be our residents, service users, workers, commuters, shoppers, and visitors to the borough. In addition, the Council's staff and representative organisations will have an interest in the proposals.</p> <p><u>Survey Feedback – November 2020 to January 2021</u></p> <p>Stakeholders and respondents were able to provide responses via an online survey, email or letter. An Equality Impact Assessment was completed prior to this consultation. Full details of the responses are included in the final consultation report, which is available on the Cheshire East Council website at: https://www.cheshireeast.gov.uk/pdf/Council-and-democracy/Consultations/Consultation-results/Car-Parking-Survey-2020-Full-report.pdf</p> <p>Following analysis of feedback from the survey, emissions-based parking charges and late night parking charges have not been brought forward as part of our proposals. However, 59% of respondents favoured increased levels of enforcement to reduce inconsiderate or illegal parking. In response, the original proposal to extend parking tariffs to Sundays has been modified to an approach that would introduce a maximum £1 daily charge on Sundays,</p>

EQUALITY IMPACT ASSESSMENT

	<p>not an hourly tariff as for weekdays. This approach would make a financial contribution to the unavoidable operating costs of car parks on Sundays, simplify enforcement whilst distinguishing Sundays from the standard working week. It will also facilitate enforcement. The Highways and Transport Committee Report explains why they have been included.</p> <p>Car parks are proposed to be split into tariff zones with:</p> <ul style="list-style-type: none"> • Zone 1 (Z1) comprises central car parks i.e., those located within 300 metres / 5-minute walk of the centre. • Zone 2 (Z2) includes 'edge of centre or out of centre' or car parks serving Local Service Centres as defined in the Local Plan. • In Zone 1, short stay (up to 4 hours) parking tariffs would be 20p more expensive for the first hour and 90p more for 4 hours, than in Zone 2. • Long stay parking (up to 10 hours) would be £2.20 more expensive in Zone 1 than in Zone 2. • These proposed tariffs are consistent with existing tariffs for most Crewe and Macclesfield car parks. • Where a car park is heavily used by rail commuters at main rail stations (more than 1.5 million passengers annually), the Zone 1 tariff band applies with one adjustment, which remains unchanged at £7.50 for all-day parking (6 to 10 hours).
What consultation method(s) did you use?	See above – noting that the methods used took account of guidelines relating to the national pandemic which were effective at that time.

Stage 2 Initial Screening

Who is affected and what evidence have you considered to arrive at this analysis? (This may or may not include the stakeholders listed above)	<p>None of the proposals would impact on Blue Badge Holders (i.e. persons with visible and non-visible disabilities) and they would be able to continue parking for free on-street (where specific disabled bays are provided) and off-street (in dedicated disabled bays) as long as they comply with the terms and conditions of their permit. Blue Badge Holders would also be able to continue parking in other areas such as on double yellow lines for up to 3 hours, again providing they comply with the terms and conditions of their permit and the Highway Code.</p> <p>Feedback from the survey showed that cash-free payment options at all car parks was the second most popular suggestion for parking services improvement, with 44% overall showing a preference for this. As part of the proposals, cashless-enabled machines could be introduced in large car parks where more than one Pay & Display machine is required (i.e. if a car park requires two Pay & Display machines due to its overall size, one may be cashless but the other one will have a cash option). However, no off-street car parks would be wholly cashless and as a result the</p>
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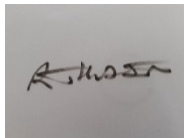
EQUALITY IMPACT ASSESSMENT

	<p>proposals are not expected to have a significant impact on persons who prefer / need to rely on cash as a means of payment e.g. elderly users or persons without access to a bank account.</p> <p>There are proposals for Sunday Parking Charges to be implemented in the council's town and village car parks. At some locations, the council propose to introduce parking charges at car parks that may serve Churches and other places of worship. This could be seen to have a disproportionate impact on religions who worship on a Sunday. However, there are no exceptions or exemptions in the current parking regime for other religions who may worship on days other than Sunday. Therefore, the proposals are not considered to disproportionately impact on religions who worship on a Sunday, in fact they are considered to address an existing unfairness affecting people who worship on days other than Sundays.</p>
Who is intended to benefit and how?	<p>Through the use of some cashless machines, the incidence and risk of vandalism/ theft is expected to decrease as the opportunity to steal money from parking machines is reduced. There will also be a cost saving to the council for cash collection and processing. The repairs undertaken by the council are financed by parking revenue. This outcome could release additional funds to provide other service improvements, maintenance or new technologies.</p> <p>Residents of towns and villages are expected to benefit from the effects of improved parking management and enforcement, as well as from a fair and harmonised parking regime that removes the existing inequalities between places across the Borough.</p> <p>The proposals are expected to encourage greater turnover of parked vehicles in our towns and villages, enabling more visits and greater footfall to the benefit of businesses. There would also be increased levels of enforcement to manage illegal or inconsiderate parking which is reported to the Council as a source of anxiety/ disruption to some residents.</p>
Could there be a different impact or outcome for some groups?	<p>The proposals would not impact disproportionately on people with disabilities, as Blue Badge Holders have a number of dispensations from parking restrictions.</p> <p>The proposals are not expected to disproportionately impact on the lowest income individuals / families as these groups are less likely to own/use a car or van.</p> <p>The use of cashless machines is not considered to disproportionately impact on certain groups with protected characteristics because cash use has declined during COVID-19. None of the off-street car parks would be fully cashless.</p>

EQUALITY IMPACT ASSESSMENT

		There is an impact on religious groups that worship on Sundays, as a result of introducing charges on Sundays. However, this measure is considered to address an existing unfairness affecting people who worship on days other than Sundays.					
Does it include making decisions based on individual characteristics, needs or circumstances?		There will be a decision made based on the representations received during the Statutory Consultation period, however the proposals would not affect individual groups with protected characteristics (e.g. Blue Badge Holders - Disability).					
Are relations between different groups or communities likely to be affected? (e.g. will it favour one group or deny opportunities for others?)		It is not anticipated that this will significantly change relations between user groups or communities because the proposals would create greater harmonisation across the Borough. Harmonisation of parking tariffs across the towns and villages in Cheshire East removes an historical unfairness with some places effectively subsidising those that have retained free parking.					
Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?		Historically, the parking services operations and activities were different across the three former district Councils. When the Cheshire East authority was formed, these parking regimes were inherited which resulted in disparity and potential inequality across the Borough. One of the purposes of the proposals is to harmonise the parking regime and provide greater consistency and fairness in the parking service experience for users.					
Is there an actual or potential negative impact on these specific characteristics? (Please tick)							
Age		N	Marriage & civil partnership		N	Religion & belief	N
Disability		N	Pregnancy & maternity		N	Sex	N
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
Information and appendices to the Highways and Transportation Committee report (July 2021) summarises our background research and benchmarking with other partners.							
		Yes (in-depth and extended survey in 20/21 and there will be statutory public consultation over a 6-week period in 2021)					
Age		<i>Does this service provide any specific impact for different age groups? If so, what is this?</i>					No
		<i>Persons aged under 18years are generally unaffected as they are not eligible to drive.</i>					

EQUALITY IMPACT ASSESSMENT

Disability	<i>There is a Blue Badge scheme which facilitates free parking for those who are eligible, and they may be the driver or passenger (Visible and non-visible disabilities)</i>	No	
Gender reassignment	<i>Does this service provide any impact for those who have undergone gender reassignment? If so, what is this?</i> No specific impacts as the service is available to all users	No	
Marriage & civil partnership	<i>Does this service provide any impact for people who are married or have a civil partner?</i> No specific impacts as the service is available to all users	No	
Pregnancy & maternity	<i>Does this service provide any impact for women who are pregnant or on maternity leave?</i> No specific impacts as the service is available to all users	No	
Race	<i>Does this service provide any impact for people from a particular race? If so, what is this?</i> No specific impacts as the service is available to all users	No	
Religion & belief	<i>Does this service provide any impact for people from different faith groups? If so, what is this?</i> No specific impacts as the service is available to all users	No	
Sex / gender	<i>Does this service provide any impact for men or women? If so, what is this?</i> No specific impacts as the service is available to all users	No	
Sexual orientation	<i>Does this service provide any impact for people who are gay, lesbian etc.? If so, what is this?</i> No specific impacts as the service is available to all users	No	
Proceed to full impact assessment? (Please tick)		No	Date 2 July 2021
Lead officer sign off		Date	
Head of service sign off		Date	
Richard Hibbert		2 July 2021	
Head of Strategic Transport & Parking			

OFFICIAL

EQUALITY IMPACT ASSESSMENT

If yes, please proceed to Stage 3. If no, please publish the initial screening as part of the suite of documents relating to this issue

EQUALITY IMPACT ASSESSMENT

Stage 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 <i>List what negative impacts were recorded in Stage 1 (Initial Assessment).</i>	Are there any positive impacts of the policy (function etc....) on any of the groups? Please include evidence (qualitative & quantitative) and consultations <i>List what positive impacts were recorded in Stage 1 (Initial Assessment).</i>	Please rate the impact taking into account any measures already in place to reduce the impacts identified <i>High: Significant potential impact; history of complaints; no mitigating measures in place; need for consultation</i> <i>Medium: Some potential impact; some mitigating measures in place, lack of evidence to show effectiveness of measures</i> <i>Low: Little/no identified impacts; heavily legislation-led; limited public facing aspect</i>	Further action (only an outline needs to be included here. A full action plan can be included at Section 4) <i>Once you have assessed the impact of a policy/service, it is important to identify options and alternatives to reduce or eliminate any negative impact. Options considered could be adapting the policy or service, changing the way in which it is implemented or introducing balancing measures to reduce any negative impact. When considering each option, you should think about how it will reduce any negative impact, how it might impact on other groups and how it might impact on relationships between groups and overall issues around community cohesion. You should clearly demonstrate how you have considered various options and the impact of these. You must have a detailed rationale behind decisions and a justification for those alternatives that have not been accepted.</i>
Age				
Disability				
Gender reassignment				
Marriage & civil partnership				

EQUALITY IMPACT ASSESSMENT

Pregnancy and maternity				
Race				
Religion & belief				
Sex				
Sexual orientation				
Is this change due to be carried out wholly or partly by other providers? If yes, please indicate how you have ensured that the partner organisation complies with equality legislation (e.g. tendering, awards process, contract, monitoring and performance measures)				

Stage 4 Review and Conclusion
ASSESSMENT

Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed			
Specific actions to be taken to reduce, justify or remove any adverse impacts	How will this be monitored?	Officer responsible	Target date
Please provide details and link to full action plan for actions			
When will this assessment be reviewed?			
Are there any additional assessments that need to be undertaken in relation to this assessment?			
Lead officer sign off		Date	
Head of service sign off		Date	

Please publish this completed EIA form on the relevant section of the Cheshire East website



Working for a brighter future together

Highways and Transport Committee

Date of Meeting: 21 September 2021

Report Title: Cheshire East Bus Service Improvement Plan

Report of: Andrew Ross, Director of Highways & Infrastructure

Report Reference No: HT/08/21-22

Ward(s) Affected: All wards in Cheshire East

1. Executive Summary

- 1.1. At the Committee meeting in July 2021, members considered a report outlining the content of the National Bus Strategy and the obligations it places on the Council. The first of these is preparation of a Bus Service Improvement Plan (BSIP) for Cheshire East. This report provides the Committee with an update of progress towards the Bus Service Improvement Plan and recommends how this document will be completed to meet the timescales set out in the National Bus Strategy.
- 1.2. The local bus network in Cheshire East is facing a number of critical challenges arising from a persistent and structural decline in patronage; compounded by more recent loss of ridership during the COVID-19 pandemic. Recovery of patronage could be prolonged as passengers consider using bus services again. These pressures are set in a context where Government's Covid funding support to local bus is unlikely to be sustained indefinitely whilst the Council has budget limits on its support to bus services. These circumstances are not unique to Cheshire East and are key influences in the recent publication of a new National Bus Strategy, "*Bus Back Better*" published on 15 March 2021.
- 1.3. The new National Bus Strategy sets out opportunities to address the challenges facing local bus networks alongside a set of obligations for local transport authorities to establish Enhanced Partnerships and produce Bus Service Improvement Plans. The success of the Council's response to the

national strategy will directly assist in delivering the following strategic aims and objectives in the Council's Corporate Plan 2021-25.

- 1.3.1. OPEN** - undertaking consultation and engagement with the bus industry, key stakeholders and the public will ensure that the Council's response to preparing a BSIP meets the Government's stated requirements and maximises the prospect of securing funding for bus networks in Cheshire East
- 1.3.2. FAIR** – the approach to partnership working and evidence-sharing with the commercial bus operators is expected to help the Council address some of the gaps and inconsistencies in the provision of local bus services across the Borough.
- 1.3.3. GREEN** - through our Bus Service Improvement Plan, the Council aims to develop the local bus network and ensure it plays a stronger role in meeting the transport needs of local communities, encouraging greater reliance on local bus as a viable alternative, and more sustainable mode of transport across the Borough. Achieving these outcomes will contribute to the Council's stated aims for reducing carbon impacts and improving local air quality.
- 1.4.** As previously noted, local authorities are required by the National Strategy to publish a BSIP by 31 October 2021, setting out the local bus outcomes for the borough. Thereafter, the plan will be developed and implemented alongside a new Enhanced Partnership Agreement. The aim is to achieve a more effective working arrangement between the Council and the commercial bus operators. The development of a BSIP involves close working with key stakeholders across the borough, in particular bus service providers, bus user groups and town and parish councils.
- 1.5.** At the July Committee meeting, it was resolved that a Member Advisory Panel be established to support and guide the development and delivery of this plan, in line with the Department for Transport's programme. The Advisory Panel met on 25th August 2021 and further meetings are planned to assist officers and the wider industry in preparation of the BSIP, ensuring it takes account of the needs and priorities of the Council.
- 1.6.** The BSIP seeks to achieve local transport and bus networks for residents and businesses that are safer, support thriving urban and rural economies and support the Council's Environment Strategy. A BSIP enables improvements to be made to the speed and efficiency of public transport and encourage more residents to make fewer car journeys, thus contributing to Council and community carbon reduction. To reflect these wider outcomes, extensive cross-departmental working has informed the preparation of our BSIP, in particular to ensure that the Council's wider objectives are positively impacted by improvements to the local bus network.

- 1.7. This evidence base to inform, support and underpin the development of the Cheshire East BSIP has been developed over recent months through detailed analysis of local data, including information provided by bus operators, responses to the Passenger Focus survey, highways network performance data on traffic speeds / congestion and Census have been analysed to build a detailed understanding of both the current network conditions and the potential for future growth. Summaries of these key data sets are to be included in the published plan (see DRAFT plan as Appendix 1).
- 1.8. The BSIP is being developed alongside Local Transport Delivery Plans for each area of the borough to ensure clarity and consistency whilst supporting a wider range of regeneration initiatives, town centre vitality and the visitor economy. The transport objectives to be defined in the BSIP will relate to the following aspects of travel by bus identified in the Government guidance:
 - 1.8.1. **more frequent services**, including turn-up-and-go services on major routes and demand-responsive services to lower-density places.
 - 1.8.2. **faster and more reliable journeys**, with bus priority where necessary and where there is room.
 - 1.8.3. **cheaper fares**, with more low, flat fares in towns, lower point-to-point fares and more daily price-capping everywhere.
 - 1.8.4. **more comprehensive services**, with better services in the evenings and weekends, not necessarily with conventional buses.
 - 1.8.5. **easier to understand services**, with simpler routes, co-ordinated timetable change dates, good publicity, and comprehensive information online.
 - 1.8.6. **easier to use for passengers**, with common tickets, daily fare-capping across all operators, simpler fares, contactless payment and protection of bus stations.
 - 1.8.7. **better integrated with other modes of transport**, including more bus-rail interchange.

- 1.9. Funding of £100,000 has been made available to the Council by the Government to support the development of BSIPs. In each local transport authority. The Council has used to this funding to progress development of the emerging BSIP.
- 1.10. The current draft document will continue to be developed in the time available before Government's stated deadline of 31st October 2021. It is recommended that the Members Advisory Panel continue to oversee the completion of the plan. Committee should note that the first BSIP inevitably reflects prevailing, industry-wide considerations about post-pandemic recovery, from patronage levels that have been suppressed by lockdown regulations and behaviour changes to travel patterns. Nevertheless, our plan provides a strong baseline and statement of ambition for the future of local buses in Cheshire East. The BSIP will be closely monitored and a detailed implementation plan will be developed during the preparation of the Enhanced Partnership agreement that is required by April 2022.

2. Recommendations

- 2.1. The Highways and Transport Committee is recommended to:
 - 2.1.1. Approve the objectives defined within the draft BSIP (see paragraph 1.8 and Appendix 1), as supporting the Councils wider policy objectives and the local context as set out in the evidence base.
 - 2.1.2. Note that the draft BSIP document will be subject consultation with all community groups and residents before it is finalised and submitted to Government.
 - 2.1.3. Delegate finalisation of the BSIP to the Director of Highways and Infrastructure, in consultation with the Chair of the Member's Advisory Panel, to enable the BSIP to be submitted to Government by the stated deadline of 31 October 2021.

3. Reasons for Recommendations

- 3.1. The proposed Bus Service Improvement Plan will guide future investment and ensure that future bus operations are in accordance with the expectations of the Department for Transport.
- 3.2. This BSIP has been produced after extensive analysis of the developed evidence base; a thorough review of latest transport policy at a local, regional and national level; and through conversations with bus operators, bus users and key stakeholders including town and parish councils. This process has led to the development of the BSIP and ensured that challenges and issues with the current bus network were identified, agreed with all parties and addressed where possible within the final document.
- 3.3. This BSIP is recommended for endorsement because it has been produced in full accordance with the published guidance, including the *National Bus*

Strategy (Bus Back Better) and accompanying Bus Service Improvement Plans – Guidance to local authorities and bus operators.

- 3.4. This recommendation has been put forward because having an active Bus Service Improvement Plan alongside an established Enhanced Partnership is a prerequisite of any future funding. Without an Enhanced Partnership in place, Cheshire East and bus operators will lose access to funding streams including future COVID-19 recovery funds, Bus Service Operator Grant (BSOG) and opportunities that arise as a direct result of the new National Bus Strategy and the Comprehensive Spending Review.

4. Other Options Considered

- 4.1. An alternative option is to do nothing, setting aside the opportunity to develop a Bus Service Improvement Plan. This would likely lead to the loss of a number of existing revenue support mechanisms for local buses, including Bus Service Operator Grant (BSOG) and Covid Bus Service Support Grant / Recovery Funding. This option would not see bus operations continuing their current level of service with further significant declines in both routes and passengers should be anticipated. This option would likely close the door on any future funding prospects, including those made available as part of the national strategy. Therefore, this option has been discounted.

5. Background

- 5.1. At present the bus industry within Cheshire East is facing a number of important challenges, including a decline in patronage, budget constraints affecting the council's ability to support bus services and more recently reduced ridership as a result of the COVID-19 pandemic.
- 5.2. In recent years bus patronage across the borough has declined progressively and consistently. In 2016/17, there were approximately 4.5 bus passenger journeys per resident with bus patronage declining by 22% since 2009/10. These statistics place Cheshire East within the bottom five Local Authorities for the lowest number of passenger journeys per head and amongst the lowest number of trips per head of resident population in England.
- 5.3. Before the COVID-19 outbreak, Cheshire East bus network was facing significant challenges regarding utilisation and the financial viability of a lot of the services in terms of commercial sustainability. During the early stages of the pandemic, the industry demonstrated some resilience as services were able to adapt and maintain at least some level of service relevant to patronage levels before Government help was provided.
- 5.4. However, as a result of reduced utilisation, the profitability of running bus services has been a significant challenge and serious questions have been raised whether the resilience is there for operators to withstand falling profitability associated with a crisis alike to COVID-19.

- 5.5. As bus service patronage continues to fall year on year and services become less financially viable, there is a risk that services across Cheshire East will be deregistered which could have lasting impacts on communities.
- 5.6. Over the last 6 months, the Council has been developing an evidence base to inform, support and underpin the development of a draft bus strategy. This evidence base compiles a range of quantitative and qualitative data as well as policies and strategies from various documents, policy levels, stakeholders and sources. It aims to summarise the current situation and provide a holistic overview of the wider political, economic, environmental, social and operational context of bus transport in Cheshire East. This evidence base will be used to build a Bus Service Improvement Plan (BSIP), in accordance with the National Strategy, to evaluate and strengthen the local bus network.
- 5.7. The Council has also recently received funding from DfT, as part of the Rural Mobility Fund (RMF), to trial a Demand Responsive Transport (DRT) service within rural Cheshire East. This service will be continually monitored, and data collection will be used to evaluate the viability of maintaining or expanding this service to cover a wider area of the borough. The potential for DRT in Cheshire East will be considered further during the development of a BSIP; during which, bus operator and stakeholder consultation and collaboration will be sought.
- 5.8. On the 15th March 2021 the UK Government released a National Bus Strategy for England. This strategy sets out the vision and opportunity to deliver better bus services for passengers across England, through ambitious and far-reaching reform of how services are planned and delivered.
- 5.9. As part of the National Bus Strategy, all LTAs are expected to produce and publish a local Bus Service Improvement Plan (BSIP), detailing how the LTA propose to use their powers to improve services.
- 5.10. The accompanying draft Bus Service Improvement Plan (Appendix 1) has been produced in full accordance with the published “*National Bus Strategy: Bus Service Improvement Plans – Guidance to local authorities and bus operators*”. This document provides guidance and templates to ensure each LTA and their local bus operators develop an ambitious BSIP to improve local bus services and access new funding.
- 5.11. The timescale set by Government for the development of a Bus Service Improvement Plan (October 2021) is very challenging. However, DfT officials indicate that there is believed to be a unique opportunity to strengthen cooperative working between commercial bus companies and local authorities as the country recovers from the pandemic. As the industry has received large scale financial support throughout the pandemic there is a need and a will to jointly plan what the future of local bus travel looks like.

6. Consultation and Engagement

- 6.1.** Engagement with Bus Operators, passenger groups and other key stakeholders including town and parish councils is an essential element of informing the BSIP. To date, engagement with the commercial operators has established a shared understanding of the parameters of the process defined in the National Strategy, consideration of policies and future ambitions for a future bus network. A comprehensive data sharing request has been responded to by operators, with commercially sensitive data made available under Non-Disclosure Agreements. This has enabled production of the draft document and will inform development of objectives and targets for the BSIP.
- 6.2.** Consultation and engagement with bus user groups, town and parish councils and other key stakeholders will continue as the BSIP proceeds. The draft document (Appendix 1) will be published as a consultation document, inviting communities and residents to comment. Responses to this consultation will be used to inform both the final BSIP and the development of the Enhanced Partnership for local buses.

7. Implications

7.1. Legal

- 7.1.1.** In developing and implementing a BSIP the Council must have regard to the transport needs of all of the residents in the borough, which may include disabled persons, persons who are elderly or have mobility problems and mothers with young children. Development of plans will need to be in accordance with statutory and legal requirements for Community Engagement, Equalities Impact Assessment and Strategic Environmental Appraisal.
- 7.1.2.** Before implementing the outcomes of the BSIP the Council should consult with local bus operators, various organisations including the chief of police for the area to seek their views on the planned proposals.
- 7.1.3.** The Secretary of State may issue secondary legislation and additional guidance in relation to the BSIP outcomes that feed into future Enhanced Partnership plans and schemes, the Council must have regard to the guidance.

7.2. Finance

- 7.2.1.** £100,000 has been made available from Government for each LTA to support the development of Bus Service Improvement Plans. Cheshire East has been granted this funding and will use it to produce a BSIP in advance of the end of October 2021 deadline.
- 7.2.2.** The BSIP will be implemented using funding provided by the long-term funding commitments of the National Bus Strategy and the

COVID-19 Bus Services Support Grant (CBSSG). This will be covered in a future report.

7.3. Policy

- 7.3.1.** Cheshire East corporate documents and strategies stress the importance of an enhanced public transport and bus network for attaining key strategic objectives such as improving local transport, reducing air pollution, achieving carbon neutrality, enabling housing and employment growth, improving quality of place and protecting the environment. They support improvements to local bus transport both in terms of infrastructure and service provision and call for the development of a bus strategy. Developing a Bus Service Improvement Plan will help to achieve these goals.
- 7.3.2.** At a National level, the development of a Bus Service Improvement Plan ensures that the council fulfils its duty as the Local Transport Authority in accordance with the responsibilities outlined within the National Bus Strategy.
- 7.3.3.** On a regional and subnational level, the Cheshire & Warrington LEP acknowledges the importance of buses for public transport in its transport strategy and LEP Bus Strategy. The LEP bus strategy should be aligned with the BSIP where possible to ensure any duplication of work is avoided. The South-Eastern Manchester Multimodal Strategy (SEMMS) and Greater Manchester's Transport Delivery Plan also acknowledge the importance of public transport and call for the coordination of cross boundary services, particularly following a commitment to bus franchising within Greater Manchester.

7.4. Equality

- 7.4.1.** Members must be fully aware of the equalities implications of the decisions they are taking. This will ensure that there is proper appreciation of any potential impact of any decision on the Council's statutory obligations under the Public Sector Equality Duty. As a minimum, this requires decision makers to carefully consider the content of any Equality Impact Assessments produced by officers.
- 7.4.2.** An Equality Impact Assessment has been commenced. This builds upon the EIA developed for the Cheshire Bus Strategy. Further Equality Impact Assessments will be undertaken for specific bus schemes and investment programmes as they come forward.

7.5. Human Resources

- 7.5.1.** There are no direct implications for Human Resources.

7.6. Risk Management

- 7.6.1. A Project Board has been established chaired by the Director of Infrastructure and Highways to ensure appropriate project governance and strategic direction. A project risk register has been developed and maintained, detailing mitigation measures.
- 7.6.2. Separate consultative meetings were held with Bus Industry contacts. The frequency of these meetings was determined following initial early discussions and are used to understand any external risks associated with each bus operator.

7.7. Rural Communities

- 7.7.1. The Corporate Plan outlines targets to reduce areas of the borough not served by public transport. The Council has already demonstrated a commitment to this through its successful bid for DfT funding as part of the Rural Mobility Fund, a Demand Responsive Transport (DRT) service is proposed as a result of this funding. Informed by the performance of this pilot service, DRT will be considered as an option for connecting rural communities within the Bus Service Improvement Plan. The criteria used to identify Nantwich as a suitable area for DRT operation have been used to identify additional potential sites across the borough.
- 7.7.2. The Corporate Plan also identifies the desire for thriving and active rural communities by 2025. Delivering improved accessibility to services and employment opportunities by improved bus connectivity supports this target. Any issues and opportunities for rural communities will be identified throughout the process of developing a Bus Service Improvement Plan.

7.8. Children and Young People/Cared for Children

- 7.8.1. The Corporate Plan outlines that some of the biggest pressures are in children's services, particularly placements for looked after children and services for children with special educational needs, including home to school transport.
- 7.8.2. The Bus Service Improvement Plan seeks opportunities to increase the scope for home-to-school travel to be accommodated on conventional bus networks, thereby reducing the need for bespoke transport provision.

7.9. Public Health

- 7.9.1. By enhancing bus provision in Cheshire East, with well-planned reform, this provides an affordable transport choice for young people that enables greater connectivity to additional learning and job/training opportunities.
- 7.9.2. Cheshire East is a prosperous place, but there are pockets of deprivation in communities related to income, health and life

chances. Improved bus services will enable a greater proportion of residents to access important services such as health care facilities. This will therefore help to address the Corporate Plan target to reduce health inequalities across the borough.

- 7.9.3.** There is also a desire to support communities by reducing loneliness. Improved bus connectivity will enable residents of all backgrounds to move around the borough more freely and engage with activities to improve mental and physical health.
- 7.9.4.** The BSIP also considers the impact of transport on issues affecting public health, most notably Air Quality and the contribution of Public Transport to health and wellbeing.

7.10. Climate Change

- 7.10.1.** Cheshire East have committed to be carbon neutral by 2025 and to influence carbon reduction across the borough. The Corporate Plan outlines a desire to improve the speed and efficiency of public transport and encourage more residents to make fewer car journeys. The BSIP seeks to strengthen the existing bus provision, delivering consistent and efficient services that can better compete with the private car.

Access to Information	
Contact Officer:	Richard Hibbert, Head of Transport Strategy Richard.hibbert@cheshireeast.gov.uk 07866 157324
Appendices:	Appendix One-Cheshire East Bus Service Improvement Plan (Draft)
Background Papers:	None

Cheshire East Bus Service Improvement Plan (BSIP)

First Draft

August 2021

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Executive Summary

To be drafted

DRAFT

1. Overview

1.1 Overview

This Bus Service Improvement Plan (BSIP) covers Cheshire East and sets out the Local Transport Authority's ambition to promote the use of buses across the borough.

To develop this document, Cheshire East have engaged with local bus operators, passenger groups and other stakeholders to deliver a vision for the future of travel by bus. Our aim is to meet the goals of the National Bus Strategy (Bus Back Better) in ways that fully reflect the needs and expectations of communities across the borough.

Our vision for buses in Cheshire East is "to provide a sustainable and reliable network of services that meets our needs for local travel and contributes to the economic and social well-being of our communities". We aim for bus to be an attractive travel choice for everyone, not only those without a car, for the widest possible range of local journeys.

Throughout this document, interventions have been considered that are designed to attract lapsed, existing and new users and reverse the long-term, structural decline in patronage that has been witnessed within Cheshire East. This BSIP also recognises the severe impact of the Covid-19 pandemic which has negatively impacted passenger demand, in part as a result of Government guidance not to use public transport.

Post-Covid, this BSIP seeks to initially stabilise the bus network, alongside long-term goals to improve Cheshire East's bus offer by initiating plans and policies that will drive improvement. This document has been developed in collaboration with local bus operators, community transport bodies, local businesses, services and people.

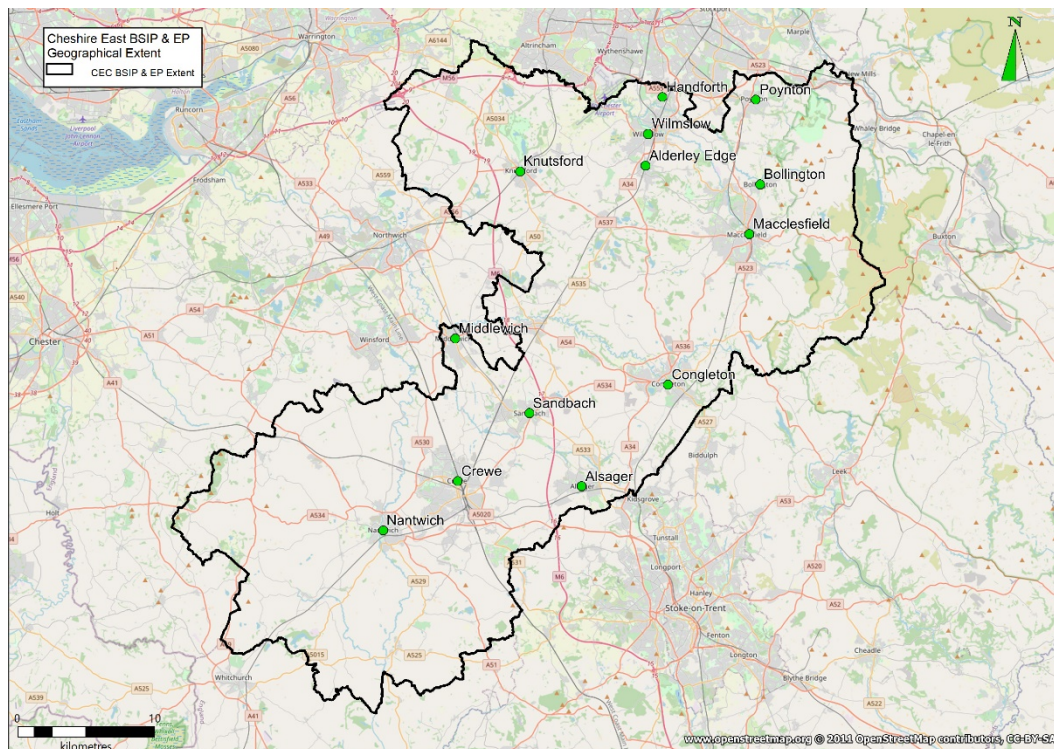
The Department for Transport (DfT)¹ guidance outlines that a BSIP must be produced by upper-tier authorities. As an upper tier local authority, Cheshire East has produced a single BSIP covering the full extent of its area. This approach has been adopted as a significant proportion of services lie wholly within the Cheshire East border and a number of these services are reliant upon some degree of support from the council. Notwithstanding this, it is also recognised that cross-boundary services are also present; therefore, collaboration with neighbouring authorities has been conducted to resolve any potential cross-boundary issues.

In accordance with the published guidance, this BSIP covers the full geographical extent of Cheshire East, including all local bus services within it (including cross-boundary services) and considers the varying needs of different parts of the borough. This area will also be covered by an enhanced partnership scheme coordinated between Cheshire East as the Local Transport Authority (LTA) and local bus operators in accordance with the National Bus Strategy.

¹ National Bus Strategy: Bus Service Improvement Plans, Guidance to Local Authorities and Bus Operators

An Enhanced Partnership is a statutory partnership between an LTA and their local bus operators that sets out how they will work together to deliver BSIP outcomes in the defined geographical area. Figure 1-1 demonstrates the extent of this area.

Figure 1-1: Cheshire East Enhanced Partnership and Bus Service Improvement Plan extents



Duration of the published BSIP?

Monitoring and evaluation approach to be confirmed. Annual monitoring?

Monitoring against other/wider local transport plans? Annual basis or more regular?

2. Current Bus Offer to Passengers

2.1 Introduction

The National Bus Strategy² outlines that BSIPs must drive improvements to local bus services in a number of ways. This section provides data and analysis of how the current bus network compares to the BSIP aims and objectives set out within section 3.

2.2 Current bus offering

A mix of commercial, partly and fully supported bus services, amounting to around 60 services is operated by a total of nine operators. Arriva Northwest and D&G Coach & Bus are the two main operators, running around two third of all services in the borough (see Table 2-1 from CEC, July 2021). Most services operate Monday to Saturday and not on Sundays or Bank Holidays. Evening services are very limited on most routes

Summary of table in Appendix provides breakdown of services in Cheshire East (July 2021).

2.2.1 Local Transport Operators

- Operators, level of mix
- Size and age of fleet
- Extent that services (including branding and ticketing) specified centrally by operators or with local people in mind
- Contact between LTA and operators
- No. of LTA staff working on buses, their roles and responsibilities, seniority

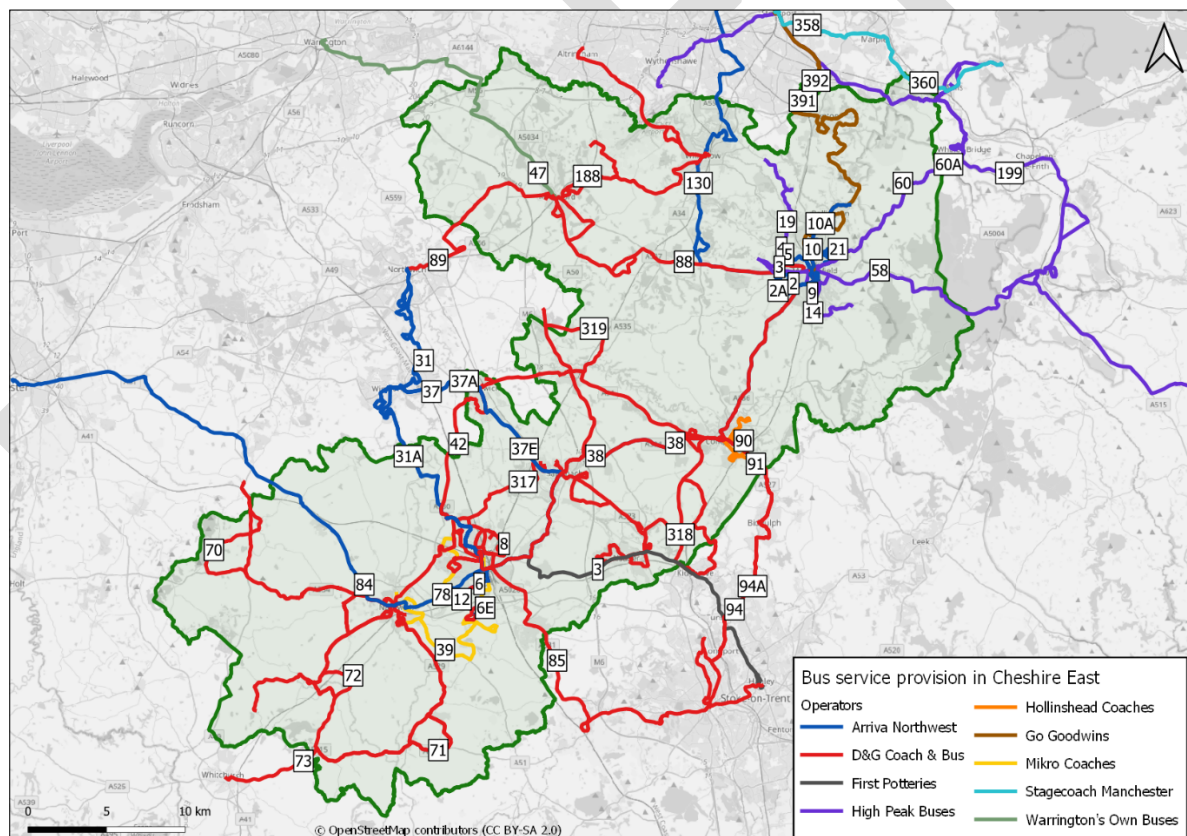
Table 6-1: Bus operators in Cheshire East showing number of routes/services by operator (CEC, 2021).

Name	Operator/Owner	Bus Routes	Detail	Depot
Arriva North West	Arriva UK Bus Ltd / Arriva plc	20	Boroughwide, focus on Crewe & Nantwich, Macclesfield and Middlewich	Winsford, Macclesfield
D & G Coach & Bus	D & G Bus Ltd (Centrebus Ltd)	19	Boroughwide	Crewe, Adderley Green
First Potteries	First Group plc	1	Stoke-on-Trent to Crewe	Stoke-on-Trent

² [National Bus Strategy](#)

Name	Operator/Owner	Bus Routes	Detail	Depot
Go Goodwins	Go Goodwins (Coaches) Ltd	2	Stockport to Macclesfield	Eccles
High Peak Buses	High Peak Buses Ltd (The Wellglade Group and Centrebus Ltd)	6	Between Macclesfield and High Peak	Dove Holes
Hollinshead Coaches	Hollinshead Coaches Ltd	3	Congleton	Biddulph
Mikro Coaches	Mikro Coaches Ltd	2	Crewe to Nantwich	Crewe
Stagecoach Greater Manchester	Stagecoach Group plc	2	Between Stockport/Cheadle and Handforth/Poynton	Manchester
Warrington's Own Buses	Warrington Borough Transport Ltd	1	Between Knutsford and Warrington	Warrington

Figure 2-1 Bus service provision in Cheshire East (CEC 2021)



2.2.2 Network and Routes

- *Network and routes – Core, Secondary, (Town, Inter-urban, secondary, rural) etc anything else other than conventional – Congleton DRT? – reference large table in appendices, with an explanation on the network, perhaps around what constitutes the current network hierarchy (core, secondary, etc) we can then build on this as an output in Section 2.5 and (importantly) in 4.2.*
- *Cross boundary considerations - certainly into Manchester*

- *Density of service* - depending on the time period, towns and key service centres can be reached within 40 minutes by around 80% of the population but only from around a third of the borough's area, reflecting that services are focused in denser and more urban areas. Overall, most urban areas are able to access towns and key service centres by bus, but rural areas are less accessible.
- *Any existing partnership/coordination arrangements*
- *Key trip attractors or Generators – business parks, MCR Airport, links into rail hubs or stations, large employers, committed new development, etc*

Figure 2-2: Bus network frequencies – weekday AM and PM peak period

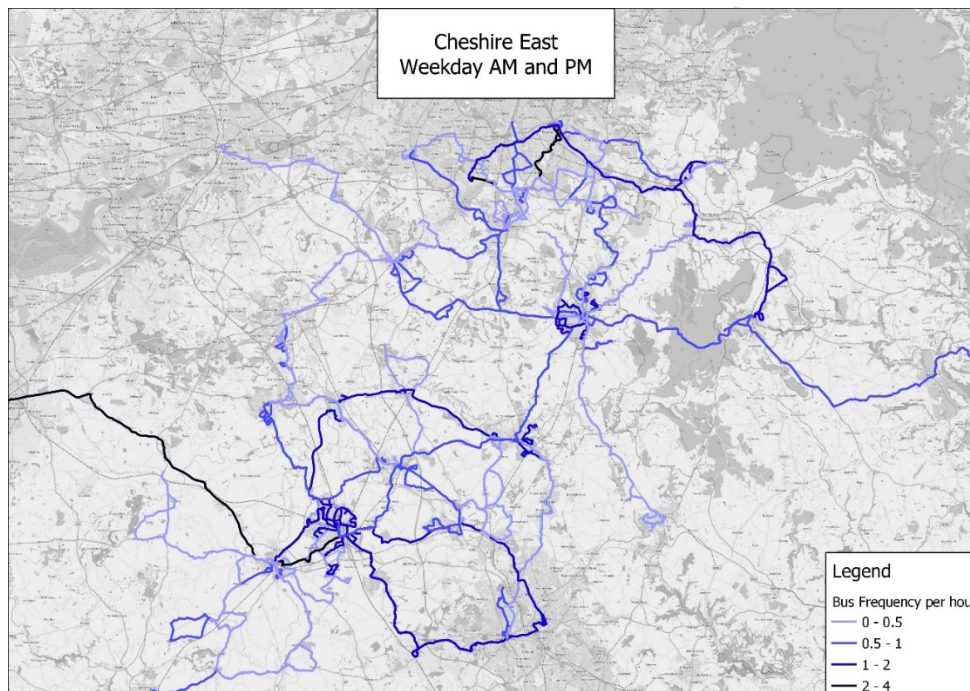


Figure 2-3: Bus network frequencies – weekday between peak periods

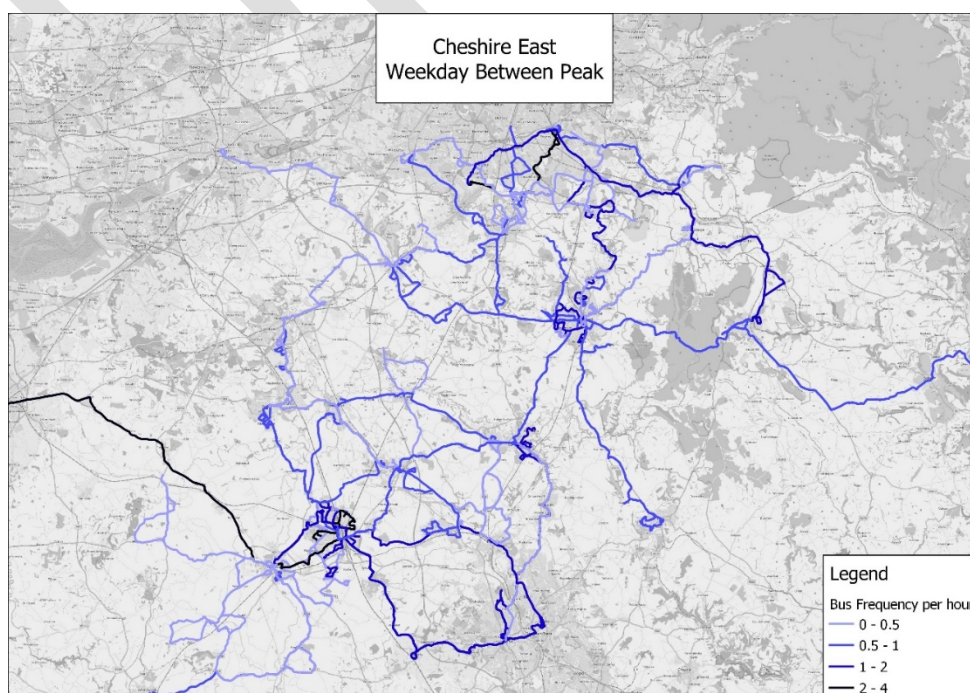
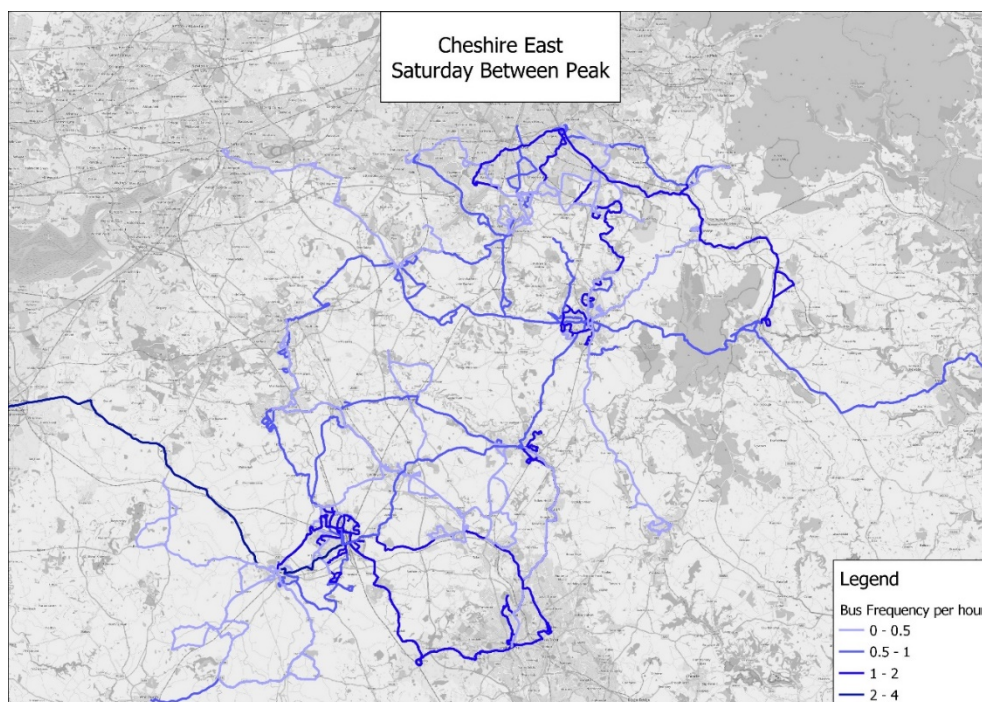


Figure 2-4: Bus network frequencies – Saturdays between peak periods

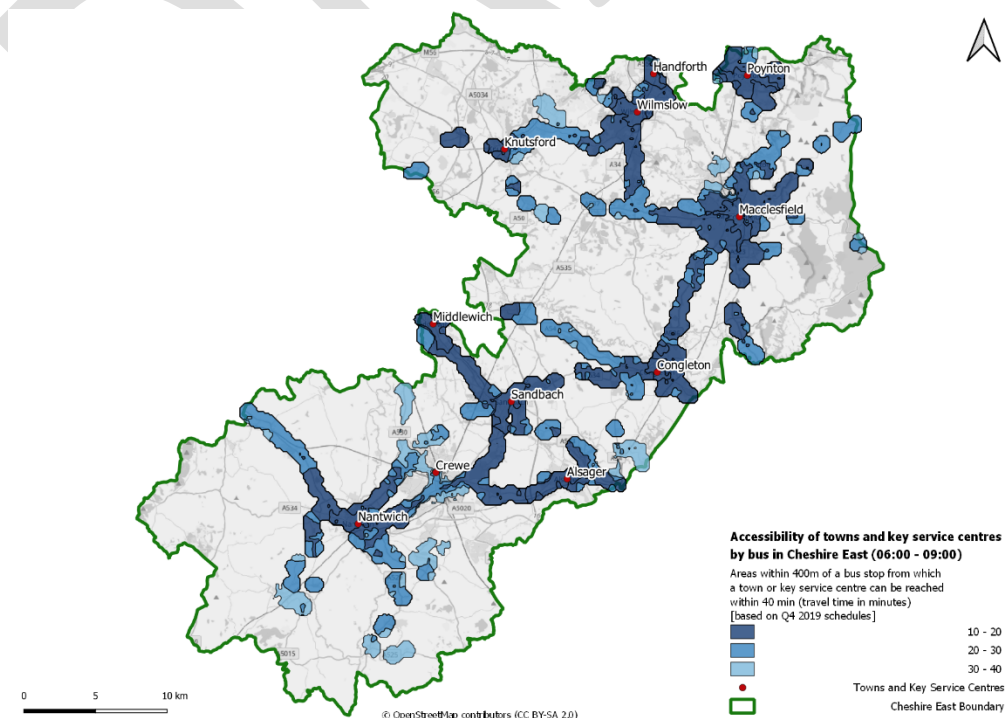


Summary of breakdown of network – frequency, operators, commercial/subsidised (table in appendix A)

2.2.3 Accessibility and Connectivity

- Proportion of people within walking distance of frequency service – Propensity

Figure 2-5: Proportion of the population within 400m walking distance of a bus stop from which a town or key service centre can be reached within 40mins travel time (Q4 2019 bus schedules)



- Information provision and availability

2.2.4 Bus Users – Patronage and Trends

- Bus mode share – changes in recent years

Given the high car/van availability and the rural nature of large parts of the borough, it comes as no surprise that the car is more dominant as main method of travel to work (74.24%) than in the North West or in England according to the Census 2011. The bus was only used as main method of travel to work by 1.84%, a much lower proportion than the regional or national counterpart.

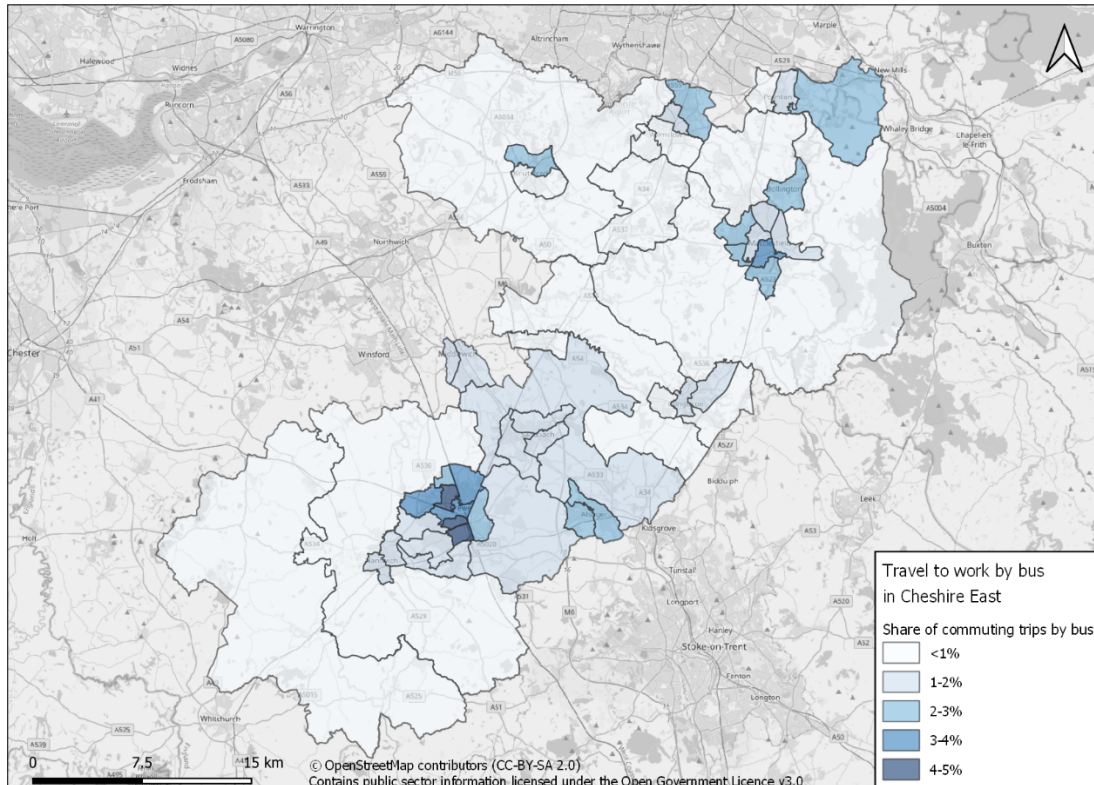
Table 2-1: Main method of travel to work (Census 2011)

Main method of travel to work	Cheshire East	North West	England
Train	3.05%	3.41%	9.42%
Bus	1.84%	8.27%	7.50%
Car	74.24%	69.34%	62.86%
Bicycle	2.63%	2.19%	2.95%
Walking	9.90%	10.90%	10.74%
Other (including working from home)	8.34%	5.89%	6.53%

The prevalence of the bus as main method to travel to work differs strongly within Cheshire East. While the rural areas recorded less than 1% of trips to work by bus, the towns of Crewe and Macclesfield, and to a lesser extent, the towns of Congleton and the areas neighbouring Greater Manchester (Wilmslow, Handforth and Poynton) display higher modal shares of 2-4% and in the case of Crewe even up to 5%.

The use of bus as mode of commuting is clearly a reflection of the available bus service and network and is divided along rural-urban lines. Yet it should be noted that even the higher modal shares in Crewe and Macclesfield remain well below the rates seen in the North West and in England.

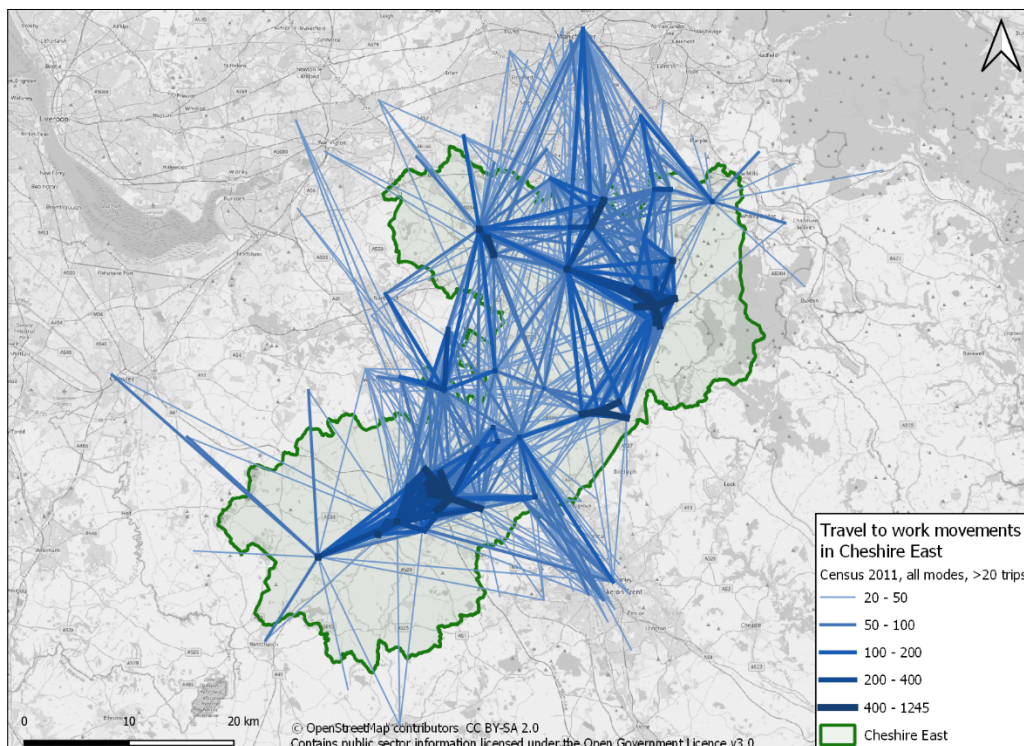
Figure 2-6: Proportion of commuting trips by bus in Cheshire East (Census 2011)



Major commuting movements can be seen around all towns and key service centres of the borough, with the largest movements around Crewe and Macclesfield. Important movements between towns and key service centres occur between Crewe and other key centres including Nantwich, Sandbach, Middlewich and Alsager, as well as between the towns and key service centres in the northern borough (Macclesfield, Knutsford, Wilmslow, Handforth, Poynton).

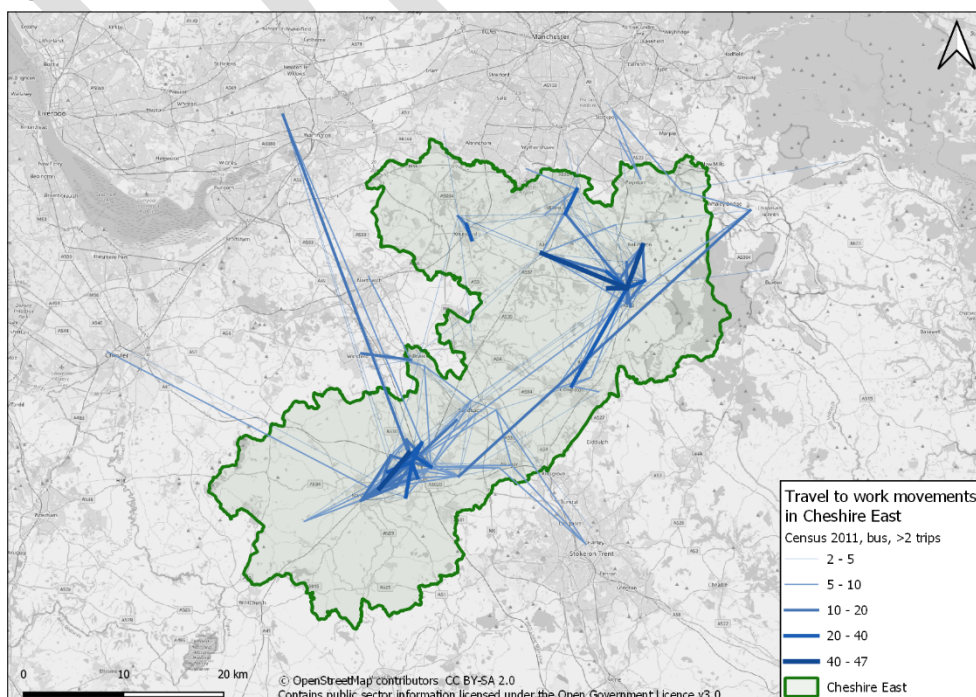
Other important movements take place to Alderley Edge, between Congleton and Macclesfield and from the south-west of Nantwich to Crewe and Nantwich. The two main commuting destinations outside Cheshire East are Greater Manchester (Manchester, Stockport, Trafford and Manchester Airport) in the north and Stoke-on-Trent and Newcastle-under-Lyme in the south-east. Other key destinations outside the borough include Winsford, Northwich and Chester to the west and Warrington in the north-west to the south.

Figure 2-7: Travel to work movements in Cheshire East (all modes) (Census 2011)



When it comes to commuting by bus, not only are there significantly less movements, but the major movements are now mostly limited to within the major towns and key service centres. The largest commuting movements by bus are concentrated in the Crewe area (Crewe, Nantwich, Alsager, Sandbach) and Macclesfield (Bollington, Hurdsfield and Alderley Edge). Other notable movements are within Wilmslow and Knutsford, as well as between Congleton and Macclesfield. Places of work outside Cheshire East accessed by bus include Warrington, Stockport, Whaley Bridge, Winsford and Stoke-on-Trent. Greater Manchester and Chester also see many travel to work trips by bus, but these are more dispersed, starting and ending in different areas. Commuting trips by bus are shown in the map below.

Figure 2-8: Travel to work movements in Cheshire East (bus) (Census 2011)



Passenger journeys (DfT bus statistics)

In the past decade, the total number of passenger journeys on local bus services per year has decreased by from 5.5m in 2010/11 to 4.2m in 2019/20, a decrease in patronage of 24.31% in ten years.³ This trend, while part of a wider trend reflected both in regional and national figures, is more pronounced in Cheshire East than nationally. In comparison, total number of passenger journeys on local bus services per year declined by 19.61% in the North West and by 11.89% in England.

Table 2-2: Total passenger journeys (DfT 2020 Bus statistics Table BUS0109a)

Passenger journeys	Cheshire East	North West	England
Total 2010/11	5.5m	457.0m	4,618.4m
Total 2019/20	4.2m	367.4m	4,069.5m
Change	-24.31%	-19.61%	-11.89%
Concessionary 2010/11	2.2m	128.6m	1,044.0m
Concessionary 2019/20	2.0m	85.7m	869.3m
Change	-11.00%	-33.4%	-16.74%

Likewise, the number of passenger journeys per head decreased by 27.48% from 15.1 to 10.9 journeys per person per year. This decrease is comparable to those observed throughout the North West and somewhat higher than the change in England. The passenger journeys per head are, however at much lower levels in Cheshire East (10.9) than in the North West (50.0) and England (88.4), though the latter two are explained by the higher numbers of journeys per head in the metropolitan areas and in London which disproportionately affect the average. In fact, Cheshire East recorded the fifth lowest number of bus journeys per head in 2019 of all local authorities in England outside London.⁴

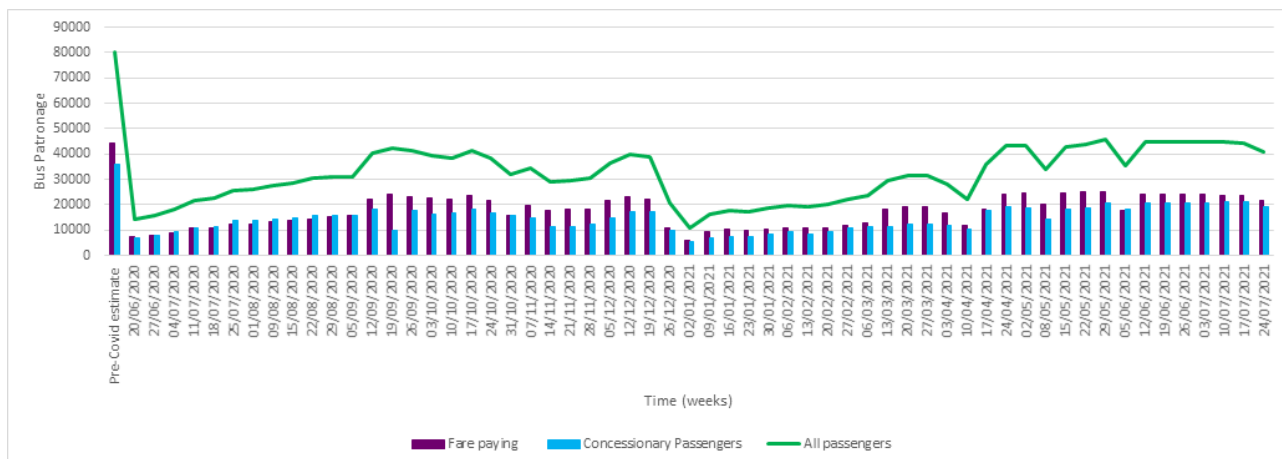
Table 2-3: Passenger journeys per head (DfT 2020 Bus Statistics Table BUS0113)

Passenger journeys per head	Cheshire East	North West	England
2010/11	15.1	66.4	88.4
2019/20	10.9	50.0	72.3
Change	-27.48%	-24.63%	-18.20%

- Patronage – from bus operator data

³ [DfT \(2020\) Bus statistics Table BUS0109a](#)

⁴ [DfT\(2020\) Bus Statistics Table table BUS0110av](#)



Patronage figures – provided by CEC (weekly reports, subsidised during Covid)

2.2.5 Fares and Ticketing

- Fare information (appendix B)
- Average fares per km
- Common ticketing – any current multi-operator ticketing or similar

2.2.6 Supporting Bus Priority and Infrastructure

- Basic information on current bus network:

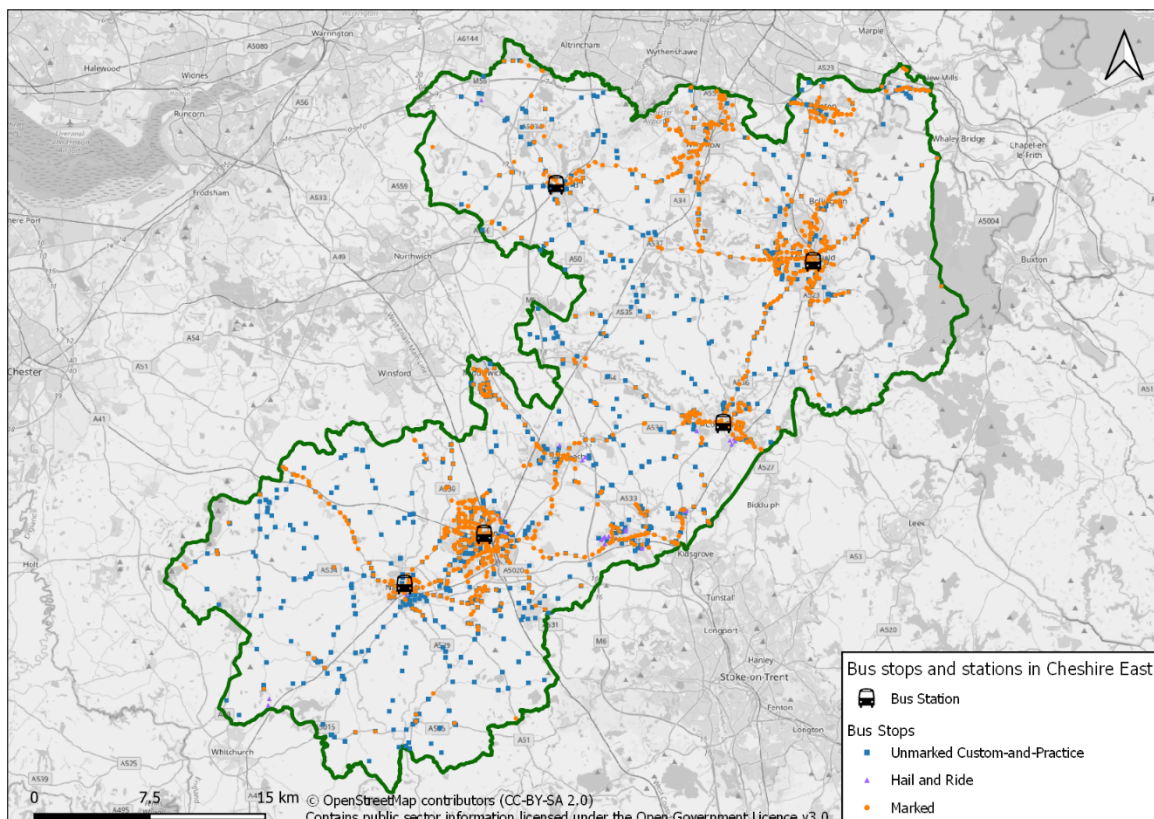
Based on data from the National Public Transport Access Nodes database (NaPTAN), Cheshire East has 1425 marked bus stops and five bus stations throughout the borough. To the existing marked bus stops can be added a further 1,158 unmarked custom-and-practice stops as well as 45 hail and ride stops. 675 bus stops are equipped with raised kerbs. The bus stations are located in Crewe, Nantwich, Congleton, Macclesfield and Knutsford. A new bus station is to be built in Crewe as part of the Royal Arcade development.

Table 2-4: Breakdown of bus stops in Cheshire East (NaPTAN and CEC)

Type	Number
Total Bus Stops	2,628
Hail and Ride Stops	45
Marked bus tops	1,425
Unmarked custom-and-practice	1,158
Bus stops with raised kerbs	675

The distribution and location of bus stops in Cheshire East is shown in

Figure 2-9: Location of bus stops and bus stations in Cheshire East (NaPTAN)



- *Mileage of bus lanes*
- *Average bus speeds & impact on punctuality*
- *Bus delays and congestion hotspots*

2.3 LTA Financial Support for Bus Services

- Explain the financial support that the LTA is providing for subsidised public bus services, listing the numbers of routes and route mileage supported.

Summary table – routes, costs and mileage (differentiate between full and partial support)

Set up in 2015, Transport Service Solutions (TSS) is a company owned and controlled by Cheshire East Borough Council and tasked to plan, procure and manage (bus) passenger transport in the borough. It manages the council's home to school transport and public transport and also operates flexible transport as well as specialised transport. Operating bus services and managing the Councils' public transport, TSS has intrinsic knowledge of the bus network and bus services provided in the borough.

- Supported services other than school services – how much?

The Council has completed a Supported Bus Service Review in 2017/18 which has carried out a comprehensive assessment of the local supported bus network to assess whether the services best met the needs of residents and represent value-for-money.

The outcomes of the Supported Bus Service Review were implemented in April 2018, which has reduced the number of services subsidised by the Council. In order to achieve best value, the Council does not support Sunday services in order to allow more resources to be available for evenings and particularly daytime services when usage is greater.

Whilst the implementation of the Supported Bus Service Review saw the supported bus budget reduced by £1.176m, large parts of the Borough continue to benefit from local bus services.

Across Cheshire East, 93% of residential addresses have access to a key service centre or principal town within a 60-minute public transport journey during a weekday off-peak period (09:30-16:00), and 90% of residential addresses have access within the weekday morning peak period (06:00-09:00) and evening peak period (16:00-19:00).

As a result of the bus service review, the percentage of residents which could access a key service centre or principal town within a 60-minute public transport journey during the weekday morning/evening peak and the weekday off-peak period did not alter, since the greatest decrease occurred amongst weekday evening services and Sunday services. Following the bus service review, 67% of residents have access to weekday evening services (decrease of 12%), and 61% have access to a Sunday service (decline of 10%).

In the future and as the context surrounding the bus sector develops at all spatial scales, this focus may change and will need to be reviewed in the future with consideration of current context and how this impacts upon particular services.

- Promotion and publication of timetables – who is responsible?

2.4 Other Factors that affect the use of local bus services

2.4.1 Barriers to bus usage and patronage growth

Key Barriers

Post-Covid

Bus provision in rural areas is affected by lower population density and larger distances and is therefore even more commercially challenging and therefore more affected by the withdrawal of both commercial and supported services. Demand-responsive transport and community-based transport can play their part in enabling mobility in rural areas, but this is not without challenges.

Covid-19 and government restrictions have drastically reduced bus usage and changed mobility patterns. It is currently uncertain whether bus ridership will fully recover and reach pre-Covid levels anytime soon, suggesting there is need for public support given the fall in revenue and the social, economic and environmental benefits bus services provide.

Competition with other modes

Include the extent and pricing of parking provisions in town and cities and the split between LTA and private sector provision. This should also include current LTA spending on parking enforcement.

Wider context of car use –

Competition with other modes – rail use to the north

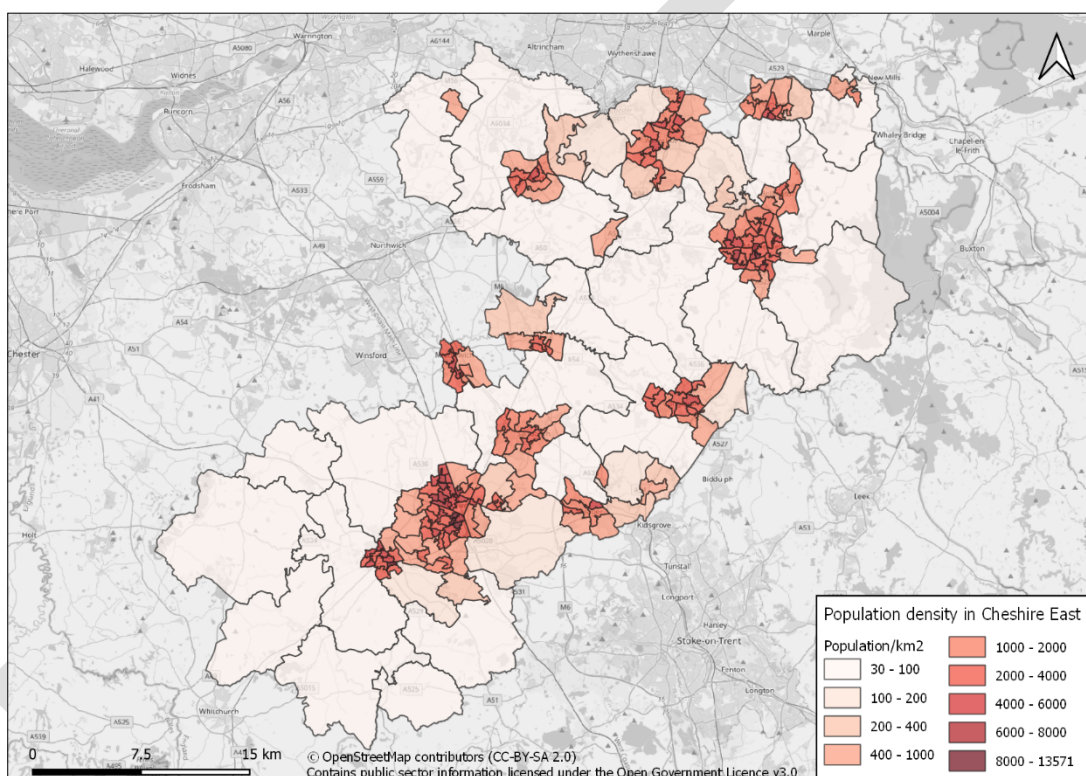
Younger people - driving

2.4.2 Overview of socio-economic factors in Cheshire East

In terms of population density, Cheshire East in its entirety (329 inhabitants/km² – ONS 2021) is much less densely populated than the North West (497/km²) or England (430/km²), owing to its important rural parts.

A more detailed look at LSOA level reveals a stark rural-urban divide in terms of population density, as most of its population lives in and around the towns and key service centres. Most of the borough's areas have fewer than 100 inhabitants per km² and the population is concentrated in the borough's towns and key service centres. Population density is at its highest in Crewe, Nantwich and Macclesfield.

Figure 2-10: Population density in Cheshire East at LSOA level (ONS 2021)



As of 2019, Cheshire East has a population of 384,152, of which 49% are male and 51% female, living in 123,800 households.

Of this, 18% of the population are aged 0-15, 59% are 15 to 65 and 23% are aged 65 or older. The population increased by 4.38% over the past ten years⁵, but this masks a decrease of 2.76% in the age band 15-65 and a considerable increase in 28.95%, evidence of a rapidly aging population in the borough.

The borough's population is projected to grow 4.74% from 2019 up to 2030, again masking a much larger growth of the elderly population (+24.23%) and a decrease of the other two age bands (-2.43% for under 16 and -0.67% for 16-64 years). This highlights an important demographic change of the population, with an increasingly older population. This demographic change is expected to be more pronounced in Cheshire East than in the North West or in England as a whole.

⁵ Nomis (2021) Population Estimates 2009 and 2019

The population of Cheshire East is ageing faster than the regional and national average. It is also less densely populated than the country, though this hides a stark rural-urban divide between the towns and key service centres and the rural parts of the borough. On average the population earns more, is more qualified and is more economically active than the national average but again there are important disparities within the borough. While overall performing better than average, important pockets of both health disparities and multiple deprivation exist, mostly in urban centres.

As a consequence of the more rural nature and the higher earnings, car availability is significantly higher in Cheshire East, which is also reflected in the method of travel to work, where bus is a marginal mode with around 2% and which is mostly limited to the urban areas, in particular to/from Crewe and Macclesfield. Overall, Cheshire East can be classified as highly car-dependent while bus use is lower than elsewhere.

Bus passenger journeys have dropped by a quarter in the last decade, with concessionary journeys falling a bit slower, leading to the share of concessionary travel to increase relatively. The fall in total journeys was worse than nationally and while the past rate of 15.1 was already comparatively low, Cheshire East has now one of the lowest overall numbers of bus journeys per head in England with 10.9 journeys.

Overall the available data on local travel behaviour and bus transport suggests that Cheshire East, as many other areas in the country, is stuck in a vicious circle of bus decline where lower demand service cuts are continuously reinforcing each other.

2.4.3 The Cheshire East Council ‘Tartan Rug’

As part of the Cheshire East Joint Strategic Needs Assessment, Cheshire East Public Health Intelligence produced health profile tartan rugs for Cheshire East and each of its electoral wards. The health profile consists of 46 different health indicators covering seven areas, ranging from sociodemographic data to lifestyle, illnesses, cancer and deaths. This profile compares how the health of people in Cheshire East compares with the rest of England.

Within Cheshire East, a stark contrast in terms of health is visible between central wards in Crewe and, to a slightly lesser extent in Macclesfield, which feature amongst the worst quintile for most indicators, and the rest of the borough. Conversely most wards in the Knutsford, Wilmslow and Poynton feature in the first quintile for many indicators.⁶ This highlights the important health disparities within the borough, in particular between central Crewe and Macclesfield when compared with Knutsford, Wilmslow and Poynton. The distinction is however not absolute, as there are wards in Wilmslow with poorer health and very healthy wards in Crewe and Macclesfield.

ID	Metric	North America										Europe										APAC										LATAM												
		Productivity	Quality	Adherence	Retention	North America	North America	North America	North America	North America	North America	Europe	Europe	Europe	Europe	Europe	Europe	Europe	Europe	Europe	Europe	Europe	Europe	APAC	APAC	APAC	APAC	APAC	APAC	APAC	APAC	APAC	APAC	LATAM	LATAM	LATAM	LATAM	LATAM	LATAM	LATAM	LATAM	LATAM	LATAM	
1	Overall Satisfaction	4.5	4.2	4.8	4.6	4.7	4.5	4.9	4.6	4.8	4.7	4.3	4.1	4.4	4.2	4.5	4.3	4.6	4.4	4.7	4.5	4.0	3.8	3.9	4.1	4.2	4.0	4.3	4.1	3.7	3.5	3.6	3.8	3.9	3.7	3.8	3.6	3.9	3.7	3.8	3.6	3.9	3.7	3.8
2	Customer Loyalty	4.1	3.9	4.3	4.0	4.2	4.0	4.4	4.1	4.3	4.2	3.8	3.6	3.9	3.7	4.0	3.8	4.1	3.9	4.2	4.0	3.5	3.3	3.4	3.6	3.7	3.5	3.8	3.6	3.2	3.0	3.1	3.3	3.4	3.2	3.5	3.3	3.6	3.4	3.5	3.3	3.6	3.4	3.5
3	Efficiency in English	4.6	4.4	4.7	4.5	4.8	4.6	5.0	4.7	4.9	4.8	4.2	4.0	4.3	4.1	4.4	4.2	4.5	4.3	4.6	4.4	3.9	3.7	3.8	4.0	4.1	3.9	4.2	4.0	3.6	3.4	3.5	3.7	3.8	3.6	3.9	3.7	4.0	3.8	3.9	3.7	4.0	3.8	3.9
4	Resolution under 10	4.3	4.1	4.5	4.2	4.4	4.2	4.6	4.3	4.5	4.4	3.9	3.7	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	3.6	3.4	3.5	3.7	3.8	3.6	3.9	3.7	3.3	3.1	3.2	3.4	3.5	3.3	3.6	3.4	3.7	3.5	3.6	3.4	3.5		
5	Resolution under 30	4.2	4.0	4.4	4.1	4.3	4.1	4.5	4.2	4.4	4.3	3.8	3.6	3.9	3.7	4.0	3.8	4.1	3.9	4.2	4.0	3.5	3.3	3.4	3.6	3.7	3.5	3.8	3.6	3.2	3.0	3.1	3.3	3.4	3.2	3.5	3.3	3.6	3.4	3.5	3.3	3.6	3.4	3.5
6	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
7	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
8	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
9	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
10	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
11	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
12	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
13	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
14	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
15	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
16	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
17	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
18	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
19	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
20	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
21	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
22	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
23	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
24	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
25	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
26	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
27	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
28	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
29	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
30	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
31	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
32	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
33	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0	3.8	4.1	3.9	4.2	4.0	4.3	4.1	4.4	4.2	3.7	3.5	3.6	3.8	3.9	3.7	4.0	3.8	3.4	3.2	3.3	3.5	3.6	3.4	3.7	3.5	3.8	3.6	3.7	3.5	3.8	3.6	3.7
34	Customer Satisfaction	4.4	4.2	4.6	4.3	4.5	4.3	4.7	4.4	4.6	4.5	4.0																																

⁶ Cheshire East Public Health Intelligence (2017) Health Profile Tartan Rug Assessment for Cheshire East

The health disparities, to certain degree, follow a similar pattern as the Index of Multiple Deprivation.

Improvement to bus services and increases in bus usage are not the silver bullet to reduce local inequalities.

Better access to education, employment, leisure and healthcare

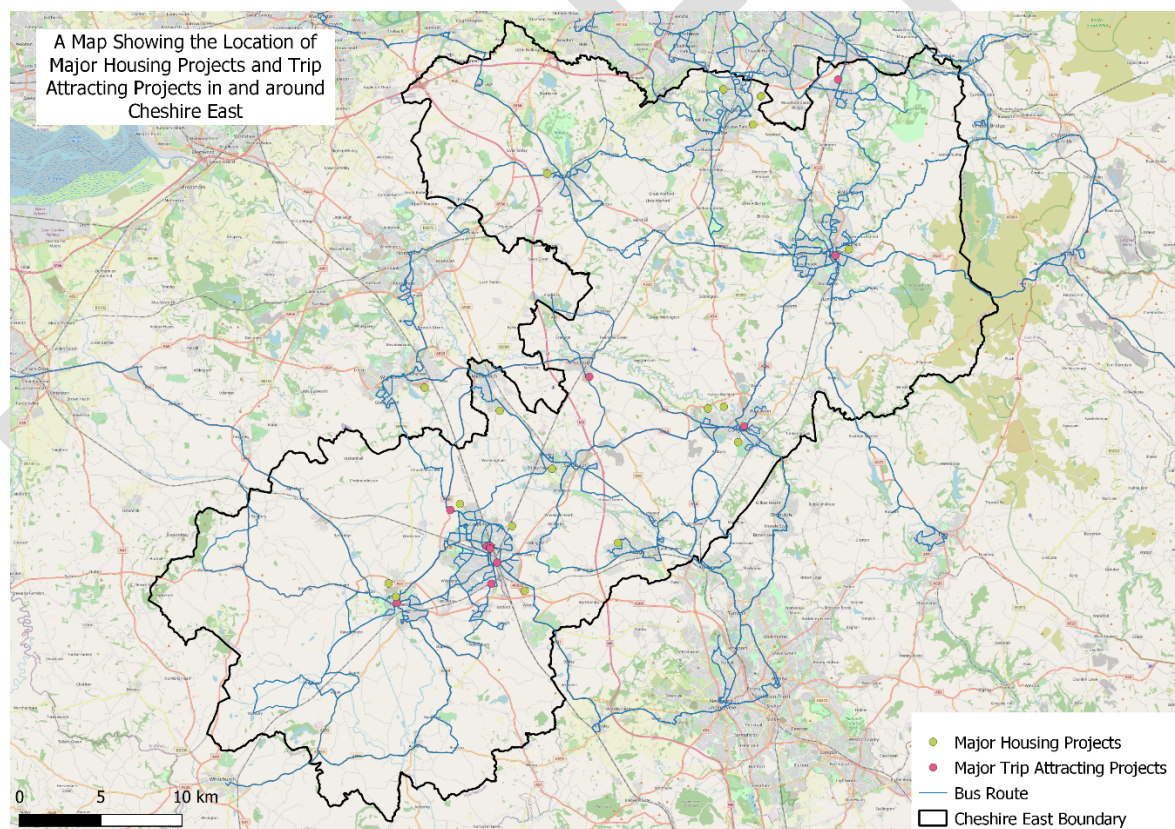
Access to public transport can encourage more walking.

Key areas include:

- Crewe
- Handforth
- Macclesfield
- some areas of Sandbach and Middlewich.

2.4.4 Growth in Cheshire East

Holding figure for growth in Cheshire East, further discussion with CEC Economic Development department.



2.5 Main opportunities

- Local evidence of benefits of improving bus services
- Comparison of services in area, if possible, to other areas in England.
- HS2,
- Local policy

2.6 Analysis of Existing Local Bus Services Compared to BSIP Outcomes

- How current services meet or fail to meet of BSIP expectations as set out within guidance and the National Strategy.
- Comparison against to BSIP outcomes, which are:
 - **more frequent**, with turn-up-and-go services on major routes and feeder or demand-responsive services to lower-density places.
 - **faster and more reliable**, with bus priority wherever necessary and where there is room.
 - **cheaper**, with more low, flat fares in towns and cities, lower point-to-point fares elsewhere, and more daily price capping everywhere.
 - **more comprehensive**, with overprovision on a few corridors reduced to boost provision elsewhere and better services in the evenings and weekends, not necessarily with conventional buses.
 - **easier to understand**, with simpler routes, common numbering, co-ordinated timetable change dates, good publicity, and comprehensive information online.
 - **easier to use**, with common tickets, passes and daily capping across all operators, simpler fares, contactless payment and protection of bus stations.
 - **better integrated with other modes** and each other, including more bus-rail interchange and integration and inter-bus transfers.
- Link back to policy or emerging early Bus Strategy work – if relevant



Principles based on local and regional policies – map to BSIP outcomes.

Pull in policy highlights

Cheshire East corporate documents and strategies stress the importance of an enhanced public transport and bus network for attaining key strategic objectives such as improving local transport, reducing air pollution, achieving carbon neutrality, enabling housing and employment growth, improving quality of place and protecting the environment. They support improvements of local bus transport both in terms of infrastructure and service provision and call for the development of a bus strategy.

- Set down the good points as well as any challenges here too

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3. Headline Targets

3.1 Setting Targets

This BSIP is expected to set targets for journey time and reliability improvements for the LTA as a whole and for passenger growth and customer satisfaction. BSIPs must show what progress is expected to be achieved by 2025 and 2030; and progress against set targets are to be reported publicly every six months.

Explanation is given of how and why these targets were chosen and what the percentage increase is on existing performance.

Targets are assessed using existing available data or data that the partnership has or can compile.

Targets for journey times and reliability improvements

- Cover the LTA area as a whole and provide specific data for each of the largest towns in its area.
- Performance against targets must be reported against and published at least every six months.

Targets for passenger growth and customer satisfaction

- This should include details of how this will be measured.

3.2 Current BSIP Cheshire East Public Transport Targets (2018/19, 2019/20)

- *Current CEC Targets required here*
- *Cost per passenger per head? Surveys, current targets, bus strategy and LTP targets,*

3.3 Future Proposed BSIP Cheshire East Public Transport Targets 2023/24

4. Delivery

4.1 Introduction

This is the main body of the BSIP and explains how the requirements set out in the National Strategy are to be delivered. Many factors and interventions by the LTA and local bus operators will influence and contribute to delivering outcomes. The purpose of this section is for the BSIP to set out detailed policies.

4.2 The Future Bus Network and Routes

Areas which the Government expects to see covered in BSIPs:

- Burning Platform - Network Stabilisation and growth – Core (inter-urban) and Town (urban), Rural/DRT routes (& Pilots?) / Evidence to support network principles and changes
- Intensive services and investment on key corridors, with routes that are easier to understand.
- There must be seamless, integrated local ticketing between operators, and this should be across all types of transport.
- Service patterns must be integrated with other modes.
- The local bus network is presented as a single system that works together, with clear passenger information.
- More demand responsive services and 'socially necessary' transport
- Longer term transformation of networks through BRT and other measures
- Cost proposals for changes

4.3 Bus Priority and Infrastructure

- Evidence base
 - Data led – pinchpoints / hotspot locations
 - Map operator locations where they identify delays
 - CEC capital investment programme?
- There must be significant increases in bus priority.
- Cost proposals for changes

4.4 Supplementary Measures within the BSIP

- Fares must be lower and simpler.
- Modern buses and decarbonisation
- Give bus passengers more of a voice and a say.

4.5 Engagement with stakeholders

- Town Councils
- Parish Councils
- Neighbouring Authorities
- Passenger Focus and local Bus User Groups
- Bus Operators
- Confederation of Passenger Transport
- Chambers of Commerce
- Emergency Services

5. Reporting

5.1 Introduction

This section sets out the arrangements for publishing six-monthly performance against BSIP targets.

Monitoring mechanisms and governance arrangements

The URL for these reports must also be included.

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6. Overview Table

6.1 Introduction

This section summarises the key outputs of the BSIP and how it meets requirements set out within the National Strategy. This gives an overview of the commitments within the BSIP that LTAs and operators will work towards to improve local bus services.

Name of authority or authorities:	Cheshire East Council
Franchising or Enhanced Partnership (or both):	Enhanced Partnership
Date of Publication:	??
Date of next annual update:	??
URL of published report:	??

Targets	2018/19	2019/20	Target for 2024/25	Description of how each will be measured (max 50 words)
Journey Time				
Reliability				
Passenger Numbers				
Average passenger satisfaction				

Delivery – Does your BSIP detail policies to:	Yes/No	Explanation (max 50 words)
Make improvements to bus services and planning		
<i>More frequent and reliable services</i>		
Review service frequency		FoR CEC super route Define network principles around enhanced core, secondary (frequencies and network coverage?)

Increase bus priority measures		Data led evidence on pinch-points?
Increase demand responsive transport		Rural mobility pilot project.
Consideration of bus rapid transport networks		
<i>Improvements to planning / integration with other modes</i>		
Integrate services with other transport modes		Links with HS2 connectivity at Crewe and Macclesfield, any gaps to fill for rail network, Manchester Airport
Simplify services		Enhancing the core network? Simplifying headways, frequencies on core and town services?
Review socially necessary services		Tendered bus network review – evidence for evenings and weekend?
Invest in Superbus networks		
<i>Improvements to fares and ticketing</i>		
Lower fares		
Simplify fares		
Integrate ticketing between operators and transport		
Make Improvements to bus passenger experience		
<i>Higher spec buses</i>		
Invest in improved bus specifications		
Invest in accessible and inclusive bus services		
Protect personal safety of bus passengers		
Improve buses for tourists		
Invest in decarbonisation		
<i>Improvements to passenger engagement</i>		
Passenger charter		

Strengthen network identity		
Improve bus information		
Other		
Other		

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Appendix A: Current bus network coverage

TABLE

Table 6-2: Registered bus services in Cheshire East showing days of operation and commercial or supported (CEC, 2021)

Service	Route	Operating days	Operator	Commercial/Supported
2, 2A	Macclesfield – Weston Estate (circular)	Mon - Sat	Arriva North West	Commercial
3, 3A	Hanley – Crewe Bus Station	Mon – Sun & bank holidays	First Potteries	Commercial
3	Macclesfield – Weston Estate (circular)	Mon - Sat	Arriva North West	Commercial
4	Macclesfield – Upton Priory	Mon - Sat	Arriva North West	Commercial
5,6	Macclesfield – Weston – Upton Priory	Mon - Sat	Arriva North West	Commercial
6, 6E	Leighton Hospital – Crewe Bus Station – Brookhouse Estate/Shavington (circular)	Mon - Sat	Arriva North West	Commercial
8	Sydney – Crewe – Wistaston Green (circular)	Mon – Sat	D&G Coach & Bus	Commercial
9	Macclesfield – Moss Road Estate (circular)	Mon – Sat	Arriva North West	Commercial
10, 10A	Macclesfield – Bollington	Mon – Sat	Arriva North West	Commercial
12	Shavington – Leighton Hospital	Mon – Sat	D&G Coach & Bus	Commercial
14	Macclesfield – Langley	Mon – Sat	High Peak Buses	Commercial
19	Macclesfield - Prestbury	Mon – Sat	High Peak Buses	Supported
21, 21A	Macclesfield – Hurdsfield Estate (circular)	Mon – Sat	Arriva North West	Commercial
31, 31A	Northwich – Winsford - Crewe	Mon - Sat	Arriva North West	Commercial
37, 37A, 37E	Northwich – Winsford – Middlewich – Crewe Bus Station	Mon – Sat	Arriva North West	Commercial
38	Macclesfield – Congleton – Sandbach – Crewe Bus Station	Mon – Sat	Arriva North West	Commercial
38	Macclesfield – Congleton – Sandbach – Crewe Bus Station	Mon – Sat	D&G Coach & Bus	Commercial
39	Crewe – Wymbunbury - Nantwich	Mon - Sat	Mikro Coaches	Supported

42	Crewe – Middlewich - Congleton	Mon - Sat	D&G Coach & Bus	Supported
42C	Manchester – Handforth Dean	Mon – Sun	Stagecoach	Commercial
47	Knutsford – Warrington	Mon – Fri	Warrington's Own Buses	Commercial
58	Macclesfield – Buxton – Chatsworth House	Mon – Sun & bank holidays	High Peak Buses	Commercial
60, 60A	Macclesfield - Hayfield	Mon - Sat	High Peak Buses	Commercial
70	Nantwich – Bunbury - Nantwich	Mon - Sat	D&G Coach & Buses	Supported
72, 73	Nantwich – Wrenbury – Audlem - Nantwich	Mon - Sat	D&G Coach & Buses	Supported
78	Nantwich -Wistaston - Leighton Hospital	Mon – Fri	Mikro Coaches	Commercial
84	Chester – Nantwich - Crewe	Mon – Sun & bank holidays	Arriva North West	Commercial
85	Nantwich – Crewe – Newcastle – Hanley	Mon – Sun & bank holiday	D&G Coach & Buses	Commercial
88, 89, 188	Altrincham – Knutsford – Macclesfield / Knutsford - Northwich	Mon - Sat	D&G Coach & Buses	Supported
90, 91, 92	Congleton Circulars (circular)	Mon - Sat	Hollinshead Coaches	Supported
94, 94A, 94B	Congleton – Biddulph – Newcastle	Mon – Sat	D&G Coach & Buses	Commercial
109	Macclesfield – Bosley – Leek	Mon – Sat	D&G Coach & Buses	Commercial
130	Macclesfield – Wilmslow – Handforth	Mon – Sat	D&G Coach & Buses	Commercial
199	Buxton – Manchester Airport	Mon -Sun & bank holiday	High Peak Buses	Commercial
316	Sandbach - Cooksmere Lane Circular	Mon – Fri	D&G Coach & Buses	Supported
317	Alsager – Sandbach – Leighton Hospital	Mon – Fri	D&G Coach & Buses	Supported
318	Alsager - Congleton	Mon – Fri	D&G Coach & Buses	Supported
319	Sandbach – Holmes Chapel – Tewmlow Green	Mon – Fri	D&G Coach & Buses	Supported
358, 360	Stockport – Hazel Grove – Hayfield	Mon - Fri	Stagecoach Group	Commercial
391, 392	Macclesfield – Poynton – Hazel Grove - Stockport	Mon - Sat	Go Goodwins	Supported

Service	Origin	Destination	Operator	Type of service	Frequency									Weekday operating hours	Key areas/ locations served	CB			
					AM - 07:00 - 09:00 BP - 09:00 - 16:00 PM - 16:00 - 18:00 OP - 18:00 - 00:00														
					Weekdays (bph)				Saturday (bph)				Sunday (bph)						
AM	BP	PM	OP	AM	BP	PM	OP												
2 (circular)	Macclesfield	Weston Estate	Arriva North West	town/urban	-	1	1	1	-	1	1	1	N/A		Macclesfield College Macclesfield Railway Station				
2A			Arriva North West	town/urban	1	1	1	-	-	-	1	-	N/A	07:40					
3 (circular)	Macclesfield	Weston Estate	Arriva North West	town/urban	2	2	2	-	2	2	3	-	N/A	07:25-17:25	Macclesfield College Macclesfield Railway Station				
3	Hanley	Crewe Bus Station	First Potteries	town/urban	2	2	2	1	2	2	2	1	1		Tunstall Crewe Railway Station				
4 (circular)	Macclesfield	Upton Priory	Arriva North West	town/urban	3	2	2	-	3	2	2	-	N/A		Tesco/Sainsbury's Railway Station				

Service	Origin	Destination	Operator	Type of service	Frequency								Weekday operating hours	Key areas/ locations served	CB	
					AM - 07:00 - 09:00 BP - 09:00 - 16:00 PM - 16:00 - 18:00 OP - 18:00 - 00:00											
					Weekdays (bph)				Saturday (bph)							Sunday (bph)
AM	BP	PM	OP	AM	BP	PM	OP									
5	Macclesfield	Upton Priory	Arriva North West	town/urban	-	-	-	2	-	-	-	2	N/A	18:05-19:05	Macclesfield College Macclesfield Railway Station	
6 (circular)	Macclesfield	Upton Priory	Arriva North West	town/urban	2	2	2	1	1	2	1	1	N/A	06:34-17:44	Tesco/Sainsbury's Railway Station	
6E (circular)	Leighton Hospital	Shavington	Arriva North West	Secondary/ rural	-	-	-	1	-	-	-	-	N/A	18:12-20:12	Leighton Hospital Underwood Business Park Crewe Bus Station Rope Medical Centre	
8 (circular)	Wistaston Green	Elm Drive	D & G Coach & Bus	town/urban	1	2 to 3	2	1	1	2	2	-	N/A	07:30-18:10	Crewe Crewe Bus Station	
9 (circular)	Macclesfield	Moss Rose	Arriva North West	town/urban	2	2	2	1	2	2	2	1	N/A	07:00-19:55	Macclesfield Railway Station	

Service	Origin	Destination	Operator	Type of service	Frequency									Weekday operating hours	Key areas/ locations served	CB
					AM - 07:00 - 09:00 BP - 09:00 - 16:00 PM - 16:00 - 18:00 OP - 18:00 - 00:00											
					Weekdays (bph)				Saturday (bph)				Sunday (bph)			
AM	BP	PM	OP	AM	BP	PM	OP									
10	Macclesfield	Bollington	Arriva North West	town/urban	2	2	2	-	2	2	2	-	N/A	06:35-17:40	Macclesfield Bus Station Macclesfield Tesco Tytherington Business Park	
10A	Macclesfield	Bollington	Arriva North West	town/urban	1	2	-	1	1	2	-	1	N/A	08:35-20:15		
12	Leighton Hosptial	Shavington	D & G Coach & Bus	town/urban	2	2	1 to 2	-	2	2	-	-	N/A	07:35-18:05	Crewe Crewe Bus Station	
14	Macclesfield	Langley	High Peak	town/urban	1	1	1	-	1	1	1	-	N/A	07:30-17:10	Lyme Green Macclesfield Business Park	
19	Macclesfield	Prestbury	High Peak	town/urban	1	1	1	1	1	1	1	-	N/A	07:30-18:05	Whirley Barn Upton Priory Prestbury Railway Station	

Service	Origin	Destination	Operator	Type of service	Frequency									Weekday operating hours	Key areas/ locations served	CB
					AM - 07:00 - 09:00 BP - 09:00 - 16:00				PM - 16:00 - 18:00 OP - 18:00 - 00:00							
					Weekdays (bph)				Saturday (bph)				Sunday (bph)			
AM	BP	PM	OP	AM	BP	PM	OP									
21 (circular)	Macclesfield	Hurdsfield Estate	Arriva North West	Second ary/ rural	1	1	-	-	1	1	-	-	N/A	07:10-15:15	Macclesfield Railway Station	Page 102
21A			Arriva North West		1	1	2	1	1	1	2	1	N/A	08:10-18:10		
31	Northwich	Crewe	Arriva North West	town/ urban	1	1	1	1	1	1	1	1	N/A	07:18-17:23	Leighton Hospital Winsford	
31A	Winsford	Crewe	Arriva North West	town/ urban	1	1	1	1	1	1	1	1	N/A			
37	Winsford	Crewe	Arriva North West	town/ urban	1	1	1	1	1	1	1	1	N/A	06:12-22:35	Middlewich Sandbach Winsford Railway Station Elworth Railway Station Crewe Business Park	

Service	Origin	Destination	Operator	Type of service	Frequency									Weekday operating hours	Key areas/ locations served	CB
					AM - 07:00 - 09:00 BP - 09:00 - 16:00 PM - 16:00 - 18:00 OP - 18:00 - 00:00											
					Weekdays (bph)				Saturday (bph)				Sunday (bph)			
					AM	BP	PM	OP	AM	BP	PM	OP				
															Crewe Railway Station	
37A	Northwich	Sandbach	Arriva North West	Secondary/ rural	1	1	1	-	1	1	1	-	N/A	06:49-17:34	Wharton Green Industrial Estate Winsford Railway Station	Page 100
37E	Northwich	Sandbach	Arriva North West	Secondary/ rural	-	-	1	1	-	-	1	1	N/A	18:27	Wharton Green Industrial Estate Winsford Railway Station	
38	Macclesfield	Crewe	Arriva North West	town/ urban	1	1	1	1	1	1	1	1	N/A	06:00-23:35	Crewe Business Park West Heath Shopping Centre Congleton Sandbach	

Service	Origin	Destination	Operator	Type of service	Frequency									Weekday operating hours	Key areas/ locations served	CB			
					AM - 07:00 - 09:00 BP - 09:00 - 16:00 PM - 16:00 - 18:00 OP - 18:00 - 00:00														
					Weekdays (bph)				Saturday (bph)				Sunday (bph)						
AM	BP	PM	OP	AM	BP	PM	OP												
															Congleton Bus Station				
38	Crewe	Macclesfield	D & G Coach & Bus	town/urban	1	1	1	-	1	1	1	-	N/A	6:50-17:00	Sandbach Congleton				
39	Crewe	Nantwich	Mikro Coaches		1	1	1	-	-	-	-	-	N/A	07:40-16:20	Shavington Wybunbury Nantwich Bus Station				
42	Crewe	Congleton	D & G Coach & Bus		1	1	1	-	1	0.5	1	-	N/A	07:05-17:25	Leighton Hospital Middlewich Holmes Chapel				
47	Warrington	Knutsford	Warrington's Own Buses	Secondary/rural	-	-	3	-	-	-	-	-	N/A	11:40-13:45	Lymm High Legh	CB			

Service	Origin	Destination	Operator	Type of service	Frequency								Weekday operating hours	Key areas/ locations served	CB	
					AM - 07:00 - 09:00 BP - 09:00 - 16:00 PM - 16:00 - 18:00 OP - 18:00 - 00:00											
					Weekdays (bph)				Saturday (bph)							Sunday (bph)
AM	BP	PM	OP	AM	BP	PM	OP									
58	Macclesfield	Buxton	High Peak		1	1	1	1	-	-	-	-	N/A	06:50-18:45	Bakewell Buxton Macclesfield Railway Station	
60	Macclesfield	Hayfield	High Peak		1	1	2	1	-	-	-	-	N/A	07:10-18:45	Macclesfield Railway Station Whaley Bridge	
60A	Macclesfield	New Mills	High Peak	Second ary/ rural	1	-	-	-	-	-	-	-	N/A	07:10-18:45		
61 - School Bus Only	Buerton	Brine Leas School	D & G Coach & Bus	Second ary/ rural	1	-	1	-	-	-	-	-	N/A	08:15-15:20	Audlem	
70	Nantwich	Bulkeley	D & G Coach & Bus	Second ary/ rural	-	2	-	-	-	2	-	-	N/A	10:18-13-30	Faddiley Tiverton Bunbury	
72	Nantwich	Audlem	D & G Coach & Bus	Second ary/ rural	-	3	1	-	-	3	1	-	N/A	09:00-17:35	Wrenbury	

Service	Origin	Destination	Operator	Type of service	Frequency									Weekday operating hours	Key areas/ locations served	CB			
					AM - 07:00 - 09:00 BP - 09:00 - 16:00 PM - 16:00 - 18:00 OP - 18:00 - 00:00														
					Weekdays (bph)				Saturday (bph)				Sunday (bph)						
AM	BP	PM	OP	AM	BP	PM	OP												
73	Nantwich	Audlem	D & G Coach & Bus	Second ary/ rural	-	1	3	-	-	-	-	-	N/A	09:00-17:35	Wrenbury				
84	Crewe	Chester	Arriva North West	Core inter-urban	3	3	2	1	3	3	2	1	1	05:43-21:35	Nantwich Nantwich Bus Station Wardle Boughey Distribution Centre Tarporely	CB			
85	Nantwich	Newcastle	D & G Coach & Bus	Core inter-urban	1	2	1	-	1	1	1	-	1	07:30-18:10	Marshfield Crewe Madeley Keele University Crewe Business Park Crewe Bus Station				
88	Altrincham	Macclesfield	D & G Coach & Bus		1	1	1	1	1	1	1	-	N/A	07:03-18:50	Wilmslow Mobberley Knutsford Knutsford Bus Station Wilmslow Railway	CB			

Service	Origin	Destination	Operator	Type of service	Frequency								Weekday operating hours	Key areas/ locations served	CB			
					AM - 07:00 - 09:00 BP - 09:00 - 16:00 PM - 16:00 - 18:00 OP - 18:00 - 00:00													
					Weekdays (bph)				Saturday (bph)							Sunday (bph)		
AM	BP	PM	OP	AM	BP	PM	OP											
															Station Macclesfield Hospital			
89	Knutsford	Northwich	D & G Coach & Bus	Secondary/ rural	-	3	-	-	-	0.5	-	-	N/A	09:12-13:02	Wincham Knutsford Bus Station			
90 (circular)	Congleton	Bromley Estate	Hollinshead Coaches	Secondary/ rural	2	2	-	-	2	2	-	-	N/A	08:05-17:35				
91 (circular)	Congleton	Mossley	Hollinshead Coaches	Secondary/ rural	2	2	-	-	2	2	-	-	N/A	07:35-17:53				
92 (circular)	Congleton	Buglawton	Hollinshead Coaches	Secondary/ rural	2	2	-	-	2	2	-	-	N/A	08:15-17:45				
94	Newcastle	Congleton	D & G Coach & Bus		1	1	1	-	1	1	-	-	N/A	09:10-18:20	Newcastle Bus Station			

Service	Origin	Destination	Operator	Type of service	Frequency									Weekday operating hours	Key areas/ locations served	CB			
					AM - 07:00 - 09:00 BP - 09:00 - 16:00 PM - 16:00 - 18:00 OP - 18:00 - 00:00														
					Weekdays (bph)				Saturday (bph)				Sunday (bph)						
AM	BP	PM	OP	AM	BP	PM	OP												
94A/94B	Newcastle	Congleton	D & G Coach & Bus	Second ary/ rural	1	1	-	-	-	-	-	-	N/A	07:05-18:20	Newcastle Bus Station				
313	Manchester Airport	Stockport	Stagecoa ch Greater Manchest er	Core inter-urban	1	2	2	1	-	-	-	-	N/A	04:44-23:01		CB			
316	Sandbach	Cookesmere Lane	D & G Coach & Bus	Second ary/ rural	-	-	3	-	-	-	-	-	N/A	09:45-13:15					
317	Leighton Hospital	Alsager	D & G Coach & Bus	Second ary/ rural	2	1	-	-	-	-	-	-	N/A	08:45-17:15	Sandbach				
318	Alsager	Congleton	D & G Coach & Bus	Second ary/ rural	-	-	3	-	-	-	-	-	N/A	09:45-14:00					
319	Sandbach	Goostrey	D & G Coach & Bus	Second ary/ rural	1	1	-	-	-	-	-	-	N/A	08:45-13:45	Holmes Chapel				

Service	Origin	Destination	Operator	Type of service	Frequency									Weekday operating hours	Key areas/ locations served	CB
					AM - 07:00 - 09:00 BP - 09:00 - 16:00 PM - 16:00 - 18:00 OP - 18:00 - 00:00											
					Weekdays (bph)				Saturday (bph)				Sunday (bph)			
AM	BP	PM	OP	AM	BP	PM	OP									
358	Hayfield	Stockport	Stagecoach Greater Manchester	Core inter-urban	1	1	1	1	-	-	-	-	1	05:58-00:00		CB
391	Macclesfield	Stockport	Manchester Community Transport	Core inter-urban	1	1	1	-	-	-	-	-	N/A	08:10-16:20	Kerridge Poynton Hazel Grove	CB
392	Macclesfield	Stockport	Manchester Community Transport	Core inter-urban	1	1	1	-	-	-	-	-	N/A	07:10-17:40	Bollington Poynton Hazel Grove	CB
Skyl			High Peak													

Appendix B: Current bus fares

As the National Bus Strategy outlines, BSIPs must drive improvements to local bus services in several ways, one of which focuses on bus ticketing and fares. This section looks at the cost of each ticket type and concessions available in Cheshire East for all nine operators.

Arriva

Arriva Northwest ticketing system is subdivided into; Chester Plus, Crewe, Greater Manchester and the North West (see table 1). Arriva offer daily, weekly, monthly, and annual saver tickets where prices vary according to passenger type (see table 1). There are a variety of ways to purchase tickets for Arriva services, for example, contactless, paper tickets or using Arriva UK Bus App.

Entitlements:

- Single and return tickets: a one-way journey on any Arriva service.
- Family tickets: unlimited travel to adults and kids when they travel together.
- Children: Under 5s travel for free on all Arriva UK buses. For children over 5, discounts vary by region.

Table 1: The cost of fares and ticket types for Arriva North West.

Operator: Arriva		
Service	Ticket type	Cost
2, 2A, 3, 4, 5, 6, 6E, 9, 10, 10A, 21, 21A, 31, 31A, 37, 37A, 37E, 38, 84	<u>Chester Plus:</u>	
	Single evening	Adult: £1.00 /Child: £1.00
	Day	Adult: £4.60 / Child: £3.00
	3-Day flexi	Adult: £8.50 / Child: £10.00
	Week	Adult: £15.00 / Child: £10.00
	4-Week	Adult: £51.00 / Child: £40.00
	Annual	£510.00
	Family Day	£9.00
	<u>Crewe</u>	
	Day	£3.50
	Duo day	£6.50
	3 Day Flexi	£10.00
	Week	£12.00
	4 weeks	£42.00
	Annual	£420.00
	Family day	£8.00

Operator: Arriva		
Service	Ticket type	Cost
	<u>Greater Manchester</u>	
	Day	Adult: £4.70 / Child: £2.30
	Duo Day	Adult: £8.50
	3-day flexi week	Adult: £17.00 / Child: £8.50 / Student: £12.50
	4-week	Adult: £58.00 / Child: £29.00 / Student: £43.50
	Annual	Adult: £580.00 / Child: £290.00
	Family day	£9.00
	<u>Northwest</u>	
	Day	Adult: £5.50 / Child: £3.50
	Duo Day	Adult: £10.50 / £15.50
	3-day flexi week	Adult: £18.00 / Child: £12.70
	4-week	Adult: £63.00 / Child: £42.00
	Annual	Adult: £630.00 / Child: £420.00
	Child academic year, Terms: Autumn, Spring & Summer	£230.00 / £85.00 / £170.00
	Family	£12.00
	Student academic year:	£395.00
	July/August	£75.00
	Autumn	£155.00
	Autumn & Spring term	£305.00
	Academic year +1	£440.00
	+2	£475.00

D & G Coaches

As the second biggest operator across Cheshire East, D & G Coaches have a variety of ticketing options (see table 2). Purchasing tickets can be done through contactless payments, including Apple Pay and Google Pay accepted in Express Transit. D & G Coaches accept English National Concessionary Travel Scheme (ENCTS) passes for free travel on all services. Within Cheshire East ENCTS allows free travel after 9:30 am Monday to Friday and all-day Saturday, Sunday and Bank Holidays. Outside of these times, passengers with an ENCT pass pay 50% of full adult price, which can only be paid in cash.

PlusBus tickets can be used on D & G services as an add-on from train travel. However, D & G Coaches only accept PlusBus tickets within set boundaries, if travelling outside of these set boundaries (see table 2), single fares or a multi-journey ticket should be purchased

Entitlements:

- D & G Coaches defines 'young person' as anyone aged between 5 to 18 (inclusive).
- Children under 5 travel free but must be accompanied by an adult.

Table 2: The cost of fares and ticket types for D&G coaches and Buses.

Operator: D & G Coach and Buses		
Services	Ticket type	Cost
8,12,38, 42, 70, 72, 73, 85, 88, 89, 188, 94, 94A, 94B, 109, 130, 316, 317, 318, 319	Single	£2.20 (£1.50 for young people)
	Return	Adults: £5.50, Students £4.50, £3.50 for young people.
	Early Bird Return Tickets	£3.00 <i>If you are travelling before 9.30am Monday to Friday (excluding Bank Holidays) wholly within the Potteries area, ask the driver for an Early Bird Return - this costs just £3.00 and the return journey can be made any time later in the day. Early Bird Return tickets are only valid for one journey in each direction without changing buses.</i>
94, 94A, 94B, 318	Potteries return	Adult: £4.50, Student £4.00 and young person £3.00. Valid on 94,94A (between Newcastle Bus station and Congleton Road), 94B and 318 (between Red Bull crossroads and Dales Green Corner).
8,12, 38, 42, 70, 85, 317	Crewe Return Tickets	Tickets cost only £4.00 for an adult, £3.50 for a student (ID is required) or £2.75 for a young person.
	Group tickets	£8.00 for up to five people for the whole day.
	Weekly Student fares	Adult: £16.00, Young Person £14.00.

Operator: D & G Coach and Buses		
Services	Ticket type	Cost
		20% of adult fares. £45.00 for 28 consecutive days.
85, 94, 94A, 94B, 318	Stoke Smart Tickets	Smart Day- Adult: £5.90/ Child £4.40 Smart Week- £21.00/£15.75
85, 94, 94A, 94B	Keele Key day/week	£4.50/£17.00
8, 12, 38, 42, 85, 317	PlusBus (Crewe)	You can buy a PlusBus ticket as an add-on to your train ticket to get you to and from Crewe, Congleton, Macclesfield, Stafford and Stoke-on-Trent railway stations
38, 42, 94, 94A, 318	Congleton PlusBus	
88	Greater Manchester PlusBus	
38, 88	Macclesfield PlusBus	
85, 94, 94A, 318	Stoke-on-Trent PlusBus	

First Potteries

Tickets for First Potteries services can be bought through the First Bus App, online, contactless and cash on the bus and at the travel shop.

Entitlements

- Young people aged 15 and under get 25% off the adult fare
- Children under 5 travel free when accompanied with an adult.
- Weekender tickets are only valid within the Potteries area and allow for up to 5 people to travel all weekend for £8.

Table 3: The cost of fares and ticket types for First Potteries.

Operator: First Potteries		
Service	Ticket Type	Cost
3, 3A	Single	Adult: £1.50 / Young Person: £1.10
	Potteries Return	Adult: £4.00 / Young Person: £3.00
	Day	Adult: £5.00 / Young Person: £3.80
	Group (day)	£11.00
	Week	Adult: £18.00 / Young Person: £13.50
	Month	Adult: £65.00 Child: £48.80 (bought on mTickets or from the Shop) Student: £48.50 on First Bus App/ £54 in travel shop
	3 Month	Adult: £195 / Young Person: £143.30

	Weekender	£8.00
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Go Goodwins Coaches

Go Goodwins tickets can be purchased onboard or as a mobile ticket. More ticket options are available for purchase online including annual tickets, month ticket, 3 Month Saver, 5 Trip Bundle, 10 trip bundle and 25 trip bundle.

Entitlements:

- Day tickets and week tickets are valid from the day of entitlement

Table 4: The cost of fares and ticket types for Go Goodwins.

Operator: Go Goodwin coaches		
Service	Ticket Type	Cost
391, 392	Day Ticket	Adult: £4.50 / Child: £2.00 / Student: £3.00
	Week Ticket	Adult: £14.00 / Child: £7.00 / Student: £9.00
	5x Day Ticket Bundle	Adult: £20.00 / Child: £9.00 / Student: £13.00
	14-Day Ticket	Adult: £25.00 / Child: £12.50 / Student: £17.00
	Family Day	£9.00
	Annual	Adult: £480.00 / Child: £240.00 / Student: £320.00
	Month Ticket	Adult: £48.00 / Child: £24.00 / Student: £36.00
	3-month Saver	Adult: £120.00 / Child: £60.00 / Student: £95.00
	5 Trip Bundle	Adult: £10.00 / Child: £5.00
	10 Trip Bundle	Adult: £20.00 / Child: £10.00
	25 Trip Bundle	Adult: £45.00 / Child: £22.50

High Peak Buses

High Peak Buses are the third largest operator in Cheshire East. They offer Mobile tickets, onboard tickets, and multi-operator tickets. For further breakdown of fare prices by bus <https://www.highpeakbuses.com>

Table 5: The cost of fares and ticket types for High Peak Buses.

Operator: High Peak		
Service	Fare Type	Cost
14	Single	Max- £3.30/Min -£2.20
	Day Return	Max- 5.65/Min- £4.00
	Weekly fares	Max- £23.10/Min- £15.40
	Travel club	15% off adult single and return
	NUS Extra/Apprentice Extra	15% off adult single and return
	Tango	25% off the price of 2 adults for 2 passengers travelling together (on school holidays 2 children under 16 travel free)
	Child fares	33% off adult single, return and weekly fares
19	Single	Max- £3.30/Min -£2.20

Operator: High Peak		
Service	Fare Type	Cost
	Day Return Weekly fares Travel club NUS Extra/Apprentice Extra Tango Child fares	Max- 5.65/Min- £4.00 Max- £23.10/Min- £15.40 15% off adult single and return 15% off adult single and return 25% off the price of 2 adults for 2 passengers travelling together (on school holidays 2 children under 16 travel free) 33% off adult single, return and weekly fares
58	Single Day return Weekly Travel Club NUS Extra/Apprentice Extra Tango Child fares available in Cheshire (Cat&Fiddle to Macclesfield bus station) <i>*Includes cross boundary route from Cheshire into Derbyshire Wyfarer Zone</i>	Max- £5.10/Min- £2.20 Max- £8.35/Min- £4.00 Max- £35.70/Min- 15.40 15% off adult single and return fares 15% off the price of adult single and return fares 25% off the price of 2 adults for 2 passengers travelling together (on school holidays 2 children under 16 travel free) 33% off single, return and weekly fares
60	Single Day Return Weekly	Max- £3.80/Min- £2.10 Max- £6.40/Min- £3.86 Max- £26.60/Min-14.70
60A	Single Day Return Weekly Travel Club NUS Extra/Apprentice Extra Tango Childs Fares (available between Macclesfield to Kettleshulme) <i>*Includes cross boundary route from Cheshire into Derbyshire Wyfarer Zone and Greater Manchester Wyfarer Zone</i>	Max- £3.30/Min- £2.20 Max- £5.56/Min- £4.00 Max- £23.10/Min-£15.40 15% off adult single and return fares 15% off the price of adult single and return fares 25% off the price of 2 adults for 2 passengers travelling together (on school holidays 2 children under 16 travel free) 33% off single, return and weekly fares

English National Concessionary Travel passes accepted as per national scheme (Between 09:30-23:00 Monday to Friday, and all day on weekends and bank holidays) Passengers with a senior or disabled pass issued by Cheshire East Council can travel for half fare before 09:30 Monday to Friday, when boarding/alighting in Cheshire

Hollinshead coaches

Hollinshead Coaches are one of the smaller operators within Cheshire East. Hollinshead Coaches use 'Moovit Platform', with fare prices also covered by Congleton PlusBus (see

table 2). It is important to note that fare information for route 90 was last updated (online) on the 24th October 2016. This information may now be outdated considering the duration since last update and changes to network following COVID-19.

Table 6: The cost of fare and ticket types for Hollinshead coaches

Operator: Hollinshead Coaches (last updated 24/10/2016)		
Service	Fare type	Cost
90 Congleton-Bromley Estate (Circular)	Single Day Prices	Adult: £1.50/Child: £1.00 (2016) Adult: £2.50/Child: £1.25/ Rail card holder: £1.65

Mikro Coaches

Limited information was available online about ticketing type and fare cost for Mikro Coaches. However, this operator has an affiliation with local schools in Cheshire East. Thus, Mikro Coaches utilises social media platforms to provide updates to their services. On the 15th July 2021, Mikro Coaches stated on Facebook that they have taken the decision to increase fare price to £2.00 each way, from September, due to the unprecedented effects on the pandemic.

Table 7: The cost of fares and ticket types for Mikro coaches.

Operator: Mikro Coaches		
Service	Fare type	Cost
39	Day and Return	£2.00 each way (raised as of 15 th July 2021)

Stagecoach Buses

Stagecoach Buses have two services that are operational across Cheshire East, including cross-boundary services. They offer a variety of tickets seen in table 8, of which payment can be taken online/mobile or onboard.

Table 8: The cost of fares and ticket types for Stagecoach Buses.

Operator: Stagecoach		
Service	Fare type	Cost
42C	Single	Adult: £3.50 / Jobseeker: £1.70 / Child: £1.70 (non igo single £2.00)
	Day Rider	Adult: £5.00 / Child £5.00
	Manchester System One 1-day Anybus	Adult £6.00 / Child £6.00
	Weekly (MegaRider)	Adult: £16.50 / Child: £16.50
	Manchester get me there 7-day AnyBus	Adult: £19.50
	Manchester 7-day EasyRider Cross Boundary	Child: £10.00
	Manchester 28-day MegaRider	£62.00
	Annual MegaRider	£595.00
	Multiuse- Manchester Flexi5	£20.00

358/360	Single	Child: £3.50 (non igo single £2.00)
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Warrington's Own Buses

Warrington's Own Buses offer a range of tickets that can be purchased onboard, including adult, child, family, and day tickets.

Entitlements:

- *Child tickets apply to those age 5 and 15, and are half the price of adult fares*

Table 9: The cost of fares and ticket types for Warrington's Own Buses.

Operator: Warrington's Own Buses		
Service	Fare Type	Cost
47 Warrington-Lymm-High Leigh- Knutsford	Singles	Adult prices- £1.60-£4.20/ Children (5-15) travel at half the adult fare
	Day Return	Adult prices- £3.00-£5.90/ Children (5-15) travel at half the adult fare
	Adult Day Rover	Adult- £5.95 Plus one child- £7.50 Plus two children - £8.50
	Family day rover (2 adults and 2 children)	£11.50
	Child day rover	£3.00
	Senior Citizen/disabled	£4.80
	Cheshire travel card	Plus one child - £6.50 Plus two children - £7.50

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Working for a brighter future together

Highways and Transport Committee

Date of Meeting: 21 September 2021

Report Title: Highways Service Improvement Plan - Update

Report of: Andrew Ross – Director of Infrastructure and Highways

Report Reference No: HT/09/21-22

Ward(s) Affected: All

1. Executive Summary

- 1.1.** This report informs the Committee of the work done to date and the proposals for implementing the recommendations of the Highway Service Improvement Plan.
- 1.2.** The Service Improvement Plan was prepared following the commencement of the new Highways Service Contract in October 2018. The matters addressed in the plan cover the key areas of customer satisfaction, value for money and quality assurance of the service. The work on customer satisfaction has been incorporated into the Council's Brighter Futures Transformation Programme and Highways is the first service area to implement the Customer Experience Strategy.
- 1.3.** The report summarises the outcome of this work to date and highlights the proposed actions and those already taken to achieve the improvements in those areas.
- 1.4.** The Highway Service Improvement Plan will result in changes that will deliver the following strategic aim and subsequent priorities in the Council's Corporate Plan 2021-25 :

An Open and Enabling Organisation:

To :

- Listen, learn and respond to our residents, promoting opportunities for a two-way conversation
- Support a sustainable financial future for the council, through service development, improvement and transformation
- Promote and develop the services of the council through regular communication and engagement with all residents

1.5. The plan and work programmes involve changes of varying scale to the way services and are managed and operated and as the roll out of the work progresses. Further updates will be provided to the Committee to seek feedback on their relative success and to consider further improvement.

2. Recommendation

The Highways and Transport Committee is recommended to:

- 2.1.** Note the progress to date on the development and implementation of the Highways Service Improvement Plan.
- 2.2.** Comment and feedback on the plan and the actions being taken to implement an improved service.

3. Reasons for Recommendation

- 3.1.** The Highways Service is a highly visible frontline service which faces a very large demand in terms of customer engagement, set against limited capital and revenue budgets for the network size. It is therefore important that the committee is aware of the work underway to improve customer experience, quality assurance and value for money and provide its input into the ongoing service improvement process.

4. Other Options Considered

- 4.1.** This section is not applicable.

5. Background

- 5.1.** Since the award of the highways services contract to Ringway-Jacobs in October 2018, several changes to how the contract is operated and managed have been made:-

- A new governance arrangement has been established to provide clear lines of responsibility and accountability for the delivery of highway services alongside the delivery of wider highway and infrastructure objectives such as the major schemes programme. A diagram of the governance structure is attached as Appendix 1. The Highways Operations Board, consisting of Cheshire East and Ringway Jacobs managers, has an operational overview of delivery of the contract against performance with a line of reporting and accountability which now runs through to this committee.

- A new contract Performance Management Framework has been established to monitor and manage performance of the service provide against the key objectives and contract performance indicators. These indicators focus on delivery of the council's priorities, quality assurance and customer experience.
- A Service Review and Value for Money (VfM) Assessment was carried out by the Future Highways Research Group from Cranfield University. This assessment identified that although the highway service measured highly against the economy and effectiveness, there were opportunities for improvement against the efficiency criterion and that Member and Customer perception was that the service could improve. This report also identified that there was a need to review the resources and roles of the council's client team.

5.2. To build on the above work, it was agreed to develop a Service Improvement Plan to both give assurance that the client arrangements were appropriate and to make recommendations for improvements in respect of contract management, value for money and customer experience. A report was prepared by an independent experienced industry professional, which was completed in November 2020 following a series of interviews with highway staff from the Council and Ringway Jacobs, Council members and other stakeholders of the service.

5.3. The following table summarises the recommendations in the report. The actions arising from these are being developed and implemented through the new contract operational governance arrangements described above.

	Theme	Recommendation
1	Contract Management	Review the role of the client team and the Service Delivery Cycle
2	Contract Management	Develop new streamlined contract processes and procedures.
3	Value for money	Implement a revised cost reporting structure.
4	Value for money	Implement a rolling programme of benchmarking
5	Value for money	Introduce a programme of Value for Money reporting for capital works
6	Customer Experience	The service to engage with the Customer Journey Review and develop a Customer Satisfaction Improvement Plan.

Progress to Date:

5.4. Recommendation 1 - Review the role of the client team and the Service Delivery Cycle

- This review is complete. The client team's role is to oversee the contract performance and ensure that the service is delivered to appropriate quality standards.
- The team is small and because of this should concentrate on strategic contract quality, performance and value issues. Over time, there was evidence that the team had been drawn into more operational matters, which was limiting the capacity to focus on strategic work.
- The solution is to re-define the existing client team's role away from operational issues to focus on where they can add most value for the client. This is preferable to significantly increasing the size of the client team. There is however a need to provide additional capacity for direct site based quality assurance with the addition of a Quality Assurance Officer to the team.
- It was also concluded that the additional focus on value for money (VfM - see later recommendations) may best implemented by adding additional commercial skills and capacity to the team in the form of a dedicated officer.
- The changes to the client team will require increased revenue funding and any changes would be subject to redirecting the use of existing budgets and the 2022/23 Medium Term Financial Strategy budget process.

5.5. Recommendation 2 - Develop new streamlined contract processes and procedures

- This is a technical action relating to formal contract correspondence and communication between the client team and contractor.
- Bespoke contract documents have been improved using standard templates to ensure effective contract communications. These include Service Manager's Instruction and Notification forms, Contractor's Notification and Submission forms, Compensation Event and Early Warning forms.
- The new payment application documents allow for cost comparison against actual Task Order instructions and new processes have been developed related to Value for Money and Benchmarking.
- Shared folders are in place to record Early Warning, Risk Registers and efficiency savings.

- These improvements are helping lead to greater efficiency in the day to day management of the contract.

5.6. Recommendation 3 - Implement a revised cost reporting structure

- This is a technical action relating to how the monthly contract application for payment is presented to the client team. The improvements were implemented in April 2021.
- The new payment application documents to provide a more efficient and transparent validation and coding process through the Council's finance system, provide improved budgetary management and comparison against cost estimates and will also lead to greater efficiency in managing the process for both client and contractor.

5.7. Recommendation 4 - Implement a rolling programme of benchmarking

- This is a technical action relating to how the Contractor benchmarks his costs and presents these to the highway client team to evidence ongoing delivery of cost effective and efficient services and schemes.
- A benchmarking process has been established and agreed which sets out clearly how the contractor carries out this work across all elements of both their supply chain and self delivery resources and presents it to the highway client team for consideration and approval.
- This process is cyclic and sets out how and when the various benchmarking activities are carried out and how they are reported by the contractor to evidence ongoing delivery of value for money for the Council. This enables the Council to monitor, challenge and track performance in the key areas of time, cost and quality which determine value for money.
- A bench marking programme has been approved and a cross-contract benchmarking report format adopted to capture this aspect of the benchmarking process.

5.8. Recommendation 5 - Introduce a programme of Value for Money reporting for capital works

- This is a technical action closely linked to Recommendation 4 regarding benchmarking and sets out how the Contractor will ensure value for money on capital schemes and evidence this to the Council as part of the target cost setting process for capital improvement schemes.
- An Improvement Scheme Pricing Flowchart is incorporating value for money activity has been developed (Appendix 2) This sets out a process for evidencing value for money in a graphical format.
- The Contractor uses a target cost pack to present the proposed cost of an improvement scheme to the highway client team for approval. The

pack data is used to assess the value for money provided by the Contractor and used by the Council to check, challenge and validate the proposal to ensure value for money is provided. Only when the client is assured of value for money will the improvement scheme be commissioned.

- A target cost is the contractor's best estimate of the cost of delivering a scheme and includes some elements of risk. Target Costs are used when a scheme is well defined and uncertainties at a minimum. The contractor is paid his actual costs for delivery the scheme and that cost may finish up above or below the target cost. If the contractor's costs exceed the target, he has to bear a proportion of the excess cost. If the Contractor's costs are less than the target, he receives a proportion of the difference. Through this mechanism there is a shared risk if a scheme's costs exceed the target cost, with all of the risk carried by the Contractor if the target cost is exceeded by 10% or more.
- The Contractor's share or proportion of risk is set out in the Highway Service Contract.

5.9. Recommendation 6 - The service to engage in a Customer Journey Review and develop a Customer Satisfaction Improvement Plan.

- It is important to aim for a high level of customer satisfaction with the Highway Service. There is currently however some low levels of customer perceptions and satisfaction with the service. The Highway Service has actively been involved in carrying out a customer journey review with the aim of ultimately improving customer satisfaction and reducing formal correspondence. This work supports our aims in the Council's 2021/25 Corporate Plan:
 - Improved customer satisfaction with highways
 - Improved response times to customer enquiries

5.10. Brighter Future Transformation Programme - Customer Experience Strategy

The council's Brighter Futures Transformation Programme is responsible for driving change across the organisation, with a focus on customers and for designing and delivering corporate systems to support this. It includes:

- A corporate analysis of who our customers are and their needs
- Development of a Charter of Customer Experience standards which all Services can adopt
- Customer Experience training, awareness and workshops
- Enhanced approaches to consultation, engagement and "voice of the customer"

- Design and delivery of the underpinning customer contact and case management technology
- Recommendation 6 from the original work on the Service Improvement Plan has now been incorporated into the wider council work on the Brighter Futures Transformation Programme. The Highways Service is now a pilot service for this programme
- Work started with an analysis of the experience that our customers receive when they contact the Highway Service and have plotted what those customer journeys look like by completing customer journey mapping and formal correspondence analysis

5.10.1. Data Analysis

The service receives very large volumes of customer contact. In 2020/21, the Council's Highways Service received:

- 33,287 new service requests - via customers telephoning or emailing the contact centre or digitally logged on the Council's **Report It Tool**
- The highest volume enquiry types were potholes, gully & drainage, hedge & tree, light out and carriageway issues. These five enquiry types equated to 19,386 individual enquiries which is 58% of all enquiries received within the year.
- 20,117 Highway Service telephone calls were received by the contact centre of which 8,549 were new service requests.
- 1,738 individual pieces of Formal Correspondence (468 MP's enquiries, 82 Chief Executive enquiries, 51 Leader enquiries and 1,137 Member Enquiry Service enquiries)
- 277 complaints (245 Stage 1 and 32 Stage 2)
- 147 Freedom of Information requests
- 46% customer satisfaction from the National Highway and Transport (NHT) survey

5.10.2. Customer Journey Mapping

Customer Journeys have been analysed using the busiest five enquiry types listed above at 5.10.1.

Monthly audits have been carried out as part of the management of the highway contract. The responses to a selected number of enquiries are assessed to identify what could have been done better. These audits have proved very useful in making improvements to the customer experience.

The audits have so far:

- Identified and built on some areas of good practice.
- Resulted in a review of the highway web pages; providing the customer with more information on the webpages to reduce unnecessary contact
- Identified a need for a closer working relationship with the contact centre which will allow for more opportunities for the contact centre to confidently resolve queries at first point of contact and to manage our customer's expectations more effectively

5.10.3 Formal Correspondence Analysis

An analysis of the formal correspondence completed in service has identified the following:

- A high volume of formal correspondence for the service is the result of:
 - The service not responding to a service request within timeframe.
 - The service not providing a satisfactory response to the customer.
- A large volume of the formal correspondence should be treated as service requests.
- A number of individual pieces of correspondence are received through multiple correspondence channels (Chief Executive, Leader, Member, MP) which generate a separate response to each piece of correspondence
- Formal correspondence received by the service is increasing year on year:
 - 884 in 2018/19
 - 1,763 in 2019/20
 - 2,162 in 2020/21
- There was a significant increase in 'recorded' formal correspondence in 2019/20 when both the Leaders and Member Enquiry Service correspondence began to be administered on i-casework – the council's in house correspondence handling system.
- The estimated cost to the highways service associated with investigating and responding to formal correspondence between April 2018 and March 2021 was approximately
 - £167,000 in 2018/19

- £283,000 in 2019/20
- £220,000 in 2020/21)
- **A total over 3 years of £670,000 – not including any costs involved in managing the corporate processes outside of the highway service**
- It was found that the pressure to ensure that each piece of correspondence is responded to within the correct timeframe can mean that proper updating and cross referencing against current service requests already in the system is not always completed, which then leads to existing service requests being escalated to future pieces of formal correspondence. It is that cycle that needs breaking.

5.10.4. The Highway Service “Customer Satisfaction Improvement Action Plan”

The following is a comprehensive list of actions identified from the work so far, so of which are current and some for future consideration that have been incorporated into a Customer Satisfaction Improvement Plan.

Underway now:

- The ‘as is’ journey mapping for pothole, hedges & tree, gully & drainage, carriageway and light out service requests to help understand the reasons for customers chasing their service requests, not being happy with their responses (escalations) and stage 1 and stage 2 complaints.
- Identifying the ‘could be’ journey maps to improve on current ways of working
- Opportunities are being taken to increase resolution of queries at first point of contact’
- Work to provide customers with a better online experience – by working to implement the on-line reporting tool, “Fix My Street” - initially for the above enquiry types
- Implementation of good practice customer performance measures from the Well Managed Highways Infrastructure Guidance.
- Implement the remaining customer focussed measures identified in the highway contract documents

- The identification and implementation of new customer focussed performance measures linked to all the above
- Embedding the Council's Customer Experience culture across the Highways Service
- Undertaking a pilot exercise on Formal Correspondence. This commenced 17th June 2021 and will last for three months

Future actions and further opportunities to be explored, some of which may be subject to funding:

- The rolling out the above activities to all enquiry types
- Further enhancements to Fix My Street to implement new enquiry types
- Making more asset data visible to customers and contact centre staff to enable them to identify assets not maintained by the Council, to see faults already reported and to view maintenance activities that are already planned.
- Improving communications; to better implement proactive messaging around issues such as road closures or major works to inform customers and minimise the need to make contact.
- Enhancing the contact centre and digital channel services to provide an initial assessment of the fault and therefore the anticipated next steps and timescales
- Providing customers with better access to scheduled planned work and resulting outcomes i.e. safety inspections, gully work
- To investigate and consider the development of a business case for the use of in vehicle technology to identify and report highway defects to reduce dependence on reports.

Future Updates

Progress with the Customer Satisfaction Improvement Plan will be provided monthly to the service's Operations Board and the Brighter Future Customer Experience Working Group and will be reported to this committee until all actions have been fully implemented as day to day business activities.

6. Implications

6.1 Legal

6.1.1. None.

6.2. Finance

6.2.1. The Brighter Futures Transformation Programme has funding to support the work on the Highways Pilot. The work to demonstrate Value for Money will be important and are to be welcomed. As indicated in Section 5.2.4, some of the means to enhance customer satisfaction may require additional investment, which will be subject to the 2022/23 Medium Term Financial Strategy (MTFS) budget process.

6.2.2. Also as noted in Section 5.5.5, the changes to the client team that would require increased revenue funding are subject to the 2022/23 MTFS process.

6.3. Policy

6.3.1. No wider policy implications.

6.4. Equality

6.4.1. No equality implications.

6.5. Human Resources

6.5.1. Recommendation 6 of the Service Improvement Plan, described in Section 5.5 has some implications for staffing levels in the Cheshire East Council Contract Client Team and will be subject to the usual business planning.

6.6. Risk Management

6.6.1. No risk management implications.

6.7. Rural Communities

6.7.1. There will be no different impact on rural communities than any other communities.

6.8. Children and Young People/Cared for Children

6.8.1. No implications different from any other groups

6.9. Public Health

6.9.1. No implications.

6.10. Climate Change

6.10.1. No implications

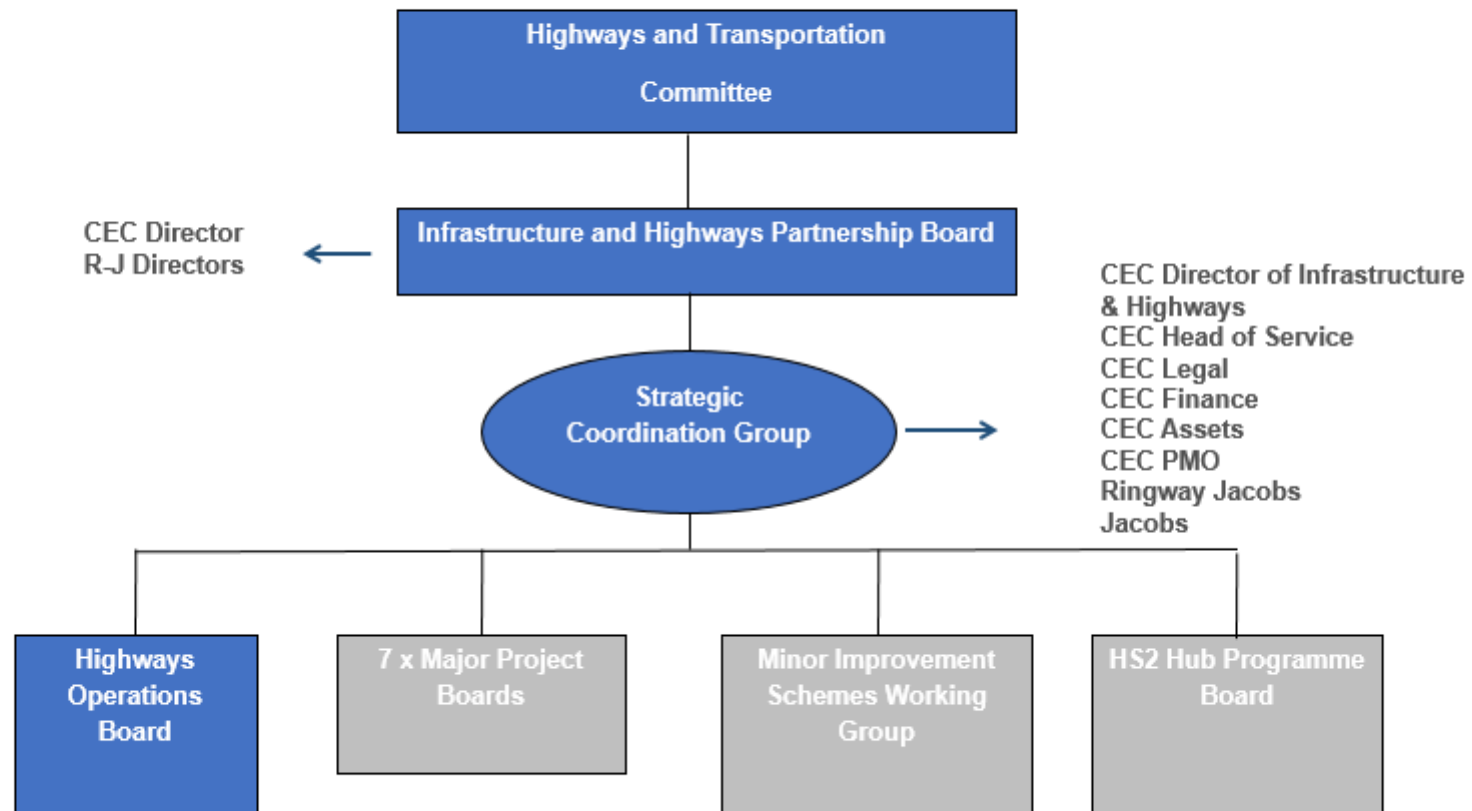
Access to Information

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Appendices:	Appendix 1 – Highway Service Contract Governance Appendix 2 – Improvement Scheme Pricing Flowchart
Background Papers:	None

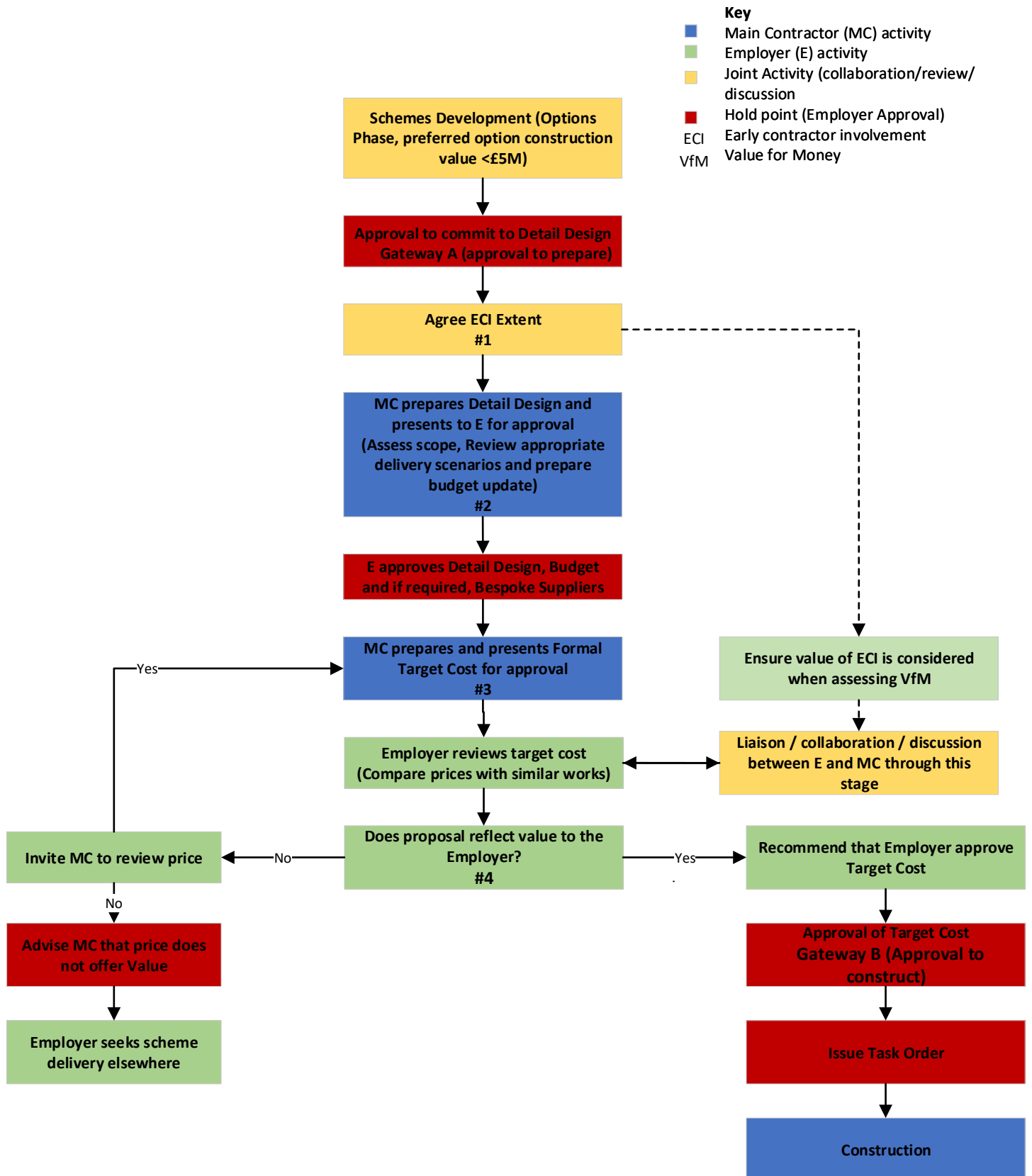
Highways Contract governance



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Improvement Schemes (up to £5M value) Pricing Flowchart – Incorporating VfM Activity



Further Notes and Explanation on Scheme Pricing Flowchart

#1 – In many cases the prospect of Early Contractor Involvement (ECI) brings Value Engineering cost savings and efficiencies through influencing buildability in to the design. Where the Main Contractor (MC) believe ECI input from specific suppliers will offer Value Engineering benefits, this will be considered during the selection of the appropriate delivery scenario at the start of detailed design to ensure the optimum solution is offered to the Council in their capacity as Employer (E). The Main Contractor will seek the Employers agreement to the level of ECI proposed and consideration will be given to the added value this brings to the scheme delivery, as part of the Value for Money (VfM) assessment to establish optimising quality and price, made during target cost validation. Potential for quality enhancement and cost savings will be optimised if the ECI contribution is made via the delivering supplier.

#2 – A selection exercise will be undertaken to identify which resources are best placed to offer VfM on the scheme. These will be selected from the following potential options: in-house resources, Tier 1, Framework and Bespoke suppliers. Each scheme will likely utilise a mix of suppliers:

- **In-house resources** - Following a rigorous procurement exercise conducted by the Employer at tender stage, Ringway Jacobs (RJ) became the MC and service provider for the Highways Service Contract (HSC). Under this contract, the MC can deliver improvement schemes up to a construction value of £5m (index linked). The award of high value schemes is dependent upon establishing that the scheme target cost offers best value and certain aspects of this were established through the quality and price submission within the MC's tender. As such, where possible, the MC will seek to deliver schemes or elements of schemes using in house capacity, assured that the value has been validated through the initial tender process and further supported through adjustment of tendered prices, via appropriate price adjustments to maintain currency of prices, for use in target costs. **These price increases will be linked back to tender assumptions and agreed as part of the wider requirements of the HSC.**
- **Tier 1 supply chain partners (Jacobs and Eurovia)** - The establishment of the reach back support from the MCs shareholders was detailed within the MC's tender submission and forms a core part of how the MC delivers the HSC. The MC does not charge their element of profit on Tier 1 (shareholders) works, offering a considerable saving from the outset. **Where comparable and appropriate, Tier 1 prices will be compared to similar previous competitively tendered works undertaken by the Tier 1 supplier for other clients.** This will be supported by further validation, as Target Costs will be reviewed by the Employer as part of the Target Cost assessment and the prices will be compared against other works carried out for the Employer by other parties.
- **Framework Suppliers** - These are key suppliers that have been providing service to the contract for many years, in many cases on a regular, daily, basis. Many of these suppliers originate from Cheshire and these were also noted within the MC's tender submission and present a strong contribution to the social value of the Cheshire community. The MC reviews these key suppliers on a cyclic basis to establish their continued eligibility and competitiveness through a series of procurement exercises, conducted by the MC's central management on a nationwide basis, to establish a core of benchmarked primary suppliers. The MC has already benchmarked the disciplines of Traffic Management in 2019 and Traffic Signals in 2020, offering preferred supplier status for 5-year terms. These exercises will continue to test other such disciplines and providers as the contract continues. These exercises, having established validity for the framework means it is not necessary to specifically market test on a scheme-by-scheme basis. Although at certain times, depending upon the nature of specific schemes, a further bespoke price competition may be undertaken between appointed framework suppliers for specific schemes. **(Note, the results of all the MC's procurement exercises will be made available at any time for Employer review.)**
- **Bespoke suppliers** - These suppliers are appointed subject to the bespoke requirements of each scheme and the resultant need to provide specific services. Where these are required, localised selection exercises will be undertaken, within the design phase of the process, to shortlist a proposed supplier offering best value to the service. **This proposal together with comparison to other competitors in the selection exercise will be provided to the Employer for approval.**

#3 – In preparing the Target Cost, as required in the contract, the MC will use, where comparable, the initial sample schemes presented at tender to prepare initial prices, these will be adjusted to reflect current market prices and enable parity for benchmarking purposes. Where works are bespoke, new prices will be created and will be competitively based upon current market rates. **All costs will be summarised in a Target Cost Pack and submitted to the Employer for comparison and validation.** Both the Employer and the Main Contractor will collaboratively engage in dialog to establish optimum value in terms of quality, based upon the ECI from the MC and their approved supply chain partners, and price, which is required to be within 10% of current market rates. As part of a target costing cycle, rates used will inform future schemes to ensure a continuous cycle of pricing accuracy is achieved.

#4 – “Does proposal reflect value to the Employer” – Initial criteria is set out in the Service Information, Schedule 8(5). The comparison of prices presented in the Target Cost is one aspect that is critical to establishing VfM, (key threshold that scheme delivery cost should not exceed comparable open market rates by more than 10%). However, the overall VfM comparison needs to also consider the added value that use of the HSC with the MC brings in terms of their overall support to the wider council through provision of the service, including non-monetary benefits, some of which are noted as follows:

- The cost savings to the council from not having to engage in bespoke tendering exercises for individual schemes
- Coordination of schemes and maintenance works to maximise efficiency and reduce overall cost
- Known provision of quality and ownership of the finished product remaining for the duration of the HSC
- ECI – the extent of cost savings from early contractor involvement
- Potential to reduce overheads across a number of schemes through continuity of work
- Savings achieved prior to construction, initiated through close design-construction delivery
- The “no profit on profit” approach from RJ and their shareholders

All of these factors will be considered when summarising the base price comparison and reasonable consideration will be made for these.



Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	21 September 2021
Report Title:	Annual Road Safety Report
Report of:	Andrew Ross – Director of Infrastructure and Highways
Report Reference No:	HT/25/21-22
Ward(s) Affected:	All Cheshire East Wards

1. Executive Summary

- 1.1. One of the Council's key priorities set out in the Corporate Plan is for a transport network that is safe and promotes active travel. One of the measures for success is to reduce the levels of those killed and seriously injured on our roads
- 1.2. This report explains the activities and measures undertaken during the 2020/21 Financial year to address road safety issues in Cheshire East.
- 1.3. A report covering road safety in the borough will be presented to Committee on an annual basis.

2. Recommendations

- 2.1. To note and make comment on the report on the highway service's road safety activity undertaken in 2020/21.

3. Reasons for Recommendations

- 3.1. To Introduce the committee to the ongoing work of the Council's highway service and external stakeholders to improve road safety in the borough through the three E's approach of Education, Enforcement and Engineering, to aid the committee when considering budget setting and programming for the next financial year.
- 3.2. The intention is to bring subsequent road safety reports to the committee annually in September. The content of those subsequent reports can

reflect members' comments on ongoing work to improve road safety in the borough

4. Other Options Considered

4.1. Not applicable.

5. Background

5.1. Policy Context - National

5.1.1. The Council is a 'local highway authority' and in this context it has a number of statutory duties to perform that have an impact on road safety. These include:

- Highways Act 1980 – duty to maintain highways maintainable at public expense.
- Road Traffic Act 1988 – powers as to giving road safety information and training and duty to carry out studies into accidents arising from the use of vehicles and to take measures as appropriate to reduce and prevent such accidents.
- Road Safety Act 2006 - The provisions are designed to improve road safety as part of the Government's strategy to help achieve casualty reduction on UK roads.

5.2. Policy Context - Local

5.2.1. Local authorities in England are required to produce a Local Transport Plan (LTP) setting out their strategy, objectives, and implementation plan for improving transport in their community.

5.2.2. The Council's LTP 2019 – 2024 is used to demonstrate how government funding will be used to meet local transport needs, including how the council intends to reduce the number of people being killed and injured on their roads through the following actions.

- Continued support for the use of existing speed cameras and the introduction of speed management measures at accident hotspots as determined by the Cheshire Road Safety Partnership
- Working with partners and other organisations to provide education and training to high risk groups, including young adults, children, pedestrians, cyclists, and motorcyclists
- Supporting programmes which inform all drivers and riders of the consequences of high-risk behaviours such as excessive speed, alcohol and drug impairment and not wearing seatbelts

- Working with schools, employers, and local communities to provide road safety training to cyclists and promote the use of active travel

5.2.3. The LTP aligns to the Council's Corporate Plan in aiming to reduce the number of people killed or seriously injured on Cheshire East's roads.

5.2.4. The Council's Road Safety objectives help deliver the Corporate Plan outcomes and LTP recommendations and form part of the annual road safety business plan and are also set out in the Cheshire East Multi-Agency Road Safety Plan. The objectives are:

- To reduce road traffic collisions across the borough of Cheshire East
- To improve the quality of education, training, and publicity
- To provide a strategic overview of casualty data
- Identify opportunities for closer collaboration in delivery of road safety initiatives and ways to improve communication
- To deliver evidence based road safety initiatives
- To exchange information and best practice
- Seek ways to work in closer collaboration to deliver efficiencies in resources and marketing through partnership

5.2.5. In the Police and Crime Plan for 2021-2024, "Making Cheshire Roads Safer" is identified as an overarching priority.

5.3. The National Picture

5.3.1. When national collision data is compared to that in Cheshire East the Killed and Seriously Injured (KSI) collisions numbers show a similar profile of reducing numbers. Between 2019 and 2020 the reduction nationally was 25% compared to 22% in Cheshire East.

5.3.2. This is in line with the national reduction in traffic levels of 21% due to the impacts of the 4 months of local down between April and June and in November 2020.

5.3.3 Pre-pandemic, KSI casualties tended to increase in March after the winter months. However, that trend was not reflected in 2020, evidencing the impacts of lock down on reduced road journeys and, as a result, reduced casualty collisions.

5.4. Central government focus on road safety has been supported by its establishment of the Safer Roads Fund initiative to help local authorities bid for funds provided to tackle the top 50 worst performing road corridors. What this means for Cheshire East is outlined in section 6.9.

5.5. The next section of this report sets out the basis of an Annual Road Safety Report for the Borough, covering what resources are utilised to promote road safety, what programmes and activities are undertaken and what data is used as evidence to determine those programmes

- 5.6. Members' views are sought on the content of this section in preparation for an Annual Road Safety Report in September 2022

6. ANNUAL ROAD SAFETY REPORT

6.1. Staff resources

- 6.1.1. The Council, via Cheshire East Highways, have a Road Safety team of 2 engineers and 1 technician who deliver the revenue and capital funded road safety activities for the council each year.
- 6.1.2. The Road Safety team's role is to provide professional expertise to identify any causes, or potential causes, of road safety issues and to help to identify, develop and deliver solutions to those issues.

6.2. Scope of Service Delivery

- 6.2.1. All revenue and capital funded programmes delivered by the highway service make an important contribution to road safety in some respect. The winter gritting service, carriageway resurfacing, and road markings are just a few of the activities that help ensure the highway network is as safe as possible within the available budget. This annual report focusses on the activities led by the road safety team and its investment programmes.
- 6.2.2. Routine and reactive road safety activities are funded by revenue budgets. This includes policy development, road traffic collision investigations, preparation of funding bids and all responses to road safety enquiries from the public and key stakeholders. It also covers the funding of the Council's road safety education into schools and its contribution to the funding of the Cheshire Road Safety Group (CRSG). The CRSG is discussed in section 6.10.
- 6.2.3. Capital funded activities focus on planning, design, and delivery of the road safety programme. This is an annual programme of local safety schemes designed to help improve road safety at accident cluster sites through the delivery of engineering improvements. Alongside this core element are a range of other road safety initiatives. These include the implementation of minor safety related schemes, safety camera related works to systems, sites and signage including replacement of infrastructure and equipment and the design of schemes in readiness for delivery in the next financial year.
- 6.2.4. The 2020/21 Road Safety Capital Programme (see Appendix A) was published on the Council's website along with the other highway service work programmes. The current road safety improvement programme for 2021/22 is on the council's website (accessible via the following link: ([Fix Safety Schemes Programme](https://www.cheshireeast.gov.uk) ([cheshireeast.gov.uk](https://www.cheshireeast.gov.uk))). The Committee will be invited to approve the draft high level programmes for 2022/23 at its meeting in November.

- 6.2.5.** This programme forms part of the Cheshire East Multi-Agency Road Safety Plan which pulls together the annual programmes for various Council services together with the delivery plans for Cheshire Constabulary and Cheshire Fire & Rescue Service. The Multi Agency Plans for 2020/21 and 2021/22 are included as Appendix B and Appendix C respectively. The next Multi Agency Plan is intended to be presented to this Committee in July 2022.
- 6.2.6.** The team support other highway teams delivering work programmes and specific local improvement schemes by undertaking Road Safety Audits. The Audit process ensures road safety aspects are considered throughout the design and delivery of a scheme.
- 6.2.7.** The team also contributes to enquiries regarding road safety concerns. These usually amount to around 300 enquiries a year.

6.3. Annual Budget

- 6.3.1.** The overall budget for Road Safety in 2020/21 was £553,500 funded from revenue and capital budgets as shown in the table below

Road Safety Budget 2020/21	Funding Source	£
Routine and reactive Road Safety activities	Revenue	15,500
Road Safety Education to Schools	Revenue	83,500
Contribution to Cheshire Road Safety Group	Revenue	134,500
Road Safety Schemes programme	Capital	320,000
Total Annual Budget	£	553,500

Table 1 Annual Road Safety Budget 2020/21

- 6.3.2.** In addition to the above, the team has also been working on two of the council's three Department for Transport (DfT) funded Safer Road Fund schemes on the A532 West Street, Crewe, and the A536 Congleton to Macclesfield, which the team successfully bid for funds for. The total multi-year budget for these standalone schemes is £3.340M.

6.4. Five year Road Traffic Collision Data and trends

- 6.4.1.** The five year road traffic collision data shows a downward trend from 2016 to 2020 with an associated reduction in the Killed and Seriously Injured (KSI) casualties. The Covid-19 pandemic and Government led response to it including periods of national lockdown has reduced traffic journeys and changed patterns of work and travel. This will have affected the number of road traffic collisions and casualties in 2020 and is shown in the statistics in table 2 below with all the KSI types being below the five year average. However, the overall picture remains one of reducing numbers of collisions and casualties.

- 6.4.2.** The five year picture for Cheshire East shows a 35% reduction and this pattern is reflected across Cheshire.
- 6.4.3.** There was a spike in collisions involving fatalities during 2018 across Cheshire which goes against the general trend of the last 5 years. This affected all Cheshire authorities and can be seen in the statistics for Cheshire East below.
- 6.4.4.** Table 2 and Figure 1 below record and illustrate the Road Traffic Injury Collision data and trend over the last 5 year in Cheshire East.

	Road traffic injury Collision Numbers by Year					
Severity	2016	2017	2018	2019	2020	5 Year Average
Fatal	17	12	21	16	14	16
Serious	136	134	112	90	81	111
Slight	595	585	524	475	398	515
Total	748	731	657	581	493	642

Table 2 Road traffic Personal Injury Collisions Data

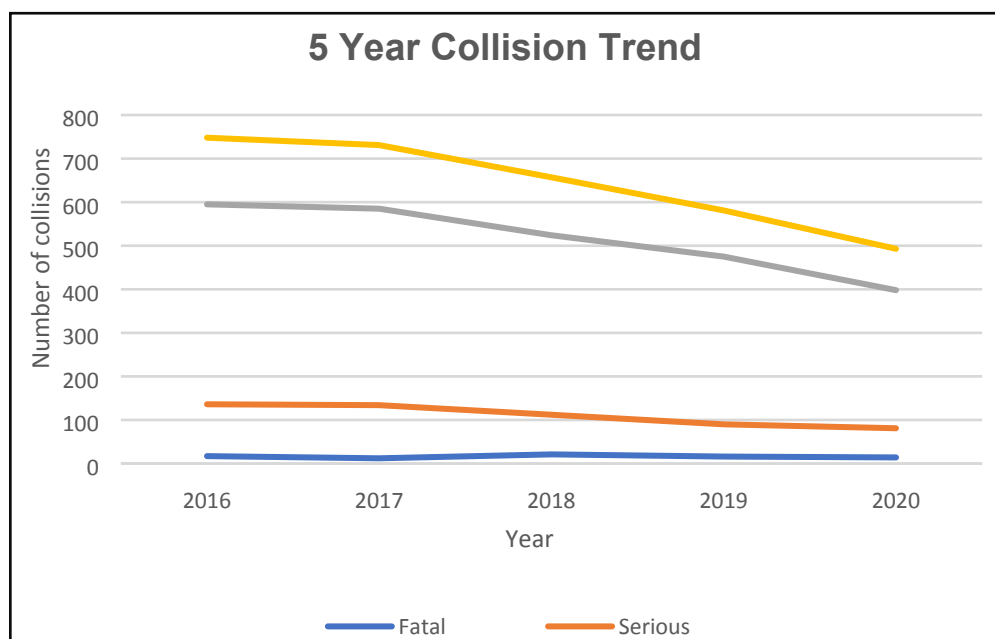


Figure 1 5 Year Road traffic Personal Injury Collision Trend

- 6.4.5.** The data on Road Traffic Personal Injury Collisions is provided by Cheshire Constabulary from its STATS19 reports and is used by the Council to inform the development of its programme of Local Safety Schemes through cluster site analysis.
- 6.4.6.** Analysis is undertaken on the STATS 19 data to establish the causation factors, impacts on separate groups of road users, road environment conditions, as well as providing age and time of day profiles. The information feeds the programme development and informs the appropriate engineering, education, and enforcement activities of ours and those of our multi agency partners.

6.4.7. The number of Killed and Seriously Injured (KSI) collisions fell for the fifth consecutive year. (Table 2.2 Cheshire East Multi-Agency Road Safety Plan 2021/2022 in Appendix C).

6.4.8. The Road Safety Team Leader attends sites where fatal collisions have occurred when requested by Cheshire Constabulary. This is to help determine whether there are any features of the highway that may have been a contributory factor in the collision.

6.5. Capital Budget Summary Table

6.5.1. The table below summarises how the road safety available capital budget was spent in 2020/21

Programme	2020/21 Cost
Local Safety Schemes (LSS)	£108,000
Carry forward for LLS scheme delivery in 21/22	£119,000
Minor Safety Related Schemes	£23,000
Safety Camera Works	£20,000
Cary forward for Safety Camera Works for delivery in 21/22	£23,000
Future Scheme Designs	£27,000
Total Capital Budget	£320,000

6.6. Local Safety Schemes

6.6.1. Local Safety Schemes are road safety engineering measures developed in response to the number, patterns, and trends of collisions on the public highway.

6.6.2. The scheme locations are discussed with Cheshire Constabulary via the monthly road safety liaison meetings which can provide useful input into scheme development.

6.6.3. The Council inputs the road traffic injury collisions data it receives from Cheshire Constabulary into a computer database called KeyACCIDENT.

6.6.4. The database enables the highway service road safety team to analyse the injury collisions to determine location, severity, trends, and contributory factors and thus determine if engineering measures are beneficial and where they are what the most appropriate

engineering solution is to improve safety on the Cheshire East highway network.

- 6.6.5.** Collisions where alcohol, drugs, use of technology or medical episodes are the contributory factor are excluded from the statistics used as such causal factors would not benefit from engineering measures.
- 6.6.6.** Locations with five or more injury collisions within a fifty metre radius are known as cluster sites, and these are prioritised annually to determine which safety schemes will form part of the highway service work programme during each financial year.
- 6.6.7.** The Local Safety Schemes completed during the 2020/21 financial year were as follows:

Local Safety Scheme	Ward	Measures introduced
A50 Manchester Road/A5034 Mereside Road	Mere	<ul style="list-style-type: none"> • Kerblane realignment • Enhanced signing • Enhanced road markings • High friction surfacing
Alton Street/Walthall Street	Crewe West & South	<ul style="list-style-type: none"> • Junction protection markings • Enhanced signing
A535 Holmes Chapel Road/Bomish Lane	Gawsworth	<ul style="list-style-type: none"> • Kerblane realignment • Enhanced signing • Enhanced road markings • Hazard marker posts • High friction surfacing
A5358 Bonis Hall Lane/Mill Lane	Prestbury	<ul style="list-style-type: none"> • Enhanced signing • Enhanced road markings • High friction surfacing • Hazard marker posts
A535 Wrexham Road/A49	Ridley	<ul style="list-style-type: none"> • Kerb realignment • Enhanced signing • Enhanced road markings
A50 Knutsford Road/Northwich Road	Dane Valley	<ul style="list-style-type: none"> • Refuge islands • Enhanced signing • Enhanced road markings

Table 3 Local Safety Schemes 2020/21

- 6.6.8.** Two further Local Safety Schemes were identified for implementation and the design and consultation work was carried out. The schemes could not be delivered on site in 2020/21 due to objections to proposed design by residents at one location and the presence of buried services containing asbestos at the second location. These issues are being addressed currently and the

schemes will be delivered in 2021/22 using the carried forward budget.

6.7. Minor Safety Related Schemes

- 6.7.1.** Minor Safety Related Schemes are identified throughout the year from local resident enquiries / Ward Member concerns etc. Sometimes they are smaller clusters or locations of damage-only collisions.
- 6.7.2.** Such locations are discussed with the police at monthly liaison meetings to understand their views on whether engineering measures would be beneficial or appropriate.
- 6.7.3.** Road Safety engineers then determine which schemes can be delivered within the funding available. These are proactive measures to address locations before collisions become more frequent or severe
- 6.7.4.** The Minor Safety Related Schemes completed during the 2020/21 financial year were:

Minor Safety Related Schemes	Ward	Measures Introduced
A530 Whitchurch Road/Wrenbury Road	Audlem	<ul style="list-style-type: none"> •Enhanced signing •Enhanced road markings
Wistaston Green Road	Wistaston	<ul style="list-style-type: none"> •Enhanced signing •Enhanced road markings
Station Road	Goostrey	<ul style="list-style-type: none"> •Enhanced signing •Enhanced road markings •Rumble strips

Table 4 Minor Safety Related Schemes 20/21

- 6.7.5.** It is recognised that where there are more Minor Safety Related Schemes identified than can be delivered within the budget available these will have to be prioritised against a consistent set of criteria in future years. Work to set out these criteria is being undertaken in the current 2021/22 financial year.

6.8. Safety Camera Related Works

- 6.8.1.** In 2020/21 the budget was used for the repair, improvement and replacement of the equipment and other infrastructure that supports and houses the safety cameras at the sites across the borough and helps facilitate the various police speed enforcement activities. The cameras themselves are the sole responsibility of the police as they are used for enforcement of traffic offences.

- 6.8.2.** A proportion of the 2020/21 budget was allocated to the planned relocation of the safety camera site in Spurstow, which was delayed in response to local concerns, for expenditure in 2021/22.

6.9. Design of Schemes

- 6.9.1.** Each year the road safety team undertake preparatory works including site surveys to facilitate the design of road safety schemes that will form part of the next year's programme. This is an important area that helps the road safety team develop its business plan and programme ready for early start on site in the new financial year.

6.10. Road Safety Audits (RSA)

- 6.10.1.** The Road Safety team undertakes Road Safety Audits on all new highway schemes introduced on the Cheshire East network in accordance with Section GG119 of The Design Manual for Roads and Bridges (DMRB), a set of national standards and advice notes, which states; *"The objective of the road safety audit process is to provide an effective, independent review of the road safety implications of engineering interventions for all road users"*.
- 6.10.2.** Road Safety Audits were undertaken on all new schemes during 2020/21.

2020/21 Financial Year	Number Completed
Road Safety Audits	25

Table 5 Road Safety Audits

6.11. Speed Limit Assessments

- 6.11.1.** The team is responsible for undertaking speed limit reduction assessments annually in accordance with the *Cheshire East Council Speed Management Strategy* and the DfT document *Setting Local Speed Limits*. The number of requests varies annually and originate from enquires from Ward Councillors and resident's enquiries.
- 6.11.2.** Typically, we carry out around 20 assessments a year, however due to the impacts of COVID 19 in 2020/21 on travel patterns and the impending Speed Management Strategy review this number was significantly reduced.

2020/21 Financial Year	Number Completed
Speed Limit Assessments	1

Table 6 Speed Limit Assessments

- 6.11.3.** The Covid-19 pandemic saw reduced traffic flow on the network and shifts in travel modes as well as having an impact on scheme delivery.

6.12. Department for Transport Safer Roads Fund

- 6.12.1.** In 2015/16, the Department for Transport (DfT) working with the Safer Road Foundation identified the 50 most dangerous stretches of A roads in England and invited the affected local highway authorities to apply for funding to undertake road safety measures. The Council submitted bids for the three routes identified in the borough
- The A532 Vernon Way/West Street, Crewe,
 - The A536 Congleton to Macclesfield road, Macclesfield,
 - The A537 Cat & Fiddle road, Macclesfield
- 6.12.2.** The bids were successful, and the Council was awarded £5.8 million in total for the three routes.
- 6.12.3.** The A532 scheme proposals included the re-classification of West Street and Vernon Way and re-routing through traffic onto Dunwoody Way. The direction signing for the re-classification was completed in 2020/21
- 6.12.4.** The A536 scheme proposals comprised the installation of average speed cameras together with improvements to the road environment including surface treatments, road markings and signage along the full route. Delivery of Phase 1 at Eaton including average speed cameras was undertaken in 2020/21 and presented for commissioning by Cheshire Constabulary. This was completed in April 2021 ahead of the opening of the Congleton Link Road scheme for which it formed part of the Eaton mitigation measures
- 6.12.5.** The third scheme is on the A537 Cat & Fiddle route and was awaiting provision of Government funding before work could proceed. This was received late January 2021 and a paper was presented to the first Highways and Transport Committee in 2021 with approval to proceed given.

6.13. Partnership Working

- 6.13.1.** Cheshire Road Safety Group (CRSG) is an important partnership whose membership comprises all the Cheshire local authorities, namely Cheshire East, Cheshire West and Chester, Halton, and Warrington together with Cheshire Constabulary, Cheshire Fire and Rescue Service and Highways England.
- 6.13.2.** The purpose of the Group is to promote safety for all road users in the Cheshire, Halton and Warrington Areas and support the delivery of the Local Transport Plan targets for the reduction in the number and severity of casualties from road traffic collisions. The main focus

for achieving this is using safety cameras to help ensure compliance with posted speed limits and traffic signals.

- 6.13.3.** The aspiration of the council and its partner organisation is to have zero collisions, but it is recognised motorists must take responsibility to not drive while impaired and to drive with due care and attention.
- 6.13.4.** The Group also monitor, review, and undertake coordinated activity across the group area aimed at reducing the number of people killed and seriously injured.
- 6.13.5.** The Group meet quarterly and are supported by a Technical Officer Group who meet on the same frequency. The Group is funded by the local authorities with financial contributions based on length of public highway in each local authority area and the Cheshire East base (net) budget contribution was £134,514 in 2020/21. The base net budget contribution for all the local authority members is shown below:

Local Authority Budget Contributions 2020/21	Base (Net) Budget* (£)
Cheshire East Council	£ 134,514
Cheshire West & Chester	£ 116,033
Warrington Borough Council	£ 59,453
Halton Borough Council	£ 20,000
Total	£ 330,000

Table 7 Local Authority Budget Contributions 20/21

* Base (Net) budget contribution is Gross budget contribution at start of financial year less funds received back from Speed Awareness Course income. CEC gross contribution was £217,517.

- 6.13.6.** The CRSF funding contributes to road safety within the borough through:
- Police operated speed awareness training courses
 - Speed Camera operations for enforcement purposes
 - Funding of Speed Camera systems and initiatives within the group

Operational Camera Systems 2020/21	Number of locations
Fixed Speed Cameras	23
Red light / Speed on Green Cameras	4
Average Speed Camera Routes	2

Table 8 Operational Camera Sites

Police Initiatives in 2020	Number
Speed awareness training courses	2496

(Undertaken via Cheshire Constabulary)	
--	--

Table 9 Speed Awareness Courses

- 6.13.7.** Cheshire East Council provide the financial reporting role to the Group and Warrington Borough Council host the Group's website which provides data on the location and statistics for all the fixed safety cameras and red light cameras across Cheshire including those in Cheshire East
- 6.13.8.** Last year saw the completion of the digitisation project for all the existing camera sites across Cheshire and this now provides 'speed on green' enforcement with the red light cameras. With this project complete and the potential for the introduction of new average speed camera sites funded by a Police and Crime Commissioner initiative the Group has been researching this growing area of technology.
- 6.13.9.** The Group is currently undertaking a review that is looking at funding model options and the scope of road safety activities covered. The aim is to complete the review and present the findings to the Group for consideration in the current financial year 2021/22.
- 6.13.10.** Members of the Road Safety team also attend several Road Safety groups and forums throughout the year.

Group / Forum	Role	Benefit
Monthly liaison meetings with Cheshire Constabulary	To discuss road safety related concerns raised in correspondence and enquiries and gain early police view on current and developing matters	Supports correspondence responses and helps identify locations that would benefit from further investigated
Quarterly meetings with the Midland Service Improvement Group (Casualty Reduction Group)	Forum for technology review and networking with other road safety authorities in the wider region	Raises the profile of CEC and encourages sharing of best practice
Quarterly meetings of Cheshire East Road Safety Officers Group (CEC teams, Cheshire Constabulary and	Opportunity to review policies, processes, and gain input to road safety initiatives from other CEC departments and key external stakeholders	Encourages greater collaboration on road safety delivery and preparation of the Cheshire East Multi Agency Road Safety Plan.

Cheshire fire and Rescue Service)		
Quarterly meetings of the Cheshire-wide Road Safety Education, Training & Publicity Group.	To understand the CFRS inputs to education programmes and their initiatives.	Ensures CEC understands the education programme and the service delivery
Bi-annually meetings of the Road Safety GB Group	National Group which organises events and seminars on road safety	Mechanism for sharing best practice and innovation on a national level.

Table 10 Road Safety Groups and Forums attended by Council's road safety representatives

6.14. Community Speed Watch

- 6.14.1.** Cheshire East has the largest number of active community speed watch groups in Cheshire.

Operational Community Speed Watch Schemes	Number
Cheshire East	59
Chester West and Chester	33
Halton	10
Warrington	7

Table 11 Community Speed Watch schemes in Cheshire Constabulary area

- 6.14.2.** This initiative is run and funded by Cheshire Constabulary in Cheshire East borough. Each scheme involves residents giving up some of their spare time to help monitor and check the speed of vehicles travelling through their communities and record information that can be acted upon by the police to tackle speeding on problem roads. Such schemes work as a deterrent and help to get the message across that speeding on the roads in urban areas where people live, and work is not appropriate and will not be tolerated by the community.
- 6.14.3.** In 2020/21 2,276 letters were sent out to motorists as result of this initiative.

6.15. Safer Cheshire East Partnership (SCEP)

- 6.15.1.** This is a Council led forum that brings partners together to provide strategic leadership to reduce crime, protect our communities from crime and help people to feel safer. The work of the partnership cuts across all Council service areas and contributes to help achieve the key corporate aims and priorities and associated measures of success in the Corporate Plan 2021-25.

- 6.15.2.** A representative of the highway service attends the quarterly SCEP meetings reporting on road safety initiatives that seek to reduce the number of killed and seriously injured which is a key focus of all the partnership organisations.
- 6.15.3.** The Partnership produce an Annual Strategic Assessment Report (link to current report: [strategic-intelligence-assessment-sia-2019-21-final.pdf \(cheshireeast.gov.uk\)](https://www.cheshireeast.gov.uk/media/2119/strategic-intelligence-assessment-sia-2019-21-final.pdf)) and the highway service contribute Section 19 on Road Safety.

6.16. Education to Schools

- 6.16.1.** The Council has engaged with Cheshire Fire & Rescue Service (CFRS) to deliver the Council's road safety education to Key Stage 2 and 4 pupils in 130 primary schools and 21 secondary schools across the borough.
- 6.16.2.** This is undertaken through a dedicated agreement for road safety education to schools in the Borough at an annual cost of £83,500.
- 6.16.3.** The CFRS have invested funds to update the delivery of this education material, especially into the high schools, where they have introduced the use of artificial reality headsets to help improve engagement with the students on key road safety topics.
- 6.16.4.** Covid-19 significantly affected the CFRS being able to go into the schools to deliver the material face to face. In response they have developed education packs that can be shared electronically with the schools to provide a resource the teachers can use to share important messages on road safety with the pupils. Feedback forms are included within the pack. The packs were sent out to all the primary schools and high schools in paragraph 6.13.1.

6.17. Local and National Road Safety Initiatives

- 6.17.1.** Education to schools provided by Cheshire Fire and Rescue Service sits alongside other non-CEC funded local and national road safety initiatives which all help support road safety within the borough.
- 6.17.2.** These initiatives are also supported by Cheshire Police. The events undertaken in the Borough in 2020/21 are set out in table 12 below:

Event	Number of events in year in the Borough	Initiative
Summer Road Safety Weeks	4 throughout July	Aims to raise awareness that all road users have the right to use the roads safely, regardless of how they choose to travel on it, and how inconsiderate actions can have serious life-

		changing consequences for innocent road users.
Alcohol and Drug Driving Campaign Summer and Winter	4 for each season in June & December	Roadside and on road events in conjunction with Cheshire Constabulary targeting motorists in the morning who could be over the limit. Also raising awareness of the dangers of taking to the roads after drinking or taking drugs
Winter Driving (Tyresafe)	4 in October	The tyre safety initiative aims to encourage a driver mentality to regularly self-test their tyres
Brake Road Safety Week	4 between November 16 th – 22 nd	Event to support the theme of the Brake Road Safety week 'No need to speed'
Think Drive Survive	28 Events across Cheshire	Think Drive Survive is a short stimulating event for young road users, where they are exposed to the risks associated with being a driver, rider, passenger, or pedestrian.
Fire-bike, Biker Down	7 Events 9 Biker Down Events across Cheshire	To encourage and signpost riders to Post Test Training. A short course offers people the chance to learn practical skills to help avoid being involved in a crash, as well as essential first-aid training and advice on what to do should they find themselves first on the scene of a crash where someone is injured '
Pedal Smart	Ad Hoc	<p>Pedal Smart, a course aimed at cyclists aged 14 and above.</p> <p>The course aims to get cyclists thinking in a more informed way about their personal safety and, importantly, the safety of others.</p> <p>Education in the session includes – Safer riding,</p>

		crash scene management, and first aid, specific to this vulnerable road user group
Close Pass (Trial)	1 event each in Crewe and Macclesfield	Cycling initiative where police will have an unmarked cyclist out on the road who will report traffic infringements to colleagues. Once the police have completed their actions including enforcement where necessary, Cheshire Fire and Rescue Service have an opportunity to engage with the road user to offer advice and educate on safe passing distances to allow and other road safety matters.

Table 12 CFRS led Road Safety initiatives in 20/21

7. Consultation and Engagement

7.1. This is an information report to the Highway and Transport Committee.

8. Implications

8.1. Legal

8.1.1. The Council has a duty under the Road Traffic Act 1988 to promote road safety and to carry out studies into accidents occurring within the highway and to take such steps as appropriate to prevent such accidents. This report set out how it fulfils that duty.

8.2. Finance

8.2.1. No financial implications arise from this report. Annual spending on road safety activity is prioritised from the highway revenue and capital funding allocations approved by the Council's budget setting process.

8.2.2. The risk of local authority contributions to the CRSG exceeding net contribution levels can occur if there is a low fee income from the training courses. When this has occurred, the shortfall has either been managed by the CRSG using reserves or, in the case of the 2020/21, addressed by the Police using additional central Government funding received to help address the impacts of the Covid19 pandemic.

8.3. Policy

8.3.1. The Council's Corporate Plan 2021-2025 outlines 4 key measures of success for the highway service, one of which is 'to reduce the

number of people killed or seriously injured on Cheshire East's roads'.

8.3.2. The Cheshire East Local Transport Plan 2019-2024 sets out the Council's strategic plan for transport within the borough and aligns to the latest Corporate Plan 2021-2025.

8.3.3. The core focus of the road safety programme is to help reduce the number of collisions and associated casualties on the public highway in the borough in line with the key objectives of the Corporate Plan and Local Transport Plan section 9.2 Road Safety and associated Actions 9.10 to 9.13 inclusive.

8.3.4. The road maintenance programmes that form part of the highway service annual business plan also play an important part in casualty reduction as well as improving highway condition as set out in section 9.3.1 Maintenance and asset management in the Local Transport Plan.

8.4. Equality

8.4.1. An Equality Impact Assessment is undertaken for the schemes as part of the process to design and deliver them in line with the Council's current policy and practise and takes account of the needs of all residents and users of the public highway.

8.5. Human Resources

8.5.1. There are no Human Resource implications

8.6. Risk Management

8.6.1. All highways and infrastructure projects have inherent risks, and these will vary for each scheme. The project team for the schemes deliver it in full compliance with the Construction Design Management (CDM) 2015 Regulations. These seek to address and minimise risk from the early stage of design through to completion of construction on site and subsequent whole life maintenance requirements.

8.6.2. The project management requirements include the development of a risk register and these are monitored and updated as risks are identified and mitigated to minimise their impact on the safe and efficient delivery of the scheme. All risks have assigned owners who are responsible for mitigating and managing them.

8.7. Rural Communities

8.7.1. The Schemes are designed to improve the efficiency and safety of the cluster site locations which are open to use by all residents and visitors to the borough. The Schemes are in both urban and rural settings.

8.8. Children and Young People/Cared for Children

8.8.1. There are no direct implications for children and young people.

8.9. Public Health

8.9.1. The reduction in the number of killed and seriously injured because of road traffic collisions on the public highway in Cheshire East is a key aim of the Council and external stakeholders.

8.9.2. Improvement schemes are implemented to enhance road safety for motorised and non-motorised users on the public highway network within the borough. These road safety improvements aim to help reduce the number of fatal and serious road traffic collisions on the Cheshire East highway network and deliver public health benefits for residents and users of the public highway.

8.10. Climate Change

8.10.1. Road safety enhancements help reduce the number of road traffic collisions and minimise disruption and congestion on the highway associated with such events. Road safety improvements can also encourage drivers to travel at lower and more appropriate speeds for the roads and conditions which can contribute to a reduction in vehicle emissions.

8.10.2. Safety improvements for non-motorised users can also encourage active travel thereby contributing to a cleaner air environment.

Access to Information	
Contact Officer:	Simon Barker, Road Safety Team Leader Simon.barker@cheshireeasthighways.org 07976 582150
Appendices:	Appendix A - Annual Road Safety Programme 20/21 Appendix B - Cheshire East Multi-Agency Road Safety Plan 2020/2021 Appendix C - Cheshire East Multi-Agency Road Safety Plan 2021/2022
Background Papers:	N/A

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Road Safety / Route Management Improvement Programme

2020/21

Programme Scope

Road Safety - programme delivery

These Works include a variety of initiatives linked at the reduction of collisions and injuries.

Data supplied by the police can be interrogated on a Borough Wide basis to identify collision clusters. These are then prioritised and detailed assessments are carried out of the highest ranking locations to determine possible remedial measures. The most cost effective locations then form the annual local safety scheme programme. Additional work is also identified throughout the year through close working with the police, including actions identified following collisions resulting in fatalities.

As part of the Cheshire Road Safety Group, the maintenance and upgrades of safety cameras is the responsibility of the local authorities. During the year, situations arise where upgrading of lining, vandalism repairs etc. is required in order that the cameras can be operational.

Local knowledge by Councillors, Parishes and members of the public often highlight locations where damage only collisions are occurring that may benefit from low cost measures such as junction markings and signage. These minor safety related schemes are identified throughout the year.

Task	Road Name/Location	Ward
Local Safety Schemes		
	A530 Middlewich Road/Colley's Lane	Nantwich N & W
	Alton Road/Walthall Street	Crewe S & W
	A537 Chelford Road/Marshall Lane	Ollerton
	A535 Holmes Chapel Road/Bomish Lane	Gawsworth
	B5358 Bonis Hall Lane/Mill Lane	Prestbury

Task	Road Name/Location	Ward
	Hall Lane/Clay Lane	Moston
Safety Camera Sites Upgrade		
	Safety Camera Related Works	Various
Minor Safety related schemes		
	Sites identified during the year	Various

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Cheshire East Multi Agency Road Safety Plan 2020-2021



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INTRODUCTION

This plan brings together the activities of partners to ensure coordinated and effective delivery of road safety improvements across Cheshire East. The aim is to reduce the number of people killed or injured on the roads.

The delivery structure consists of a Road Safety Executive Board (RSEB) with two delivery groups for the North and South of Cheshire East (North RSDG and South RSDG). The three groups have specific responsibilities:-

- RSEB - with responsibility for identifying priorities, agreeing the delivery plan, securing resources and performance management.
- North and South RSDG with responsibility for implementing and delivering the road safety plan.

The main partners are Cheshire East Council, Cheshire Fire & Rescue Service and Cheshire Constabulary.

The main delivery strands include **Education, Enforcement and Engineering**. These are focussed on:-

- Increasing awareness of contributing factors to road traffic collisions. These include speeding, impairment (alcohol/drugs), distractions (mobile phones), not wearing of seatbelts or using the correct child restraint system.
- Ensuring the road network is maintained in a good condition to reduce this being contributory to road traffic collisions and to support road safety. Identify collision 'hotspot' locations, identifying and implementing engineering solutions to address and reduce the risk.
- Carry out targeted enforcement campaigns based on sound intelligence.
- Use safety/speed cameras to enforce speed limits and greater compliance with the appropriate speed limit at identified high risk locations.
- Respond to local concerns about road related Anti Social Behaviour (ASB) /crime. This could include deployment of Speed Indicator Device (SID), driver engagement days, and community speed watch campaigns.

1. Road Safety Executive Board (RSEB) terms of reference.

Partners

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- Cheshire Constabulary (CC)
- Cheshire Fire & Rescue Service (CFRS)

CEC attendance at the meetings will come from relevant Services including Highways and Partnerships.

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To reduce the number and severity of road casualties in the borough of Cheshire East and to improve the safety and quality of life for all road users.

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- To improve the quality of Education, training and publicity (ETP)
- Strategic overview of casualty data
- Identify opportunities for closer collaboration in delivery of road safety initiatives and ways to improve communication
- To deliver evidence based road safety initiatives
- To consult and exchange information and best practice
- Seek ways to work in closer collaboration to deliver efficiencies in resources and marketing through partnership

Terms of reference:

- To support the preparation and delivery of the Road Safety Plans, Local Transport Plans along with health and community safety objectives
- To ensure integration with the LTP and other partner initiatives
- To promote and undertake co-ordinated road safety ETP measures
- To produce and coordinate responses to Government consultation and other matters affecting road safety

Target:

To see year on year reduction in the KSI and slight casualty figures using NI147 and NI 148 as performance indicators. Where figures are low, maintaining these figures with increased traffic volumes and a shift to more sustainable but vulnerable modes of transport.

Delivery:

The Executive (Exec) Board will meet four times per year or at a lesser frequency as agreed by the Board.

The Executive Board will be supported by Cheshire East Road Safety Officer Group. The Group will meet at the same frequency as the Exec Board, but held in advance in order to prepare any information, proposals etc. to be presented to the Exec Board for consideration.

2. Collision Reporting

The latest 5 year history of injury **collision** data between 1st January 2015 and 31st December 2019 is reported in Table 2.1 and Figure 2.1 below;

	2015	2016	2017	2018	2019	5 year average
Fatal	17	17	12	21	16	17
Serious	143	136	134	112	90	123
Slight	569	595	585	524	475	550
Total	729	748	731	657	581	

Table 2.1: 5 year collision history by severity 2015 – 2019

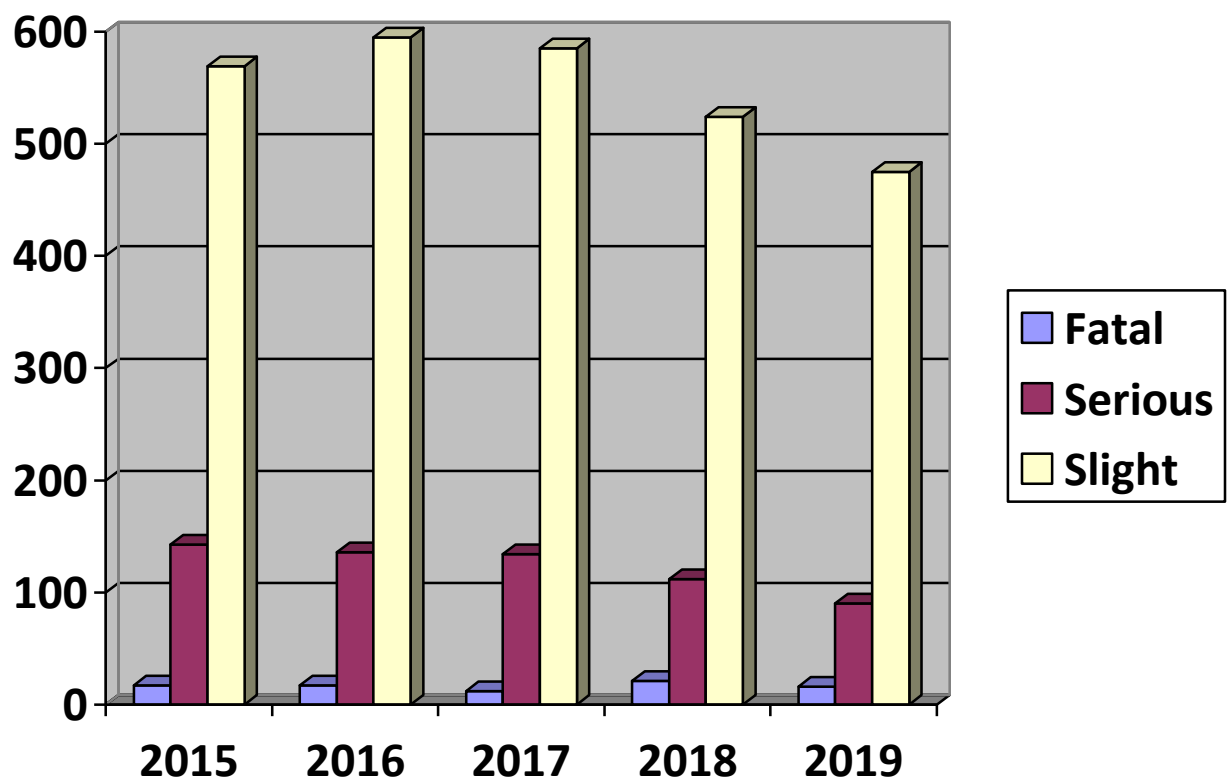


Figure 2.1: 5 year collision history by severity 2015 - 2019

The collisions identified in Table 2.1 resulted in the following **casualty** figures, displayed below in Table 2.2 and Figure 2.2..

	2015	2016	2017	2018	2019	5 year average
Fatal	17	17	13	25	16	18
Serious	158	146	148	129	96	135
Slight	746	773	750	679	581	706
Total	921	936	911	833	693	

Table 2.2: 5 year casualty history by severity 2015 – 2019

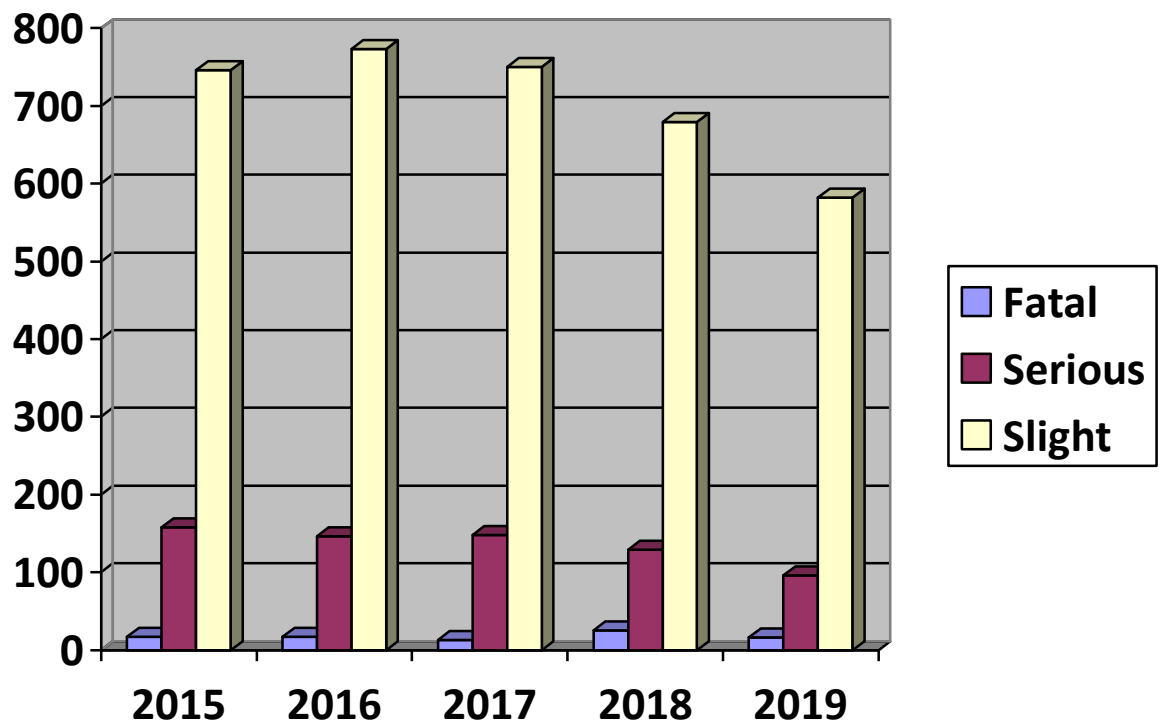


Figure 2.2: 5 year casualty history by severity 2015 - 2019

Summary of 2019

There were 16 **fatal collisions** in 2019, the second lowest in the last 5 year period. The total number of **serious injury collisions** was 90, the lowest total in the 5 year period. The total number of **all injury collisions** was 581, a reduction of 76 on the 2018 total of 657 and significantly lower than the 2015 – 2017 totals, which were in excess of 700.

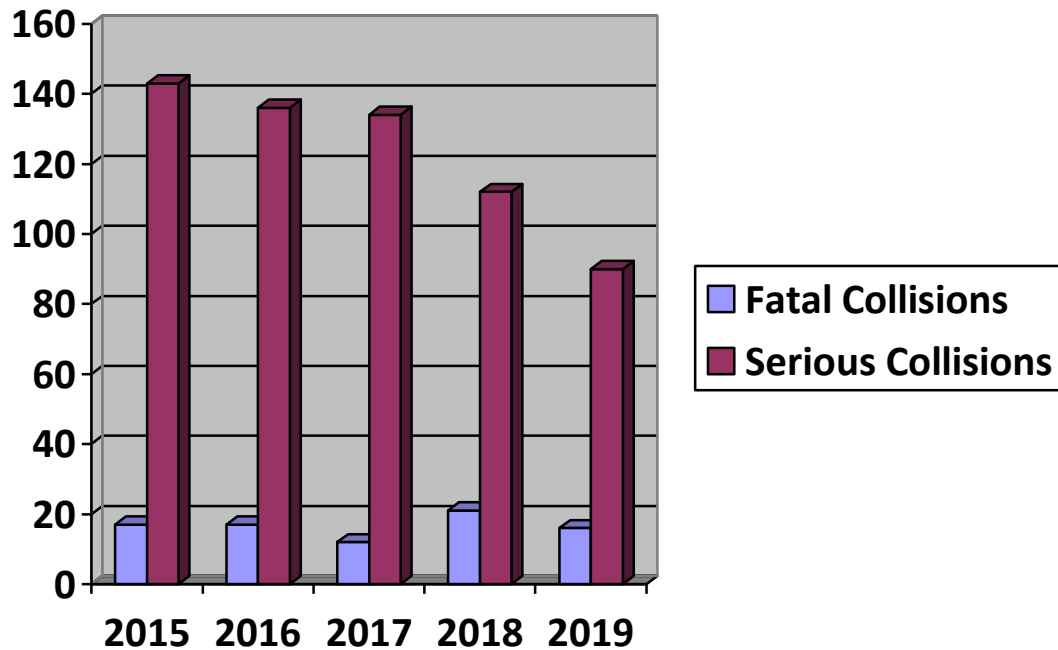


Figure 2.3: 5 year fatal and serious collision history 2015 – 2019

The 16 **fatalities** were also the second lowest in the five year period, whilst the 96 **serious injuries** are again the lowest 5 year figure. The total number of **all injury casualties** was 693, a reduction of 140 on the 2018 total of 833 and again significantly lower than the 2015 – 2017 totals, which were in excess of 900.

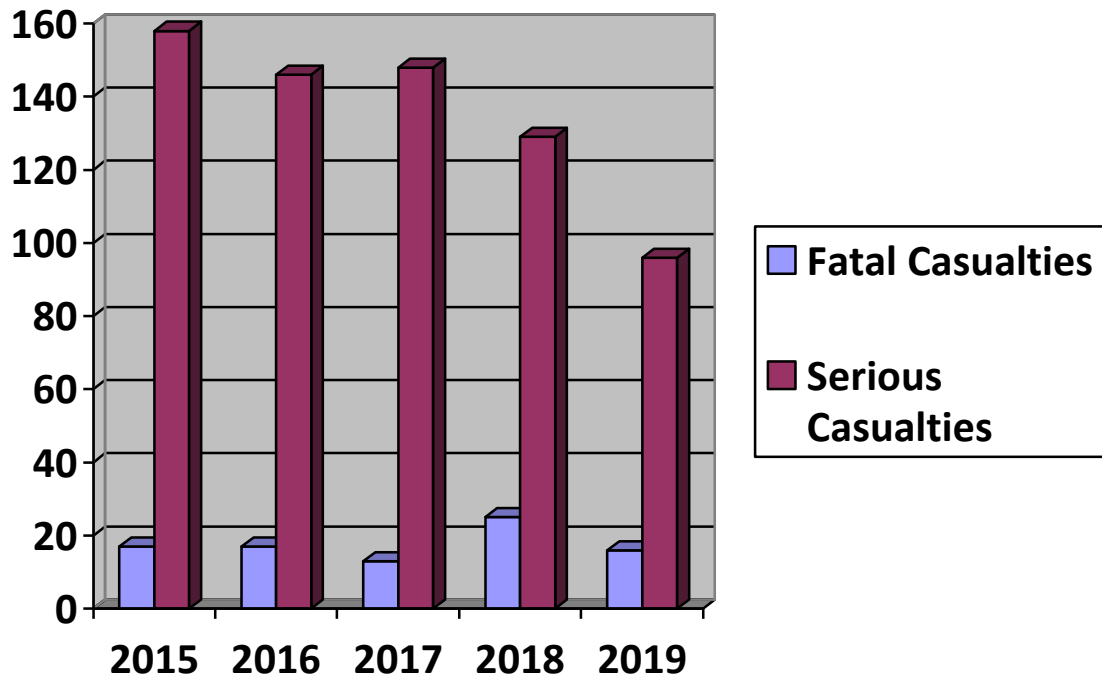


Figure 2.4: 5 year fatal and serious casualty history 2015 – 2019

Overall, the combined fatal and serious injury **KSI collisions** in 2019 totalled 106. The number of **KSI collisions** has reduced year on year over the last 5 year period.

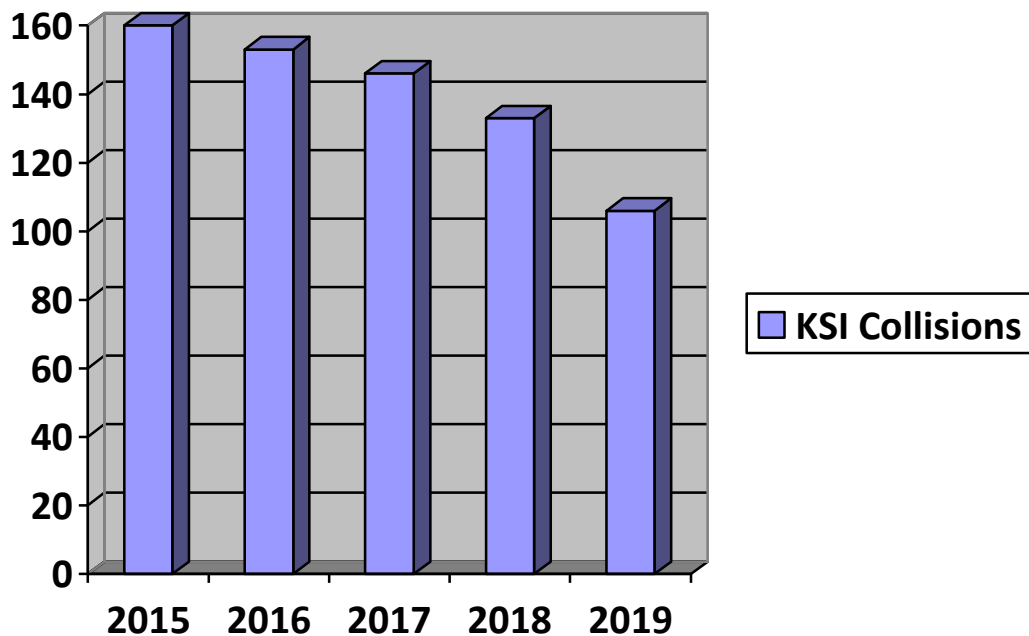


Figure 2.5: 5 year combined KSI collision history 2015 – 2019

The total combined number of fatal and serious **KSI casualties** in 2019 was 112 and is also the lowest in the 5 year period. Again, there has been a year on reduction over the last 5 years.

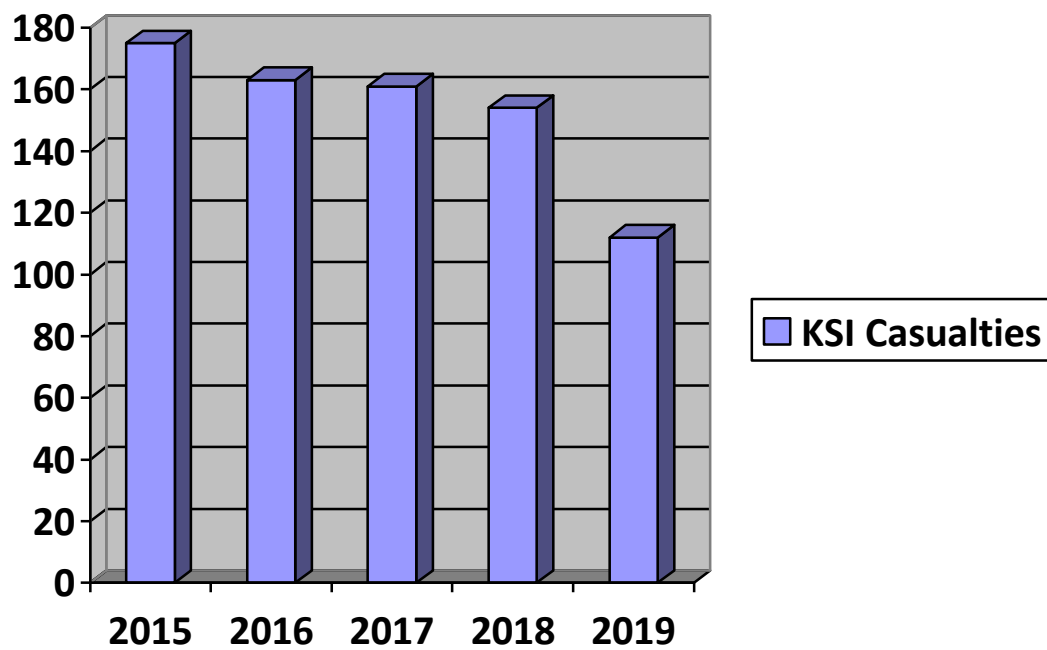


Figure 2.6: 5 year combined KSI casualty history 2015 – 2019

Appendix A

Delivery Plans and Activity Reporting

Cheshire East Council Review of 2019/20

Ref	Activity	Focus/Delivery	Specific/Outputs	Dates	Funding	Lead	Progress
1.1	Road/Rail Incursion	Mitigation measures to be implemented at the remaining incursion sites: Station Road, Goostrey.	Remaining site with risk ranking of over 90 to be addressed.	Throughout the year	Core Business	CEH	Design issues delayed the mitigation measures at Goostrey Station . Agreement reached with Network Rail to install rumble strips and enhanced signing but scheme could not be completed in 19/20 and has been carried forward to 20/21.
1.3	Local Safety Schemes	The plan is aimed at achieving reductions in the numbers of killed and seriously injured (KSI) on the roads in Cheshire East through engineering actions. Each site has been identified by its history of injury collisions with collision analysis undertaken and remedial measures proposed to	“Cluster site” analysis identified several high-risk sites to be addressed.	Throughout the year	Core Business	CEH	<p>Schemes completed at:</p> <ul style="list-style-type: none"> • A49 Wrexham Road, Ridley. • A50 Knutsford Road/Northwich Road. <p>Scheme design was completed for;</p> <ul style="list-style-type: none"> • A530 Middlewich Road/Colley's Lane, Nantwich. <p>Due to COVID-19 the scheme due to be completed in March 2020 was carried over to 20/21 at;</p> <ul style="list-style-type: none"> • A50 Manchester Road/Mereside Road, Mere.

Cheshire East Multi Agency Road Safety Plan 2020/21

		address any common trends.					
1.4	Minor Safety Related Schemes	The plan is aimed at achieving reductions in the numbers of killed and seriously injured (KSI) on the roads in Cheshire East through engineering actions. Each site has been identified by its history of injury collisions with collision analysis undertaken and remedial measures proposed to address any common trends.	Route analysis of injury collision data identified high-risk routes to be addressed.	Throughout the year.	Core Business	CEH	<p>Schemes completed at:</p> <ul style="list-style-type: none"> • A34 Melrose Way, Alderley Edge. • Cross Lane, Church Minshull. <p>Due to COVID-19 the schemes due to be completed in March 2020 were carried over to 20/21 at;</p> <ul style="list-style-type: none"> • A530 Whitchurch Road/Wrenbury Road, Acton. • Wistaston Green Road, Wistaston Green.
1.5	Safety Camera Sites	Provision of facilities to enable police enforcement of existing speed limits.	Sites for measures identified by the police.	Throughout the year.	Core Business	CEH	<p>Existing red-light cameras upgraded to enable speed on green enforcement at;</p> <ul style="list-style-type: none"> • Park Lane/Lawton Street, Congleton. • The Silk Road/Mill Lane, Macclesfield. • Congleton Road/Chelford Road, Monk's Heath.

Cheshire East Multi Agency Road Safety Plan 2020/21

							<ul style="list-style-type: none">• Churchill Way/King Edward Street, Macclesfield. Enforcement signs installed at numerous locations.
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Cheshire East Multi Agency Road Safety Plan 2020/21

Cheshire East Council Forward Plan 2020/21

Ref	Activity	Focus/Delivery	Specific/Outputs	Dates	Funding
1	Minor Safety Related Schemes	The plan is aimed at achieving reductions in the numbers of killed and seriously injured (KSI) on the roads in Cheshire East through engineering actions. Each site has been identified by its history of injury collisions with collision analysis undertaken and remedial measures proposed to address any common trends.	Completion of 19/20 schemes delayed by COVID-19 at; <ul style="list-style-type: none"> A530 Whithurch Road/Wrenbury Road, Acton. Wistaston Green Road, Wistaston Green. A further site will be identified during the year for consideration based on evidence-led data.	Through out the year.	Core Business.
2	Safety Camera Sites/Police enforcement support	Support to Cheshire Constabulary to enable robust enforcement of speed limits.	Assessment of the A49 Spurstow camera location and possible relocation. Provision of enforcement signs at 4 locations and installation of 1 hardstanding.	Oct 2020 Through out the year	Cheshire Road Safety Group.
3	Local Safety Schemes	The plan is aimed at achieving reductions in the numbers of killed and seriously injured (KSI) on the roads in Cheshire East through engineering actions. Each site has been identified by its history of collisions with collision analysis undertaken and remedial measures proposed to address any common trends.	“Cluster site” analysis has identified several high-risk sites to be assessed for Safety measures during 2019/20 at: <ul style="list-style-type: none"> Alton Street/Walthall Street, Crew. A537 Chelford Road/Marshall Lane, Ollerton. A535 Holmes Chapel Road/Bomish Lane Bonis Hall Lane/Mill Lane. A530 Middlewich Road/Colley’s Lane. Completion of the 19/20 scheme delayed by COVID-19 at: A50 Manchester Road/Mereside Road.	Through out the year.	Core Business
4	DfT Safer Roads Fund	A532 West Street corridor safety measures.	Improved pedestrian crossing and cycling facilities on Vernon Way , traffic signal upgrades at Broad Street/Hightown and traffic management measures on	Through out the year.	Department for Transport.

Cheshire East Multi Agency Road Safety Plan 2020/21

			West Street.		
5	DfT Safer Roads Fund	A536 Congleton to Macclesfield Road corridor safety measures.	Improved PSV surfacing, Average Speed Cameras, enhanced signing & lining, traffic signals at Gawsworth.	Through out the year.	Department for Transport.
6	DfT Safer Roads Fund	A529 Audlem to Shropshire boundary corridor safety measures.	Enhanced signing & lining, VRS upgrade.	Through out the year.	Department for Transport
7	Road Rail Incursion	Mitigation measures to be implemented at the remaining incursion site: Station Road, Goostrey	Completion of mitigation works delayed due to COVID-19.	May 2020	Core Business.

Cheshire East Multi Agency Road Safety Plan 2020/21

Cheshire Constabulary Forward Plan 2020/21

Ref	Activity	Focus/Delivery	Specific/Outputs	Dates	Funding
1	Arterial Route Enforcement.	<p>Respond as an emergency service to deal effectively and efficiently with incidents on the Cheshire East road network.</p> <p>Bring offenders to justice and reduce anti-social behaviour on the roads.</p> <p>Reduce road traffic collisions and casualties by targeting those behaviours that have been proven to contribute to collisions.</p> <p>Work with partner agencies to educate and inform road users to promote safer roads.</p> <p>Deter and deter criminal and terrorist use of the roads.</p>	<p>Targeted patrolling, intervention, education and enforcement on designated roads. Promoting disposal by National Driver Offender Retraining Scheme (NDORS).</p> <p>Reduce anti-social use of the roads.</p> <p>Deter and detect criminal and terrorist use of the roads with intelligence led deployment of Automatic Number Plate Recognition (ANPR).</p>	Throughout the year.	Core Business
2	Community led enforcement.	<p>Reduce anti-social use of the roads.</p> <p>Reduce road collisions and casualties by targeting those behaviours that have proven to contribute to collisions.</p> <p>Road Policing has a fundamental role in making roads a safer and calmer environment for all. Communities routinely identify poor and aggressive driver behaviour and speeding traffic as a significantly greater problem than</p>	<p>Targeted patrolling, intervention, education and enforcement to respond to locally identified concerns.</p> <p>Deployment of TruCam speed enforcement by LPUs at locations identified as concerns by local communities.</p> <p>Promoting disposal by National Driver Offender Retraining Schemes (NDORS).</p>	Throughout the year.	Core Business.

Cheshire East Multi Agency Road Safety Plan 2020/21

		<p>other anti-social behaviour.</p> <p>Visible patrols signify to the public that compliance with traffic law is being monitored and that potential and actual offenders are being deterred and detected.</p> <p>Community complaints will initially be assessed by the relevant LPU with support given by Taskforce Roads Policing when required.</p>			
3	Community SpeedWatch.	Cheshire Police will promote and support Community SpeedWatch across Cheshire East working in partnership with local communities, Parish Councils and Cheshire East Council to increase public awareness of inappropriate speed and address community concerns.	To promote Community SpeedWatch and develop current schemes. Engage with communities to address community concerns in respect of excessive speed and improve the quality of life for local communities.	Throughout the year.	Core Business.

Cheshire East Multi Agency Road Safety Plan 2020/21

Cheshire Fire and Rescue Forward Plan 2020/21

Ref	Event	Delivery target	Date	Details
1	Summer Road Safety Weeks	1 event per WT/DC/Nuc station 6 in Halton and Warrington 5 in CWAC 4 in Cheshire East	1 st to 31 st July	Each station will manage and deliver one event in response to local knowledge and/or data to target vulnerable road users: cyclists, pedestrians, children, motorcyclists, and young drivers in conjunction with other agencies partners or departments, where appropriate Liaison with the local authority road safety officer is essential. PRSOs will support and guide.
2	Additional Road Safety Events	1 event per WT/DC/Nuc watch 22 in Halton and Warrington 16 in CWAC 9 in Cheshire East	Throughout year	Each watch will have a freedom to plan, manage and deliver one event in response to local risk based requirements and in conjunction with other agencies, partners or departments, where appropriate. Target groups will be vulnerable road users where possible: cyclists, pedestrians, children, motorcyclists and young drivers. Consider car wash events, station open days etc. Liaison with local authority road safety officer is essential. PRSOs will support and guide.
3	Winter Driving & TyreSafe events	1 event per WT/DC/Nuc station 6 in Halton and Warrington 5 in CWAC 4 in Cheshire East	October	PRSOs will coordinate these events in conjunction with "TyreSafe" partners and ensure that the use of tyre scanners is supported and guided. Operational staff, supported by advocates and volunteers, will deliver appropriate driving and vehicle safety advice and perform basic vehicle checks. One advocate and one volunteer minimum per event.

Cheshire East Multi Agency Road Safety Plan 2020/21

4	“Brake” Road Safety week	1 event per WT/DC/Nuc watch 22 IN Halton and Warrington 16 in CWAC 9 in Cheshire East	20 th to 27 th November	Each watch to deliver one event to support the theme of the “Brake” Road Safety week. In conjunction with other agencies, partners and departments where appropriate. One advocate and one volunteer minimum per event. PRSOs will support and guide.
5	Drink Drive campaigns	2 in Halton and Warrington 2 in CWAC 2 at HQ 2 in Cheshire East	Summer (June) Winter (December)	To support the National Police Chiefs’ Council (NPCC) Impaired Driving campaigns each UPG area will manage and deliver one event per campaign in conjunction with local partners, supported by PRSOs. Consider direct engagement with outlets, use of the “Think” car and use “Think, Drive, Survive” interventions.
6	Commissioned Road Safety Delivery in schools	130 primary Schools 21 High Schools	Throughout Term Times	PRSO, LSM and Admin Hub will plan, manage, monitor and QA all commissioned KS2 and KS4 activity with regards to populating a calendar for all schools. LAs will allocate advocates to deliver the commissioned road safety education and maintain the CAP. Advocates from all four unitary areas will be involved in delivery. PRSO will utilise the E-valu-it (DfT) toolkit to complete a report for Cheshire East Council Scrutiny Committee to be completed by PRSO by Q1 of following year.
7	Think, Drive, Survive	35 events	Throughout year.	Planned and organised by PRSOs this activity is delivered by Fire, Police AND Highways England to students from all areas of Cheshire. Events are primarily delivered at SHQ or Safety Central, however external events are often desirable to maximise audiences. Operational staff will utilise their expertise in a demonstration

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				extraction exercise. The WM and CM are to ensure their appliance is available to be part of this programme when requested.
8	Firebike	12 “Biker Down” events 7 events per rider		This vehicle will be managed centrally via PRSO and delivered by a team of volunteer riders. A full calendar of activity will be produced by PRSO in collaboration with our volunteer riders. The primary aim of the “Firebike” team will be to encourage and signpost riders to Post Test Training. The “Firebike” will be used to support Cheshire Police (BikeSafe), Institution of Advanced Motorists (IAM Roadsmart) and RoSPA in addition to attendance at various motorcycle events across the county including our own event, “Biker Down”.
9	Pedal Smart	Minimum 1 trial event		Objective: To further develop an intervention, in partnership with British Cycling and other stakeholders based on the existing “Biker Down” format. Learning outcomes will be similar – safer riding, crash scene management and first aid, specific to this vulnerable road user group.

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Cheshire East Multi Agency Road Safety Plan 2021-2022



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Version Control

Version 0		
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Target:

To see year on year reduction in the KSI and slight casualty figures, as reported by Cheshire Constabulary to DfT via 'Stats19'. This is the core set of statistical data which the police have agreed to provide to DfT about personal-injury road traffic accidents. Where figures are low, maintaining these figures with increased traffic volumes and a shift to more sustainable but vulnerable modes of transport.

Delivery:

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The Executive Board will be supported by Cheshire East Road Safety Officer Group. The Group will meet at the same frequency as the Exec Board, but held in advance in order to prepare any information, proposals etc. to be presented to the Exec Board for consideration.

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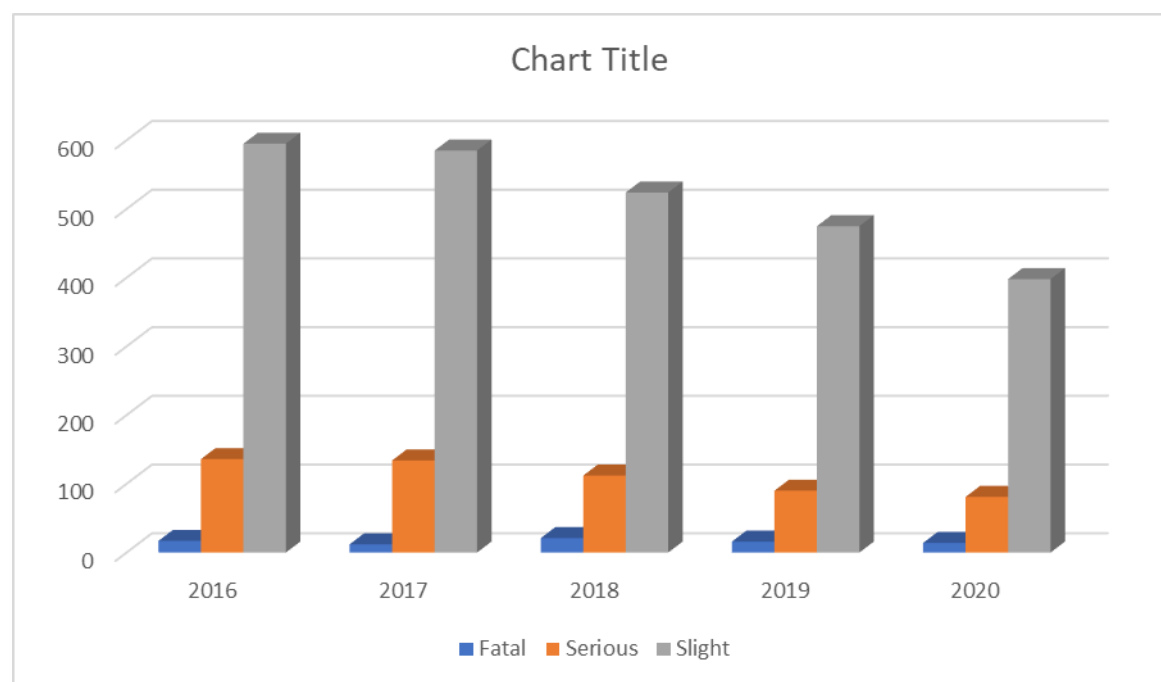


Figure 2.1: 5 year collision history by severity 2016 - 2020

The collisions identified in Table 2.1 resulted in the following **casualty** figures, displayed below in Table 2.2 and Figure 2.2.

	2016	2017	2018	2019	2020	5 year average
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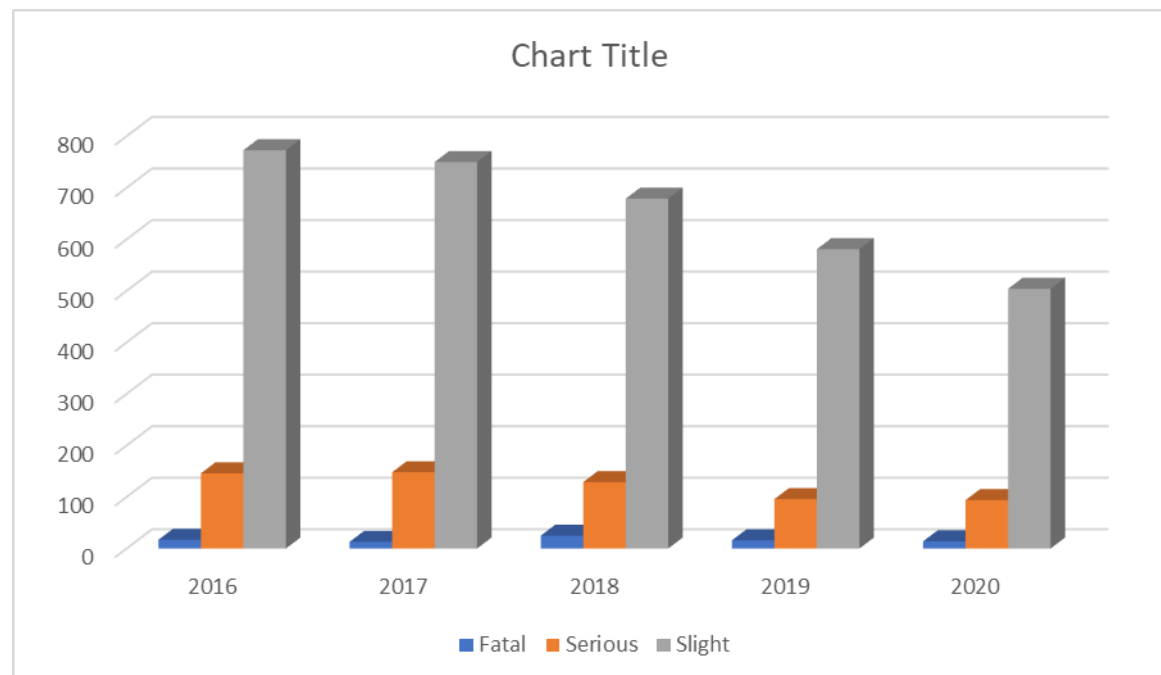


Figure 2.2: 5 year casualty history by severity 2016 - 2020

Summary of 2020

There were 14 **fatal collisions** in 2020, the second lowest in the last 5 year period. The total number of **serious injury collisions** was 81, the lowest total in the 5 year period. The total number of **all injury collisions** was 493, a reduction of 88 on the 2019 total of 581 and significantly lower than the 2016 – 2018 totals, which were in the mid-600s to mid-700s.

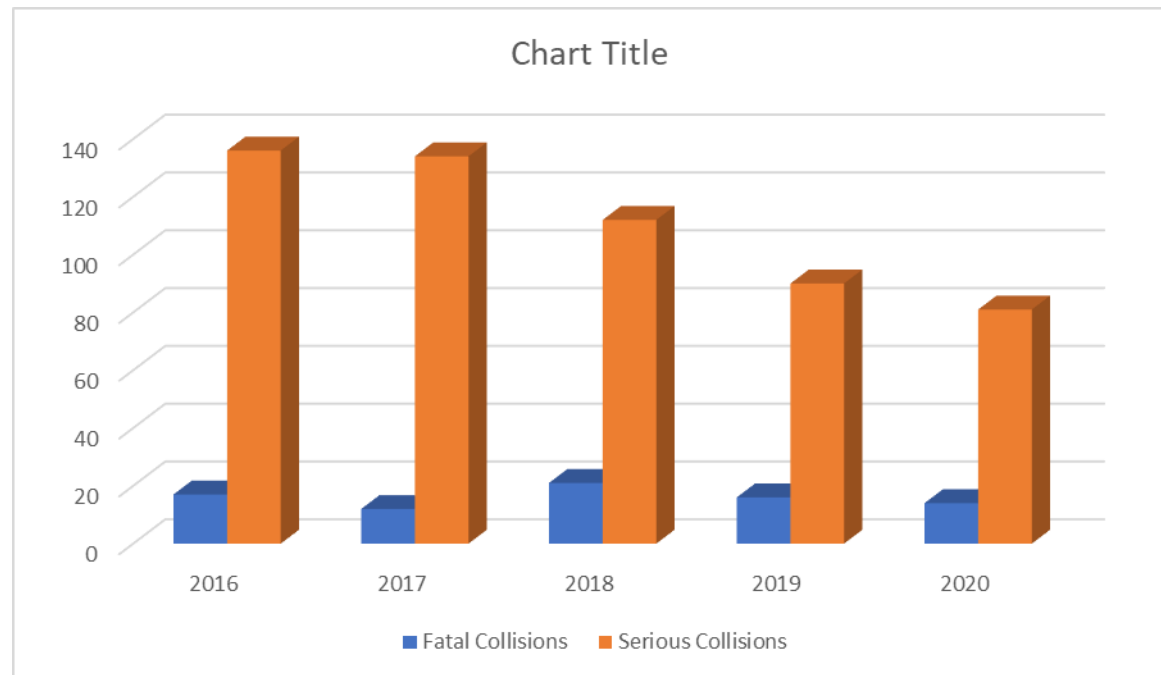


Figure 2.3: 5 year killed and seriously injured (KSI) collision history 2016 – 2020

The 14 **fatalities** were also the second lowest in the five year period, whilst the 94 **serious injuries** are again the lowest 5 year figure. The total number of **all injury casualties** was 612, a reduction of 81 on the 2019 total of 693 and again significantly lower than the 2016 – 2018 totals, which ranged from 833 to 936.

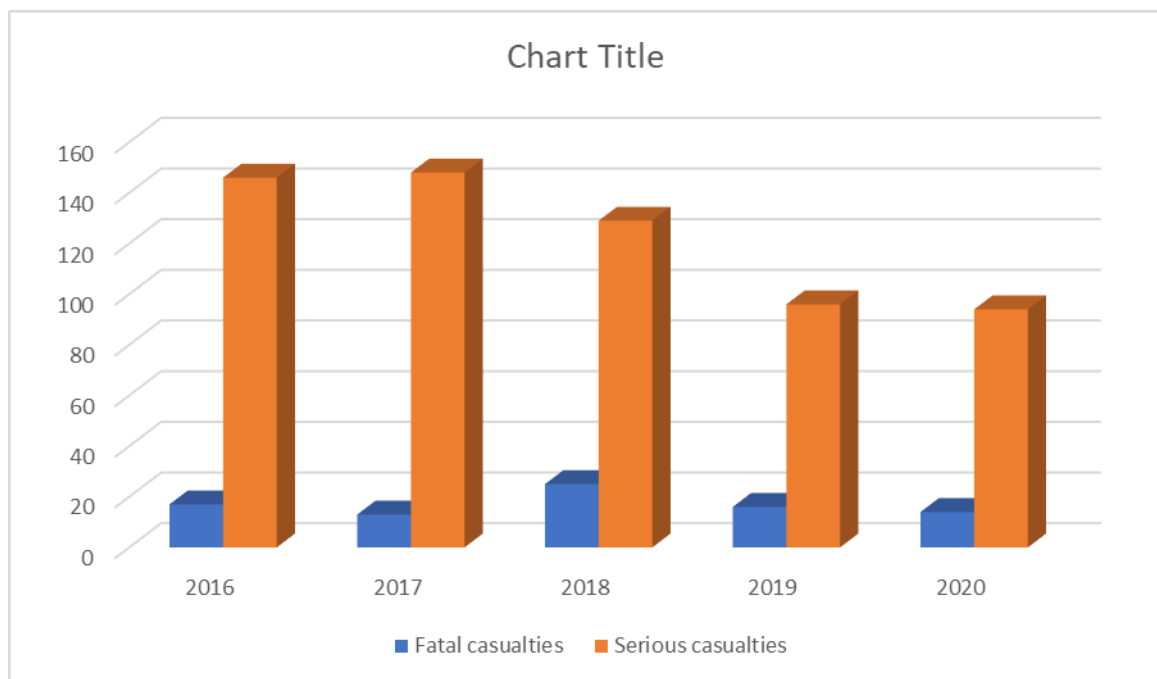


Figure 2.4: 5 year killed and seriously injured casualty history 2016 – 2020

Overall, the combined fatal and serious injury **KSI collisions** in 2020 totalled 95. The number of **KSI collisions** has reduced year on year over the last 5 year period.

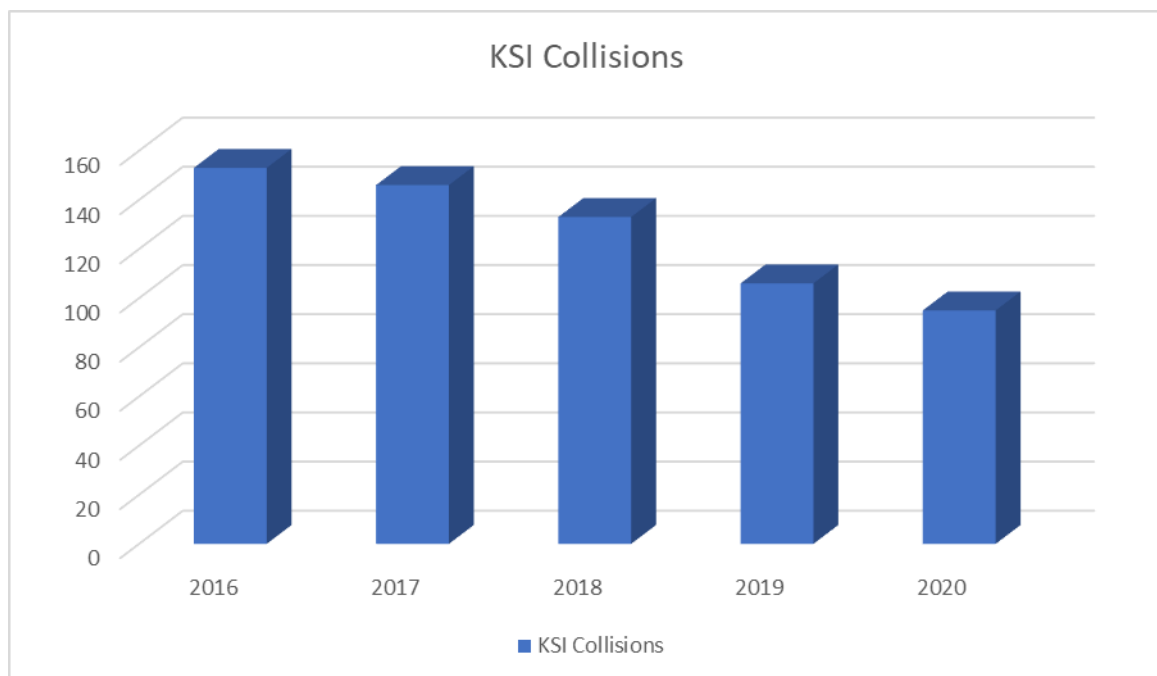


Figure 2.5: 5 year combined KSI collision history 2016 – 2020

The total combined number of fatal and serious **KSI casualties** in 2020 was 108 and is also the lowest in the 5 year period. Again, there has been a year on reduction over the last 5 years.

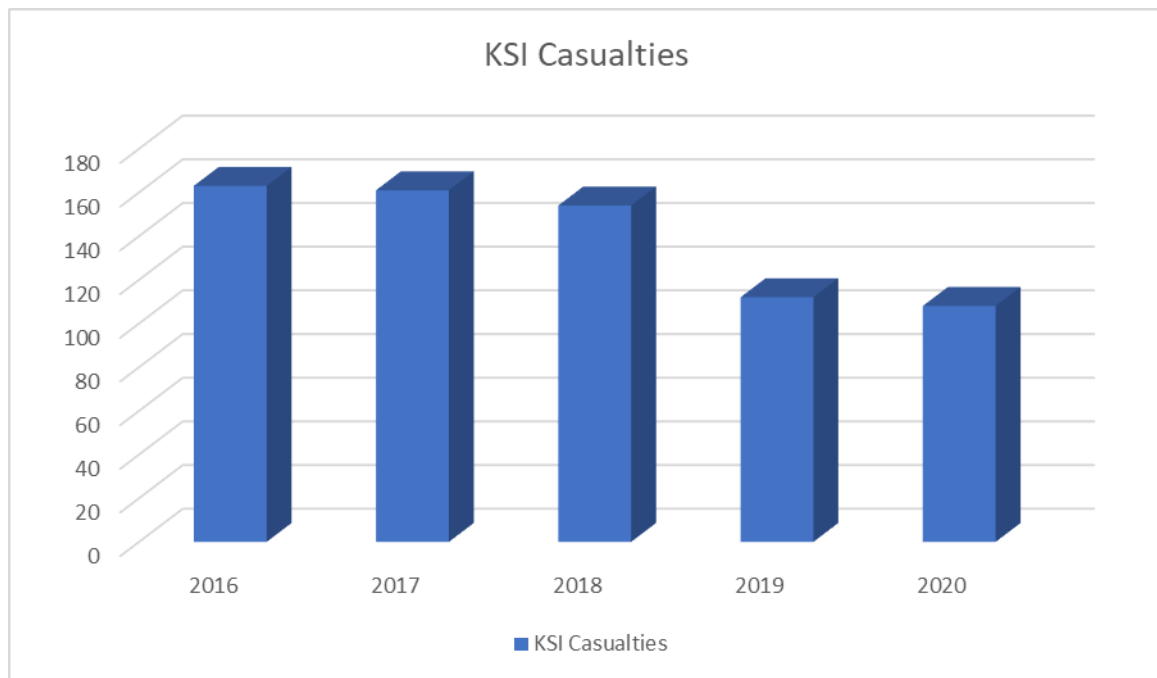


Figure 2.6: 5 year combined KSI casualty history 2016 – 2020

The year on year reduction is very encouraging, although the effects on traffic volumes due to the Covid19 pandemic means that the 2020 figures should be considered with some caution. The Department for Transport estimate that there was a 30% reduction in traffic flow in 2020 due to lockdown restrictions.

Appendix A

Delivery Plans and Activity Reporting

Cheshire East Council Review of 2020/21

Ref	Activity	Focus/Delivery	Specific/Outputs	Dates	Funding	Lead	Progress
1.1	Road/Rail Incursion	Mitigation measures to be implemented at the remaining incursion sites: Station Road, Goostrey.	Remaining site with risk ranking of over 90 to be addressed.	Throughout the year	Core Business	CEH	Design issues delayed the mitigation measures at Goostrey Station . Agreement reached with Network Rail to install rumble strips and enhanced signing but scheme could not be completed in 19/20 and was completed in 20/21.
1.3	Local Safety Schemes	The plan is aimed at achieving reductions in the numbers of killed and seriously injured (KSI) on the roads in Cheshire East through engineering actions. Each site has been identified by its history of injury collisions with collision analysis undertaken and remedial measures proposed to address any	“Cluster site” analysis identified several high-risk sites to be addressed.	Throughout the year	Core Business	CEH	<p>Schemes completed at:</p> <ul style="list-style-type: none"> • A49 Wrexham Road, Ridley. • A50 Knutsford Road/Northwich Road. <p>Scheme design was completed for;</p> <ul style="list-style-type: none"> • A530 Middlewich Road/Colley's Lane, Nantwich. <p>Objections to the proposals were received and alternative options are being considered for a potential scheme in 2021/22.</p> <p>Due to COVID-19 the scheme due to be completed in March 2020 was carried over to 20/21 at;</p> <ul style="list-style-type: none"> • A50 Manchester

Cheshire East Multi Agency Road Safety Plan 2021/22

		common trends.					Road/Mereside Road, Mere. The scheme was completed in 2020/21.
1.4	Minor Safety Related Schemes	The plan is aimed at achieving reductions in the numbers of killed and seriously injured (KSI) on the roads in Cheshire East through engineering actions. Each site has been identified by its history of injury collisions with collision analysis undertaken and remedial measures proposed to address any common trends.	Route analysis of injury collision data identified high-risk routes to be addressed.	Throughout the year.	Core Business	CEH	Due to COVID-19 the schemes due to be completed in March 2020 were carried over to 20/21 at; <ul style="list-style-type: none"> • A530 Whitchurch Road/Wrenbury Road, Acton. • Wistaston Green Road, Wistaston Green. The schemes were completed in 2020/21. Further safety schemes were completed at; <ul style="list-style-type: none"> • Walthall Street/Alton Street • Holmes Chapel Road/Bomish Lane • Bonis Hall Lane/Mill Lane
1.5	Police enforcement support schemes	Provision of facilities to enable police enforcement of existing speed limits.	Sites for measures identified by the police.	Throughout the year.	Core Business	CEH	Enforcement signs installed at numerous locations. An enforcement hardstanding was installed on Chelford Road.

Cheshire East Multi Agency Road Safety Plan 2021/22

Cheshire East Council Forward Plan 2020/21

Ref	Activity	Focus/Delivery	Specific/Outputs	Dates	Funding
1	Minor Safety Related Schemes	The plan is aimed at achieving reductions in the numbers of killed and seriously injured (KSI) on the roads in Cheshire East through engineering actions. Each site has been identified by its history of injury collisions with collision analysis undertaken and remedial measures proposed to address any common trends.	<p>These will be identified through the police liaison process during the year. Potential schemes have been suggested at;</p> <ul style="list-style-type: none"> • West Lane, High Legh • Holmes Chapel Road/Catchpenny Lane <p>Emphasis will also be on potential Vulnerable Road User collision locations in 2021/22.</p>	Through out the year.	Core Business.
2	Safety Camera Sites/Police enforcement support	Support to Cheshire Constabulary to enable robust enforcement of speed limits.	<p>Relocation of the vandal damaged camera at A49 Spurstow camera location is programmed for April/May 2021.</p> <p>Assessment of existing “wet-film” cameras to determine whether sites should be removed or refurbished.</p>	Through out the year	Cheshire Road Safety Group.
3	Local Safety Schemes	The plan is aimed at achieving reductions in the numbers of killed and seriously injured (KSI) on the roads in Cheshire East through engineering actions. Each site has been identified by its history of collisions with collision analysis undertaken and remedial measures proposed to address any common trends.	<p>“Cluster site” analysis has identified several high-risk sites to be assessed for Safety measures during 2021/22 at:</p> <ul style="list-style-type: none"> • Newcastle Road/Cappers Lane/New Inn Lane • Sandbach Road/Chells Hill • Reades Lane/Tunstall Road <p>Options are being considered for Middlewich Road/Colleys Lane following objections to proposals in 2020/21.</p> <p>Chelford Road/Marthall Lane scheme carried forward from 2020/21.</p>	Through out the year.	Core Business

Cheshire East Multi Agency Road Safety Plan 2021/22

4	DfT Safer Roads Fund	A532 West Street corridor safety measures.	Improved pedestrian crossing and cycling facilities on Vernon Way , traffic signal upgrades at Broad Street/Hightown and traffic management measures on West Street .	Through out the year.	Department for Transport.
5	DfT Safer Roads Fund	A536 Congleton to Macclesfield Road corridor safety measures.	Improved PSV surfacing, Average Speed Cameras, enhanced signing & lining, traffic signals at Gawsworth.	Through out the year.	Department for Transport.
6	DfT Safer Roads Fund	A529 Audlem to Shropshire boundary corridor safety measures.	Enhanced signing & lining, VRS upgrade.	Through out the year.	Department for Transport

Cheshire East Multi Agency Road Safety Plan 2021/22

Cheshire Constabulary Forward Plan 2021/22

Ref	Activity	Focus/Delivery	Specific/Outputs	Dates	Funding
1	Arterial Route Enforcement.	<p>Respond as an emergency service to deal effectively and efficiently with incidents on the Cheshire East road network.</p> <p>Bring offenders to justice and reduce anti-social behaviour on the roads.</p> <p>Reduce road traffic collisions and casualties by targeting those behaviours that have been proven to contribute to collisions.</p> <p>Work with partner agencies to educate and inform road users to promote safer roads.</p> <p>Deter and deter criminal and terrorist use of the roads.</p>	<p>Targeted patrolling, intervention, education and enforcement on designated roads. Promoting disposal by National Driver Offender Retraining Scheme (NDORS).</p> <p>Reduce anti-social use of the roads.</p> <p>Deter and detect criminal and terrorist use of the roads with intelligence led deployment of Automatic Number Plate Recognition (ANPR).</p>	Throughout the year.	Core Business
2	Community led enforcement.	<p>Reduce anti-social use of the roads.</p> <p>Reduce road collisions and casualties by targeting those behaviours that have proven to contribute to collisions.</p> <p>Road Policing has a fundamental role in making roads a safer and calmer environment for all. Communities routinely identify poor and aggressive driver behaviour and speeding traffic as a significantly greater problem than</p>	<p>Targeted patrolling, intervention, education and enforcement to respond to locally identified concerns.</p> <p>Deployment of TruCam speed enforcement by LPUs at locations identified as concerns by local communities.</p> <p>Promoting disposal by National Driver Offender Retraining Schemes (NDORS).</p>	Throughout the year.	Core Business.

Cheshire East Multi Agency Road Safety Plan 2021/22

		<p>other anti-social behaviour.</p> <p>Visible patrols signify to the public that compliance with traffic law is being monitored and that potential and actual offenders are being deterred and detected.</p> <p>Community complaints will initially be assessed by the relevant LPU with support given by Taskforce Roads Policing when required.</p>			
3	Community SpeedWatch.	Cheshire Police will promote and support Community SpeedWatch across Cheshire East working in partnership with local communities, Parish Councils and Cheshire East Council to increase public awareness of inappropriate speed and address community concerns.	To promote Community SpeedWatch and develop current schemes. Engage with communities to address community concerns in respect of excessive speed and improve the quality of life for local communities.	Throughout the year.	Core Business.

Cheshire East Multi Agency Road Safety Plan 2021/22

Cheshire Fire and Rescue Forward Plan 2021/22 (See also separate document)

Ref	Event	Delivery target	Date	Details
1	Summer Road Safety Weeks	1 event per WT/DC/Nuc station 6 in Halton and Warrington 5 in CWAC 4 in Cheshire East	1 st to 31 st July	Each station will manage and deliver one event in response to local knowledge and/or data to target vulnerable road users: cyclists, pedestrians, children, motorcyclists, and young drivers in conjunction with other agencies partners or departments, where appropriate Liaison with the local authority road safety officer is essential. PRSOs will support and guide.
2	Additional Road Safety Events	1 event per WT/DC/Nuc watch 22 in Halton and Warrington 16 in CWAC 9 in Cheshire East	Throughout year	Each watch will have a freedom to plan, manage and deliver one event in response to local risk based requirements and in conjunction with other agencies, partners or departments, where appropriate. Target groups will be vulnerable road users where possible: cyclists, pedestrians, children, motorcyclists and young drivers . Consider car wash events, station open days etc. Liaison with local authority road safety officer is essential. PRSOs will support and guide.
3	Winter Driving & TyreSafe events	1 event per WT/DC/Nuc station 6 in Halton and Warrington 5 in CWAC 4 in Cheshire East	October	PRSOs will coordinate these events in conjunction with "TyreSafe" partners and ensure that the use of tyre scanners is supported and guided. Operational staff, supported by advocates and volunteers, will deliver appropriate driving and vehicle safety advice and perform basic vehicle checks. One advocate and one volunteer minimum per event.

Cheshire East Multi Agency Road Safety Plan 2021/22

4	“Brake” Road Safety week	1 event per WT/DC/Nuc watch 22 IN Halton and Warrington 16 in CWAC 9 in Cheshire East	20 th to 27 th November	Each watch to deliver one event to support the theme of the “Brake” Road Safety week. In conjunction with other agencies, partners and departments where appropriate. One advocate and one volunteer minimum per event. PRSOs will support and guide.
5	Drink Drive campaigns	2 in Halton and Warrington 2 in CWAC 2 at HQ 2 in Cheshire East	Summer (June) Winter (December)	To support the National Police Chiefs’ Council (NPCC) Impaired Driving campaigns each UPG area will manage and deliver one event per campaign in conjunction with local partners, supported by PRSOs. Consider direct engagement with outlets, use of the “Think” car and use “Think, Drive, Survive” interventions.
6	Commissioned Road Safety Delivery in schools	130 primary Schools 21 High Schools	Throughout Term Times	PRSO, LSM and Admin Hub will plan, manage, monitor and QA all commissioned KS2 and KS4 activity with regards to populating a calendar for all schools. LAs will allocate advocates to deliver the commissioned road safety education and maintain the CAP. Advocates from all four unitary areas will be involved in delivery. PRSO will utilise the E-valu-it (DfT) toolkit to complete a report for Cheshire East Council Scrutiny Committee to be completed by PRSO by Q1 of following year.
7	Think, Drive, Survive	35 events	Throughout year.	Planned and organised by PRSOs this activity is delivered by Fire, Police AND Highways England to students from all areas of Cheshire. Events are primarily delivered at SHQ or Safety Central, however external events are often desirable to maximise audiences. Operational staff will utilise their expertise in a demonstration

Cheshire East Multi Agency Road Safety Plan 2021/22

				extraction exercise. The WM and CM are to ensure their appliance is available to be part of this programme when requested.
8	Firebike	12 “Biker Down” events 7 events per rider		This vehicle will be managed centrally via PRSO and delivered by a team of volunteer riders. A full calendar of activity will be produced by PRSO in collaboration with our volunteer riders. The primary aim of the “Firebike” team will be to encourage and signpost riders to Post Test Training. The “Firebike” will be used to support Cheshire Police (BikeSafe), Institution of Advanced Motorists (IAM Roadsmart) and RoSPA in addition to attendance at various motorcycle events across the county including our own event, “Biker Down”.
9	Pedal Smart	Minimum 1 trial event		Objective: To further develop an intervention, in partnership with British Cycling and other stakeholders based on the existing “Biker Down” format. Learning outcomes will be similar – safer riding, crash scene management and first aid, specific to this vulnerable road user group.

REQUEST FOR A REVIEW OF THE TRANCHE 1 ACTIVE TRAVEL SCHEMES

1. Paragraph 2.41 of the Cheshire East Council Constitution

In accordance with this provision arrangements to implement Tranche 1 Active Travel Scheme be reviewed by the Highways and Transport & Transport Committee on the 21st September 2021, I request that two particular Schemes introduced in 2020 be reviewed

2. Background: In 2020 Emergency Temporary Active Travel Schemes were implemented across Cheshire East. Two schemes, in Sandbach and Congleton remain in place in spite of significant representations by the public and other interested parties that they be removed and the areas restored to the position before the schemes were implemented.

3. Old Middlewich Road, Sandbach, an Officer Decision Record has been prepared which indicates that an amended scheme will be implemented in October or November 2021. The Amended scheme was rejected by Sandbach Town Council which called for so-called the ‘Pop-Up’ cycleway to be removed and for parking spaces removed as part of the original and proposed revised scheme to be restored. I made a similar request to Cabinet in December 2020, shortly after implementation of the Scheme, and again to full Council in March 2021.

The ‘Have your Say’ Survey in respect of the original and revised schemes show that these were overwhelmingly rejected by residents and businesses for valid and cogent reasons. The one assessment of the use of the cycleway that has been undertaken by Cheshire East Council showing that three cycles used it in one short period on one day in April 2021 is wholly inadequate upon which to base a decision.

The ODR records the overwhelming rejection of the scheme yet seeks to attempt to justify the amended scheme despite overwhelming evidence to the contrary. Of particular concern is where the ONR even claims that car parking will be restored on one side. This is highly misleading as this was available before being removed as part of this scheme. Several car parking spaces have been removed and in spite of clear public opinion requiring that these be restored, the ODR indicates that these views are to be ignored. This temporary scheme seems destined to be made permanent unless there is appropriate member involvement through the Committee.

My request as Cheshire East Councillor for Sandbach Town Ward is that in view of the perverse and unreasonable interpretation of the public responses this matter must now be returned to the Highways Committee for review.

Option 2 in the ONR refers to the removal of the cycle lane in Sandbach should be discounted, citing at (2) the Council's Cycling Strategy 2017 and the Government's Local Transport Note 01/2 (which supports the provision of segregated cycle lanes). It is now clearly a matter for members of the Highways & Transport Committee to review the application of (2) and (3) above. In (3) of the ODR, it is also claimed that the amended scheme would substantially address the practical concerns raised during consultation. An examination of the responses shows that there is no substance to this claim.

Accordingly, I request that this request be placed on the agenda of the next Highways and Transport Committee on the 21st September 2021.

4. Congleton High Street

Congleton town Council has also called for the "Share with Care" cycling scheme to be abandoned. Public views are overwhelmingly against this proposal but after nearly twelve months it remains in place. Owing to current regulations requiring distances to be maintained between market stalls on market days, the cycling scheme is effectively undermining the operational efficiency of the markets. This scheme also requires review by the Highways and Transport Committee.

I should make it clear that as a cyclist I approve of improvements to cycling but the introduction of such schemes must attract clear public support. Asking for representations and then ignoring them undermines the reputation of Cheshire East Council as a whole and the reasonable prospects of other more worthwhile schemes.

My request is that both schemes be placed before the Transport & Highways Committee for review and before any further steps are taken to change the status of such unsupported schemes from temporary to permanent.

Cllr Mike Benson
6th September 2021

Highways and Transport Committee Work Programme

Committee Date	Report title	Purpose of Report	Report Author/ Senior Officer	Consultation and Engagement Process and Timeline	Equality Impact Assessment Required and Published (Y/N)	Part of Budget and Policy Framework (Y/N)	Corporate Plan Priority	Exempt Item and Paragraph Number (Y/N)	Ref No
21 Sept 2021	Car Parking Review and Proposed Statutory Consultation	To seek approval regarding the proposed plans to implement a revised car parking policy for the borough.	Richard Hibbert/Andrew Ross	Y	Y	Y	A thriving and sustainable Place	N	HT/01/21-22
21 Sept 2021	Cheshire East Local Bus Strategy and Improvement Plan	To approve the Council's local bus improvement plan for submission to the Department for Transport.	Richard Hibbert/Andrew Ross	Y	Y	Y	A thriving and sustainable Place	N	HT/08/21-22
21 Sept 2021	Highways Service Improvement Plan	To inform Committee of the progress made in improving the highways service in relation to value for money, customer experience and reporting management information.	Chris Hindle/Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place	N	HT/09/21-22

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Highways and Transport Committee Work Programme

21 Sept 2021	Annual Road Safety Report	To inform Committee on road safety issues/statistics.	Paul Davies Andrew Ross	tbc	tbc	N	A thriving and sustainable Place	N	HT/25/21-22
21 Sept 2021	Middlewich Eastern Bypass Scheme and Associated Orders	Authorise the withdrawal of the already made Compulsory Purchase Order and Side Roads Order, To authorise the making of a Bridging Order, the re-making of the Compulsory Purchase Order and Side Roads Order	Chris Hindle/ Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place	N	HT/36/21-22

Highways and Transport Committee Work Programme

16 Nov 2021	Flowerpot Junction Improvement Scheme	<p>Authorise to make Compulsory Purchase Orders and Side Roads Orders for the delivery of the Flowerpot Junction Improvement Scheme.</p> <p>Approve the forward funding of the additional developer contributions in accordance with the capital programme.</p>	Chris Hindle/ Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place		HT/26/21-22
16 Nov 2021	LCWIP Implementation Report	To approve the delivery programme within the LCWIP.	Richard Hibbert/ Andrew Ross	Y	N	Y	A thriving and sustainable Place		HT/10/21-22
16 Nov 2021	HS2 Programme Update	To provide Committee with the latest position on the delivery of HS2 in the borough and what work is ongoing to maximise the economic and social benefits derived from this major project.	Hayley Kirkham/ Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place		HT/07/21-22

Highways and Transport Committee Work Programme

16 Nov 2021	Highways and Transport 2022/23 Draft Programme	To approve the block funding allocations for Highways and Transport services in the forthcoming year.	Chris Hindle/ Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place		HT/11/21-22
16 Nov 2021	Speed Management Strategy	To approve the Speed Management Strategy.	Chris Hindle/ Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place		HT/14/21-22
16 Nov 2021	Council Parking Enforcement Policy	To approve the Council Parking Enforcement Policy.	Andrew Ross / Richard Hibbert	NA	Y	Y	An open and enabling organisation	N	HT/28/21-22
16 Nov 2021	Strategic Infrastructure Programme – Minor Improvement Scheme approvals	To approve the proposed programme of Minor Improvements across the borough.	Chris Hindle/Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place		HT/16/21-22
16 Nov 2021	Finance Mid-Year Review	To receive an update on the financial position for 2021/22 and to note or approve virements and supplementary estimates as required.	Alex Thompson/ Jo Wilcox	N	N	Y	An open and enabling organisation	N	HT/17/21-22

Highways and Transport Committee Work Programme

16 Nov 2021	Update on the Local Ward budgets and 'Top Up' service pilot scheme	To update Committee on the pilot scheme for Ward Councillors and Parish and Town Councillors.	Chris Hindle/ Richard Hibbert	tbc	tbc	Y	A thriving and sustainable Place		HT/27/21-22
16 Nov 2021	Service Performance Review	To inform Committee of progress on Service programme and project delivery.	All	N/A	N/A	N/A	All		HT/29/21-22
16 Nov 2021	To remove vehicular rights to Mill Lane Level Crossing (Barthomley)	Approval to progress a Section 249 Order of the Town and Country Planning Act (To remove vehicular rights to Mill Lane Level crossing, Barthomley). This provides one Order that covers both the removal of vehicular access and provision of bridleway rights.	Paul Griffiths / Chris Hindle	tbc	tbc	N/A	A thriving and sustainable Place	N	HT/37/21-22

Highways and Transport Committee Work Programme

13 Jan 2022	Sustainable Transport – 2021/22 Programme Update	To provide an update on the programme of Sustainable Transport initiatives and improvements across the borough.	Richard Hibbert/ Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place		HT/18/21-22
13 Jan 2022	Car Parking Policy-Final Decision	To report the outcome of the statutory consultation and seek approval to implement any changes to the parking policy.	Richard Hibbert/ Andrew Ross	tbc	tbc	tbc	A thriving and sustainable Place		HT/30/21-22
13 Jan 2022	Local Transport Delivery Plans – Approvals	To approve the Local Transport Delivery Plans.	Richard Hibbert/ Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place		HT/19/21-22

Highways and Transport Committee Work Programme

13 Jan 2022	Third Quarter Finance Review	To receive an update on the financial position for 2021/22 To note or approve virements and supplementary estimates as required.	Alex Thompson/ Jo Wilcox	N	N	Y	An open and enabling organisation	N	HT/20/21-22
13 Jan 2022	MTFS	Respond to Budget consultation (Highways & Transport).	Jo Wilcox/ Alex Thompson	Y	Y	Y	Open and Enabling Organisation	N	HT/21/21-22
13 Jan 2022	A500 Dualling – Final Business Case approvals	To approve the final business case for submission to DfT of the A500 Dualling scheme.	Chris Hindle/ Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place		HT/13/21-22

Highways and Transport Committee Work Programme

13 Jan 2022	HS2 Programme Update	To seek approval for the Local Transport Authority bid for Levelling Up Funding and the preferred solution for the Crewe Hub Project and provide any further updates on the HS2 programme including Phases 2a and 2b line of routes and Crewe Hub station.	Hayley Kirkham/ Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place		HT/15/21-22
13 Jan 2022	Service Performance Review	To inform Committee of progress on Service programme and project delivery.	All	N/A	N/A	N/A	All		HT31/21-22
2 March 2022	Highways and Transport 2022/23 Programme approval	To approve the programme of activities for Highways and Transport services in the forthcoming year.	Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place		HT/22/21-22

Highways and Transport Committee Work Programme

2 March 2022	Pavement Parking Policy Update	To approve the proposed pavement parking policy for the borough.	Richard Hibbert/Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place		HT/23/21-22
2 March 2022	Local Transport Delivery Plans Follow on report	To approve the remaining Local Transport Delivery Plans.	Richard Hibbert/Andrew Ross	tbc	tbc	tbc	A thriving and sustainable Place		HT/33/21-22
2 March 2022	Review of Winter Service Changes	To inform the Committee of the outcomes from implementing the new policy and the basis of the review.	Chris/Hindle Andrew Ross	tbc	tbc	tbc	A thriving and sustainable Place		HT/34/21-22
2 March 2022	Middlewich Eastern Bypass – Final Business Case approvals	To approve the final business case for submission to DfT of the Middlewich Eastern Bypass scheme.	Chris Hindle/Andrew Ross	tbc	tbc	Y	A thriving and sustainable Place		HT/12/21-22
2 March 2022	Service Performance Review	To inform Committee of Service Performance.	All	N/A	N/A	N/A	All		HT/32/21-22

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