

# Environment and Regeneration Overview and Scrutiny Committee

## Supplementary Agenda

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**Date:** Thursday, 4th May, 2017  
**Time:** 2.00 pm  
**Venue:** Committee Suite 1,2 & 3, Westfields, Middlewich Road,  
Sandbach CW11 1HZ

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6. **Supported Bus Service Review** (Pages 3 - 64)

To discuss the revised network proposals for public consultation ahead of the discussion at Cabinet on 9 May 2017.

7. **Food Waste Collection, Organic Waste Treatment Solution** (Pages 65 - 74)

To give consideration to the Cabinet report that seeks approval to appoint the preferred bidder in the organic waste treatment procurement.

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## CHESHIRE EAST COUNCIL

### Cabinet

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<b>Date of Meeting:</b>	<b>09 May 2017</b>
<b>Report of:</b>	<b>Frank Jordan, Executive Director of Place</b>
<b>Subject/Title:</b>	Bus Service Review – Proposals for Consultation
<b>Portfolio Holder:</b>	Cllr David Brown – Highways and Infrastructure

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#### 1. Report Summary

- 1.1 The Council provides financial support to secure the operation of socially-necessary bus services throughout the Borough. These services enable residents to benefit from local bus services where commercial services do not operate. The Council's objectives for subsidising bus services are set out below and have been adopted in the review process:
- Provide passenger services for residents most in need to enable access to essential services, including health, education, employment, retail and leisure;
  - Provide bus services which maximise value for money and deliver an effective and efficient network of supported bus services;
  - Increase usage of the bus network;
  - Provide a balanced and equitable network of supported bus services which complements the commercial network; and
  - Provide supported bus services which are affordable within the Council's budget from 2018/19 onwards and are financially sustainable.
- 1.2 The supported bus network has not been reviewed in detail for a number of years. A review has been beneficial to assess whether these supported services are best meeting the needs of residents and whether network adjustments are required.
- 1.3 The review has also allowed the Council the opportunity to assess how to maximise the benefits from the resources available for the supported bus network. As part of the medium term budget plan for the Council, a saving target of £1.576m from the supported bus budget is proposed to commence from 1st April 2018. In order to achieve this level of saving a fundamental review of the whole network has been undertaken to optimise the social and financial benefits that the supported bus network provides.
- 1.4 In February 2017, Cabinet approved the methodology for carrying out a supported bus service review. This stage by stage methodology has now been applied to develop a proposed network referred to as the 'Preferred Option'. If approved by Cabinet, the Preferred Option would go forward for a

10 week period of public consultation commencing in late May 2017. This consultation will be targeted at both bus users and non bus users and would look to engage through a wide range of methods. The outcomes from the consultation will inform a recommendation to Cabinet in autumn 2017 which will include the final supported bus network proposed for implementation.

- 1.5 The consultation will provide an opportunity for residents to provide feedback via the methods described in the Consultation Plan attached in Appendix 1. The consultation will allow responses to be submitted online and by post, with 'drop-in sessions' held at each principal town and key service centre in the Borough. The consultation will also engage bus operators to ensure the Council's proposals fit well with commercially operated services.
- 1.6 If the Preferred Option is implemented, in the weekday daytime there would be a reduction of up to 4% of the number of residential addresses within 60 minutes public transport travel time of a key service centre or principal town. When reviewing the changes in accessibility above, it should be noted that both the Preferred and Reference Case networks present a 43% saving on the current annual supported bus service budget.
- 1.7 The change to each of the current bus services within the Borough is listed in Appendix 2. Appendix 2 lists all the bus service currently supported by the Council (both fixed route and flexible 'on-demand' services) and explains what the future proposals are and the reasons why changes are proposed. This would form the basis of a public consultation. A key point to note is that in order to retain as many weekday and Saturday services as possible, there are no evening and Sunday services included in the Preferred Option for consultation as patronage of these services is significantly lower than for daytime services.
- 1.8 The implications of the bus service review on home to school transport services have also been fully assessed. Currently 123 pupils eligible for travel assistance are provided with a bus pass to travel on one of the supported local bus services which are proposed to be withdrawn. The Council has a statutory responsibility to provide alternative transport services for the affected pupils and the estimated cost of the replacement transport for these eligible pupils is £180,500.

## 2. Recommendations

- 2.1 Cabinet is recommended to:
  - 2.1.1 Approve the proposals in the Preferred Option (Appendix 3) as the basis for 10 week period of public consultation.
  - 2.1.2 Authorise the Executive Director of Place, in consultation with the Portfolio Holder for Highways and Infrastructure, to conduct a Borough-wide public consultation in accordance with the Consultation Plan and Communications Plan (see Appendix 1 & 4).

- 2.1.3 Delegate authority to the Executive Director of Place, in consultation with the Portfolio Holder for Highways and Infrastructure, to approve the final versions of all consultation material.
- 2.1.4 Note that the outcomes of the consultation and any proposed amendments to the network of supported local buses will be reported back to Cabinet.

### **3. Other Options Considered**

- 3.1 To provide a measure of the effectiveness of the Preferred Option, stage 1 of the methodology for this review has carried out an assessment of the network using the Council's bus support criteria adopted by Cabinet in August 2011. The criteria enable supported bus services to be scored and ranked according to objective criteria, which creates a prioritised list of services.
- 3.2 In order to achieve savings, the list is cut-off at the point where the cumulative subsidy exceeds the proposed budget from April 2018. In the approved methodology, this provides a "Reference Case" for service provision against which the effectiveness of the Preferred Option can be assessed. The scoring for each current supported service is contained in Appendix 5 and indicates that some very well-used and / or good-value services would be lost if these criteria were used to derive an affordable network.
- 3.3 It can therefore be demonstrated that the Preferred Option, based on a detailed assessment of passenger needs, provides better value-for-money, retains more of the existing network and results in a more effective and efficient network of services, in line with the Council's objectives for supported bus services as listed above.

### **4. Reasons for Recommendations**

- 4.1 The review has been carried out in accordance with the methodology approved by Cabinet in February 2017. The methodology ensures that a robust evidence base was in place to inform the development of the Preferred Option supported bus network. The evidence base includes data on patronage, usage, accessibility mapping and mapping of a series of criteria relating to the needs for supported local buses.
- 4.2 In developing the Preferred Option for a supported bus network, the approach has been to complement the current commercial bus network in the Borough. The Preferred Option thus provides access to areas that would otherwise be unserved e.g. Knutsford which is not served by any commercial services.
- 4.3 In the Preferred Option, priority was given to providing services that operate throughout the day, for six days a week (Monday – Saturday). These services cater for a higher proportion of residents' needs such as journeys to work, to school, for shopping and healthcare. The Preferred Option does not include any evening or Sunday supported services.

- 4.4 The majority of local bus services are conventional fixed route services which operate to a published timetable. Table 1 summarises the fixed route services included in the Preferred Option.

**Table 1 Summary of Preferred Option (Fixed Route Services)**

Ref.	Route	Notes
A	Macclesfield-Prestbury	The current 19 service would be retained with changes to the timetable.
B	Crewe-Wybunbury-Walgherton-Nantwich	The current 39 service would be retained in its present form.
C	Crewe-Leighton Hospital-Middlewich-Holmes Chapel-Congleton	The current 42 service route would be retained with timetable changes from Congleton to Crewe. Within Crewe the service would travel via the Eagle Bridge medical centre to cover the route of the current 1B service.
D	Macclesfield-Buxton/Hayfield	The current services 58 and 60 would be retained in their present form.
E	Macclesfield-Knutsford-Wilmslow-Altrincham. Northwich-Knutsford-Wilmslow-Altrincham. Inc School Bus	The current 88 service from Altrincham to Knutsford would operate hourly. At Knutsford alternate services would travel to Macclesfield (27 route) or Northwich (289 route) serving each destination every two hours as at present.
F	Macclesfield-Bollington/Kerridge-Poynton-Hazel Grove	The current 392 route would terminate at Hazel Grove to the north and operate hourly. Within Poynton the route would follow the current P1 route to serve Middlewood. Between Macclesfield and Bollington alternate journeys would serve Dorchester Way and South West Avenue or Badger Road and Kerridge (11 and 392 routes) before continuing to Macclesfield.
G	Nantwich-Audlem/Wrenbury	The current 51, 52, 53, 71, 72 and 73 services would be retained with timetabling changes. Services 72 and 73 would terminate at Wrenbury and Audlem with the onwards route to Whitchurch no longer served.
H	Congleton Local Services	The current 90, 91 and 92 services would be retained in their present form.

- 4.5 The network design process has been led by specialists from Transport Service Solutions Ltd to ensure it is informed by current local market intelligence. In addition, the proposals have been subject to independent peer review, which has found that the process has been based soundly on

evidence, leading to a robust compromise between practicable coverage and the available budget.

- 4.6 The supported bus budget also provides flexible transport services, a pre-booked demand-responsive bus service offering a door-to-door service (formerly known as Dial-a-Ride). The Council currently provides two flexible transport services – Little Bus which operates Borough-wide and the Crewe Flexi-Rider.
- 4.7 The Preferred Option would retain a form of the current Little Bus flexible transport service which is affordable within the reduced budget but still provides accessibility for the disadvantaged. The purpose of flexible transport is to provide a service for those unable to use conventional fixed route services due to mobility constraints or rural isolation. The flexible transport service will focus on those with an absolute need to travel and will continue to provide a “safety net” for residents to ensure that there is a service available for the most vulnerable residents who rely on local bus services.
- 4.8 The consultation will be key in helping to shape the flexible transport service going forward. The options for consultation include changes to days and hours of operation, and changes to fares to make the service more cost effective and provide greater value-for-money.
- 4.9 Following approval of the Preferred Option by Cabinet, the proposals would be put forward for a 10 week public consultation period commencing in late May 2017. The Consultation Plan is included in Appendix 1 and will allow responses to be submitted online and by post, with ‘drop-in sessions’ held at each principal town and key service centre in the Borough.
- 4.10 The consultation will allow the full impact of these proposals to be assessed before a final decision is made. The consultation will target both bus users and non-bus-users with the following groups identified as the key target audience:
- Users of the affected bus services
  - Vulnerable and equality groups (e.g. older people, people with disabilities)
  - Cheshire East residents
  - Community and voluntary groups
  - Town and Parish Councils
  - Businesses / major employers
  - Schools and educational establishments
  - Bus operators
  - Partner organisations
  - Neighbouring local authorities
  - Council Members/ councillors
- 4.11 The current forward programme prior to implementation is presented in Appendix 6. The outcome of the consultation will be published on the Council’s consultation results pages.
- 4.12 A briefing session has been held with bus operators to set out the Council’s budgetary position, given the potential financial implications of changes to

current services. As one of the identified groups, bus operators will be asked to provide their feedback on the Preferred Option as part of the 10 week public consultation period.

- 4.13 In summary, the outcomes of the consultation will inform a final supported bus network recommendation to Cabinet in autumn 2017. Following a period of retendering and statutory notice periods, the new supported bus network would be implemented from 1<sup>st</sup> April 2018.

## 5 Background/Chronology

- 5.1 The methodology used to develop the Preferred Option was approved by Cabinet in February 2017. This methodology was developed to ensure that the Council has a reliable evidence base to inform future decisions relating to the level of support for local bus services.
- 5.2 The following sections summarise the approach with full detail of the methodology provided in the Cabinet Report approved in February 2017.

### **Stage 1: Run the 2011 prioritisation process to derive a Reference Case**

- 5.3 As set out in section 3, the previously adopted 2011 methodology has been used to provide a Reference Case against which the effectiveness of the Preferred Option can be considered. The methodology provides a criteria based score for each route of the current supported bus network with a cut-off at the point where the cumulative subsidy exceeds the proposed budget. The scoring for each route and resultant network is shown in Appendix 5 with the evaluation of the Preferred Option against the Reference Case set out in section 5.13.

### **Stages 2 to 5: Development of evidence base**

- 5.4 Stages 2-5 of the methodology have provided the evidence base to guide the Network Redesign (Stage 6). The data gathered during these stages includes:
- On-board passenger counts on all supported bus services to identify where passengers board, alight and use the supported bus network;
  - On-board questionnaires to ascertain details about passenger journeys – journey purpose, type of ticket used (including concessionary), frequency of journey and times of day that services are used;
  - Historic monthly patronage data from operators to identify longer term trends in usage as well as any seasonal variation;
  - Mapping the current levels of public transport accessibility across Cheshire East to show accessibility to principal towns and key service centres; and
  - GIS mapping of the Council's criteria-based assessment framework.
- 5.5 The above ensures that an appropriate evidence base has been compiled to inform the network redesign and consider the opportunities and implications



arising. Full detail of the methodology and data used for the above was provided previously in the February 2017 Cabinet Report.

### **Stage 6: Network redesign to develop Preferred Option**

- 5.6 The network redesign to develop the Preferred Option has been undertaken taking full account of the evidence base established in Stages 2 to 5 above and the design principles set out in the February 2017 Cabinet Report.
- 5.7 The approach to developing the Preferred Option has looked to provide a balanced and equitable network of supported bus services which complements the commercial network in order to maximise coverage and provide bus access to areas otherwise unserved, all within the resource constraints defined by the medium term budget plan.
- 5.8 In order to ensure a dependable network for users, priority has been given to providing services that operate throughout the day for at least six days a week which caters for a larger proportion of the needs of residents. Owing to the financial limitations in place on the revised network, the Preferred Option thus does not include any evening or Sunday supported services. Patronage of evening and Sunday services is significantly lower than for daytime services meaning that they are more costly to operate per passenger, and consequently they deliver lower value-for-money.
- 5.9 The proposed network put forward as the Preferred Option was presented previously in Table 1 (section 4.4) and would be presented for a 10 week public consultation period commencing in late May 2017. Outcomes from the consultation will then inform a recommendation to Cabinet in autumn 2017 on the implementation of a new network of supported local buses.
- 5.10 Costing of the network proposals has been based on recent costs for similar contracts with passenger revenues based on previous patronage data, adjusted for changes to the level of service. Whilst this is a good benchmark for future costs, Members should note that the final costs of the proposed new network will only be confirmed after the services are put out to tender.
- 5.11 Members should be aware that currently 123 pupils eligible for free transport to and from school are provided with a bus pass to travel on one of the supported local bus services which are proposed to be withdrawn. The Council has a statutory responsibility to provide alternative transport services for the affected pupils and the estimated cost of the replacement transport for these eligible pupils is £180,500. The Preferred Option thus represents a net saving of £1.395m.
- 5.12 An assessment on changes to the level of accessibility from implementing the Preferred Option is set out in the following section. For clarity, the operation of each current bus service within the Borough (whether commercial, supported or partially supported) is set out in Appendix 2 with the implications of the Preferred Option on each service also set out.

### **Stage 7: Assessment of Preferred Option**

- 5.13 The Preferred Option for a new supported bus network has been assessed against the evaluation methodology outlined in the February 2017 Cabinet Report and ensures that the Council is able to respond to challenges about the impact of any changes arising from the review.
- 5.14 The routes provided in the Preferred Option are similar to the Reference Case but are more sustainable and offer better value for money.
- 5.15 Gap analysis modelling has been undertaken to show the number of Cheshire East residential addresses within 60 minutes public transport travel time of a Cheshire East key service centre or principal town. This modelling has been carried out for the following scenarios:
- Present situation: current commercially operated rail / bus services and current supported bus services;
  - Preferred Option: current commercially operated rail / bus services and the Preferred Option proposed network of supported bus services;
  - Reference case: current commercially operated rail / bus services and the Reference Case network (detailed in section 3.1) using the appraisal tool developed in 2011.
- 5.16 The above provides a robust comparison of the present, the proposed Preferred Option and the Reference Case option.
- 5.17 The results for the five modelled time periods are shown in Table 2.

**Table 2 Number of Residential Addresses Able to Access Bus Services for Each Modelled Scenario**

Scenario	Number of Residential Address Output Areas Within 60 Minutes Bus Travel Time of a Key Service Centre and / or Principal Town		
	Present Situation	Preferred Option	Reference Case
Weekday Morning Peak (06:00-09:00)	164,962	161,354	158,785
Weekday Afternoon Peak (16:00-19:00)	165,574	161,481	157,477
Weekday Off-Peak Period (09:30-16.00)	170,817	163,642	163,225
Weekday Evening Period (19:00-23:00)	143,315	121,798	132,722
Sunday (09:30-16:00)	130,090	112,299	112,299
There are presently 182,625 residential addresses within Cheshire East			

- 5.18 The Preferred Option shows some reductions in the number of households served by rail and bus services within Cheshire East under both options for a revised supported bus network. In the weekday morning peak period (06:00-09:00) the number of households served reduces from 164,962 to 161,354. In the weekday afternoon peak period (16:00-19:00) the number of households served reduces from 165,574 to 161,481. In the weekday off peak period (09:30-16.00) households served reduces from 170,817 to 163,642.
- 5.19 The Preferred Option does offer an enhanced level of accessibility over the Reference Case option during weekdays. This difference is most pronounced in the weekday afternoon peak (16:00-19:00 with 4,004 more households served) and the weekday morning peak (06:00-09:00 with 2,569 more households served).
- 5.20 As no services are proposed for the supported network during evenings and Sundays, the numbers of households served falls back to that provided by the commercial network in these periods for both the Preferred and Reference Case options.
- 5.21 When reviewing the changes in accessibility above, it should be noted that both the Preferred and Reference Case Networks present a 43% saving (38% net saving for Preferred Option) on the current annual supported bus service budget. In terms of vehicle requirements, the current supported bus network in Cheshire East has a Peak Vehicle Requirement (the number of buses at peak times) of some 36 vehicles. With the target savings in place, the budget for the Preferred Option would allow for a Peak Vehicle Requirement of around 16 vehicles.
- 5.22 Accessibility mapping has also been undertaken to highlight the areas of the Borough which would no longer have accessibility to a key service centre or principal town in Cheshire East. Mapping of the results is presented in Appendix 7, with the areas of the Borough which would no longer have weekday 60 minutes bus travel time access by rail or bus including (but are not limited to):
- Disley (all time periods) – whilst Disley is shown as no longer having access, the level of accessibility would remain as at present following the change to the 60 service in March 2017. Disley would continue to be connected to Stockport and Buxton through the commercial 199 service but would not have bus access to a key service centre or principal town in Cheshire East;
  - Some areas of Poynton (all time periods);
  - Areas to the west of Handforth (all time periods);
  - High Legh, Little Bollington, Mere (PM peak, off peak);
  - Cranage and Goostrey (off peak);
  - Warmingham (all time periods);
  - Worleston (AM peak);
  - Rural areas to south and west of Nantwich (mainly off peak);
  - Rode Heath (AM and PM peak periods);
  - Scholar Green (all time periods); and
  - A34 corridor between Alsager and Congleton (off peak).

- 5.23 For areas not served by rail, commercial or supported bus services, measures will be required in terms of flexible and community transport to provide a safety net for people who may be negatively impacted. These measures will also need to be considered for other areas of the Borough who may lose supported bus services during the evenings and Sundays.

### **Flexible Transport**

- 5.24 The Little Bus flexible transport bus service (pre-booked demand responsive bus services offering a door- to- door service, formerly known as Dial-a-Ride services) provide transport for pre-registered members who are unable to use scheduled bus services.
- 5.25 The costs of the Little Bus flexible transport service presently accounts for 16% of the total annual cost of supported bus routes with the subsidy cost per passenger markedly higher than scheduled supported bus services.
- 5.26 The Preferred Option would reduce the cost of the Little Bus flexible transport service proportionally in line with scheduled supported bus services. Savings to the Little Bus network would be achieved by:
- Reducing the number of vehicles operating the service from nine to four/five;
  - Applying a charge of up to £3 for each journey to concessionary bus pass holders.
- 5.27 The public consultation will be used to inform more detailed proposals for the Little Bus flexible transport service. The reduction in vehicles would not be able to meet the current level of demand and some form of prioritisation mechanism will be required as well as focusing on residents with greatest need and in rural areas.

### **Future Stages of Project**

- 5.28 Following approval of the Preferred Option by Cabinet, a thorough and detailed 10 week public consultation would be undertaken, which is scheduled to commence in late May 2017.
- 5.29 A detailed Communications Strategy and Consultation Plan have been prepared and are enclosed in Appendices 2 and 4 respectively. The consultation will allow responses to be submitted online and by post, with 'drop-in sessions' held at each principal town and key service centre.
- 5.30 The consultation will target both bus users and non-bus users with the following groups identified as the key target audience:
- Users of the affected bus services
  - Vulnerable and equality groups (e.g. older people, people with disabilities)
  - Cheshire East residents
  - Community and voluntary groups
  - Town and Parish Councils
  - Businesses / major employers
  - Schools and educational establishments

- Bus operators
  - Partner organisations
  - Neighbouring local authorities
  - Council Members/ councillors
- 5.31 Outcomes of the consultation will then inform a recommendation to Cabinet in autumn 2017 on the implementation of a new network of supported local buses.
- 5.32 Following Cabinet approval of the final network, a period of retendering of contracts and re-registration of services would take place in late 2017 / early 2018.
- 5.33 The timing of all stages in this approach is intended to enable the Council to implement any changes to local supported buses on 1st April 2018.

## **6 Wards Affected and Local Ward Members**

- 6.1 All Wards and all Ward Members.

## **7 Implications of Recommendation**

### **Policy Implications**

- 7.1 The Council has existing criteria in place which are used to determine which local bus routes should be supported by the Council. These were adopted by Cabinet in August 2011. The current adopted criteria provide a fair, transparent and accountable process to prioritise investment by scoring and ranking each supported bus service against objective criteria.
- 7.2 The proposed methodology is intended to retain the same principles of criteria-based approach to determine which local bus routes the Council continues to support financially. By considering criteria at the Borough-wide level, rather than the route level, there is potential for a more holistic approach to network design when compared with the routine application of the policy criteria which is typically to consider marginal changes to the overall network. However, Cabinet will be mindful that the context for this exercise is a significant reduction in the overall budget for supported local bus services.

### **Legal Implications**

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

Section 63, (1) states:

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

In addition, section 63 (6) states:

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

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

Finally, section 63(7) states:

- 7.5 It shall be the duty of a county council or (as the case may be) of a regional or islands council, in exercising their power under subsection (6) above, to have regard to a combination of economy, efficiency and effectiveness. It shall be the duty of any council, in exercising or performing any of their functions under the preceding provisions of this section, to have regard to the transport needs of members of the public who are elderly or disabled and to the appropriate bus strategy.
- 7.6 In May 2016 the Government introduced the ‘Bus Services Bill’ with the aim of improving local buses and ultimately increase usage of services. The Bill will affect bus services operating in England (excluding London) and is currently progressing through Parliament with Royal Assent planned for early 2017. The key aspects of this bill are:
- 1. Strengthen arrangements for partnership working in the sector, introducing ‘enhanced partnerships’
  - 2. Introduce new franchising powers with decision making at a local level
  - 3. Provide for a step change in the information available to bus passengers
  - 4. Powers for local authorities to obtain information from providers and also to set up municipal owned bus operators.

- 7.7 It remains important to monitor progress of the Bill and examine any legislation that arises from it during the contemplated service re-design and to assess the impact that any actual/planned legislation may have on the proposals so that they can take into account the up to date law and future proof service delivery.
- 7.8 Once the Preferred Option is approved by Cabinet, the Council will publically consult on the proposal. The consultation process embarked upon must be “fair” and certain basic principles must be adhered to:
- a. Consultation must be undertaken at a time when proposals are still at a formative stage;
  - b. It must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response;
  - c. Adequate time must be given for this purpose; and
  - d. The product of consultation must be conscientiously taken into account when the ultimate decision is taken.
- 7.9 A Consultation Plan has been produced which sets out the way in which consultation is planned to take place and provides an evidence base for compliance with the consultation process.
- 7.10 When the Council embarks on the consultation it should be prepared to change course if persuaded by the outcome of consultation. To do otherwise would prevent an informed and integrated response and risk challenge to the final decision made on the basis that the outcome was pre-determined.
- 7.11 Under the Equality Act 2010, the Council is required to identify the impacts of any decisions, policies etc on certain protected groups to ensure equality is promoted, and inequality minimised. For example, there must be an assessment made of the impacts on groups or individuals who are disabled, who belong to ethnic or racial groups, on the grounds of age or sex discrimination etc. Completing an Equality Impact Assessment (EIA) as part of the consultation process will both assist in meeting the Council's equality duties and inform the eventual final recommendation made to Cabinet and inform Cabinet's consideration of that proposal.

### **Financial Implications**

- 7.12 As part of the medium term budget plan for the Council, a saving of £1.576m from the supported bus budget has been agreed to commence on 1st April 2018. Failure to develop and implement proposals for a revised and more cost effective network of supported local buses would put additional pressure on the budget for the period April 2018 onwards.
- 7.13 A summary of the supported bus service budget is shown in Table 3.

**Table 3 Summary of Supported Bus Service Budget**

2017/18 supported bus service budget (including flexible transport)	£3.641m
Gross medium term budget plan saving 2018/19	£1.576m
2018/19 supported bus service budget (including flexible transport)	£2.065m

- 7.14 As set out in the above, the Council would still be investing £2,065,470 in local bus services from 1<sup>st</sup> April 2018 onwards.
- 7.15 As noted in section 5.11, the Council has a statutory responsibility to provide transport services for pupils. A total of 123 pupils are currently allocated to supported bus services that would no longer be provided and the estimated cost of the replacement transport for these eligible pupils is £180,500. This cost would be picked up as part of the Council's school transport budget however it should be noted that the Council's net saving as a result of implementing the Preferred Option would be £1.395m.
- 7.16 The Council will also continue to explore external funding opportunities both nationally through central government and locally in conjunction with external partner organisations.

### **Equality Implications**

- 7.17 An Equality Impact Assessment (EIA) has been undertaken as part of the review and in accordance with the Council's Equality & Diversity Strategy 2017-2020 and is available upon request. The EIA has identified potential impacts upon the following groups and further work will be undertaken to explore these further and develop robust mitigation plans:
- Older groups
  - Disabled
  - Females
  - Religious groups that meet on a Sunday
  - Women who are pregnant, on maternity leave or returning from maternity leave
- 7.18 The EIA will be regularly updated as the review develops and will be informed by the feedback received during the public consultation.

### **Rural Community Implications**

- 7.19 The implementation of the Preferred Option would result in some minor reductions in accessibility in rural communities as outlined in section 4.7 and shown in Appendix 7.



## Human Resources Implications

7.20 There are no Human Resource implications arising from this report.

## Public Health Implications

7.21 The recommendations have no immediate impact on public health. Access to healthcare facilities is one of the criteria for the development of the Preferred Option.

7.22 Further detail on any potential issues with residents accessing healthcare facilities is expected to be determined as part of the consultation of the Preferred Option.

## Implications for Children and Young People

7.23 As set out above, the Council has a statutory responsibility to provide transport services for eligible pupils. A total of 123 pupils are currently allocated to supported bus services that would no longer be provided and the estimated cost of the replacement transport for these eligible pupils is £180,500.

7.24 The implications of the review have also been considered against other Children's Services programmes. The proposals in the Preferred Option do not affect the Available Walking Routes programme and subsequent changes for home to school travel. Detail on the linkages between the review and the home to school travel programme will be available as part of the consultation.

## Other Implications (Please Specify)

7.25 N/A

## 8 Risk Management

8.1 Any proposed changes to local bus services are very likely to be unpopular with affected residents. The potential of withdrawing a bus service which residents often rely on can be very emotive and often receives a significantly negative public response.

8.2 The key risks associated with the Bus Service Review are considered in the project Risk Register. The headline risks should be noted as follows:

Reputational risks	Reductions to local bus services will attract adverse public and/or political comments from affected users – it is an emotive subject and often receives a significant backlash from users and residents.
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	Major employers and key businesses in Cheshire East are likely to be opposed to any reduction in the services which provide access to their site.
Financial risks	Where supported buses are currently used by pupils eligible for free home to school travel, the Council will be liable to provide alternative provision if no alternative is available.
	Reduction in supported payments may affect the commercial viability of local bus operators, with the risk that other (commercial) services are withdrawn. The Council is not party to any detailed business intelligence to inform an assessment of this risk.
	Changes to the commercial bus network.
Project risks	Some communities (identified in section 5.22) would be left without a scheduled bus service as a result of the Preferred Option. If not eligible for flexible transport, this may leave residents in these areas with no alternative transport options. The extent of this is to be identified during the consultation.

- 8.3 A comprehensive Risk Assessment and Mitigation Plan have been developed for the project and will continue to be used.

## 9 Access to Information/Bibliography

- 9.1 The background papers relating to this report can be inspected by contacting the report writer.

## 10 Contact Information

- 10.1 Contact details for this report are as follows:

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## **Appendices**

**Appendix 1 – Supported Bus Service Review Consultation Plan**

**Appendix 2 – Changes to Bus Services within Cheshire East as a Result of Preferred Option**

**Appendix 3 – Preferred Network Details**

**Appendix 4 – Supported Bus Service Review Communications Plan**

**Appendix 5 – Reference Case Scoring Results Using 2011 Evaluation Criteria**

**Appendix 6 – Project Programme Summary**

**Appendix 7 – Accessibility Mapping of Options**

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## Appendix 1

# Cheshire East Council Supported Bus Service Review

## Consultation Plan



### Introduction

As part of the Council's medium term budget plans, a saving of £1.576 million from the supported bus service budget has been approved, commencing 1<sup>st</sup> April 2018.

In order to meet this saving, Cheshire East Council conducted a full review of the supported bus service network, prior to proposing a new "Preferred Option" network. This plan details how the Council will consult on this preferred option supported bus service network. Consultation feedback and results will then inform a final recommendation to Cabinet in Autumn 2017, which will include a final supported bus network proposed for implementation.

### Timescales

It is proposed that the consultation is conducted within the following timescales from 10<sup>th</sup> April 2017 onwards, as shown on the Gantt chart below:

- Consultation preparation – 5 weeks
- Consultation live period – 10 weeks
- Consultation analysis and reporting – 10 weeks
- Report publication and consideration – 4 weeks.

	Week beginning																									
	April			May					June					July					August				September			
	10	17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25	
Consultation preparation																										
Consultation live																										
Consultation analysis																										
Report publication & consideration																										

### Consultation material

All material to be consulted on to be provided by the Project Manager, with the Project Board providing advice and strategic direction. As well as detailing what the preferred option is, this material shall include sufficient reasons for the preferred option, to allow for intelligent consideration and response by all those who may be affected by the proposals, or who might wish to comment on them. Detail shall also be provided as to how the preferred option was arrived at, and what other alternatives were also considered as part of that process.

### Impact Assessments

Impact Assessments have been conducted and will be published alongside this consultation.

## Stakeholder mapping

The following suggests the stakeholders who will be consulted, how, and who the lead officer is for each:

Stakeholder	Consultation method	Lead
All stakeholders	Council website & online survey	RM/BB/SB
All stakeholders	Public events at 11 sites around Cheshire East	RM
Bus users	Posters to be distributed at bus stations and on buses	RM
Bus users	Paper surveys to be handed out on bus routes and at bus stations by interviewers	PC/BB
Little Bus Flexible Transport Service users	Refer to Impact Assessments	RM/BB
Bus operators	1-2-1 meetings	RM
General Public	A copy of the survey to be sent out to all members of the Council's Citizens' Panel	PC/BB
General Public	Press release / Twitter campaign	MM
Councillors / Elected Members	Member Briefings (verbal and written)	RM
Town and Parish Councils	Direct email	RM
Partner Organisations	Direct emails and via the Partnerships Newsletter	RM/TJ
Local Media	Media Release	MM
Employer Organisations	Direct emails	RM
Local schools	Direct emails	RM / BD
Local airport	Direct email	RM
Neighbouring local authorities	Direct emails	RM
Protected characteristic groups	Refer to Impact Assessments	RM

Key to initials:

RM = Rob Minton

MM = Michael Moore (Communications)

SB = Steve Bennet (Web Team)

PC = Phil Christian (Research and Consultation)

BB = Ben Buckley (Research and Consultation)

TJ = Tina Jones (Partnerships)

BD = Barbara Dale (School Organisation and Admissions)

Appendix 2



Key	Commercial service operated without any support from CEC	Commercial service, not considered as part of the Supported Bus Service Review
	Mostly commercial service with parts supported by CEC	Commercial service but with parts of service no longer supported
	All parts of service supported by CEC or other neighbouring authorities	Supported service which would be mostly/partially maintained as part of Preferred Option
		Service no longer supported

Route	Current Operation of Service	Description of Preferred Option changes from current service	Rationale for changes to service
1 Macclesfield-Black Road	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of review
1A, 1B Crewe-Marshfield-Nantwich	Service 1A operates as commercial service. The 1B is commercial with the exception of the diversion via Eagle Bridge Medical Centre every hour and the last bus of the day in either direction.	Service 1A operates as commercial service with service 1B diverted via Eagle Bridge Medical Centre every hour. The diverted route 1B would not be supported. Eagle Bridge Medical Centre would be served via proposed service C to maintain access.	Current route via Eagle Bridge to be served by alternative service. This route will thus just comprise the 1A route.
2 Macclesfield-Weston Estate	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of review
2 Macclesfield-Thornton Avenue	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of review
3 Macclesfield-Weston Estate	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of review
3 Crewe-Alsager-Hanley	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of review
4 Macclesfield-Upton Priory	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of review
5/6 Macclesfield - Weston Estate	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Sunday services are supported	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Sunday services would no longer be supported.	Sunday services would no longer be supported
6 Brookhouse-Leighton Hospital	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Monday-Friday evening services are supported.	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Monday-Friday evening services would no longer be supported.	Monday-Friday evening services would no longer be supported
8 Sydney-Crewe-Wistaston Green	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Evening and Sunday services are supported.	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Evening and Sunday services would no longer be supported.	Evening and Sunday services would no longer be supported
9 Macclesfield-Moss Rose	Weekday daytime services are provided commercially and have not been considered as part of the Supported Bus Service Review. Sunday services are supported.	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Sunday services would no longer be supported.	Sunday services would no longer be supported
10, 10A Macclesfield-Bollington	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Evening and Sunday services are supported.	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Evening and Sunday services would no longer be supported.	Evening and Sunday services would no longer be supported
11 Macclesfield - Tytherington - Kerridge	All parts of service are supported	The majority of the route would be retained as part of route F. Services would route via Kerridge and Tytherington every two hours.	The route current offers good value with a relatively low level of subsidy per passenger. The route can be retained by diverting the Route F which is travelling to Macclesfield with alternative services via Kerridge and Tytherington.
12,12E Shavington-Leighton Hospital	Commercial service, not considered as part of the Supported Bus Service Review. Early Sunday morning journeys supported.	Commercial service, not considered as part of the Supported Bus Service Review. Early Sunday morning journeys would no longer be supported.	Early Sunday morning journeys would no longer be supported.
14 Macclesfield-Langley	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of review
19 Macclesfield - Prestbury	All parts of service are supported	Route retained as part of route A with revised timetable	Route serves a high percentage of houses with no car access and provides access to educational facilities. The service presently requires a relatively low level of subsidy per passenger.
21, 21A Macclesfield-Hurdsfield	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of review
27, 27A, 27B Macclesfield - Knutsford	All parts of service are supported	Route retained as part of proposed route E.	The route links into a number of educational and health facilities as well as providing access to key shopping leisure and recreation areas. The route also passes through AQMAs and passes Local Plan development sites. The service is currently well used with a relatively low cost per passenger.
31, 31A Crewe-Leighton Hospital Winsford-Northwich	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Evening services are supported.	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Evening services would no longer be supported.	Evening services would no longer be supported
32 Sandbach - Crewe	All parts of service are supported	Service no longer supported.	The route currently has a relatively high cost per passenger. Whilst the route does provide access to development sites and health locations, the majority of residences along the route (in Crewe and Sandbach) are served by other services and more direct alternatives between Crewe and Sandbach are available.
35 Altrincham - Warrington	All parts of service are supported	Service no longer supported.	Only a short section of the route passes through Cheshire East with just six stops on the borough. Survey data shows that the route is little used within Cheshire East and does not connect into other parts of Chehsire East.
37 Sandbach-Middlewich-Winsford-Northwich	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Evening services are supported.	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Evening services would no longer be supported.	Evening services would no longer be supported
37A, 37E Crewe-Sandbach-Middlewich-Winsford	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of review
38 Crewe-Sandbach-Congleton-Macclesfield	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Evening and Sunday services are supported.	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Evening and Sunday services would no longer be supported.	Evening and Sunday services would no longer be supported
39 Nantwich - Wybunbury - Crewe	All parts of service are supported	Route mostly retained as route B	The route links areas to the south of Crewe and provides access to a number of educational and health facilities. The route also provides access to a number of Local Plan development sites, points of interchange and key shopping, employment and leisure opportunities. The service does require a higher level of subsidy per passenger but the route has only been operating a relatively short period of time and has shown substantial growth in passenger numbers since commencing in Autumn 2016.
42 Crewe - Congleton	All parts of service are supported	Route mostly retained as route C with timetable and route changes	The route links into a number of educational and health facilities as well as providing access to key shopping leisure and recreation areas. The route also passes through AQMAs and passes Local Plan development sites. The service is currently well used with a relatively moderate cost per passenger.
47 High Legh - Warrington	All parts of service are supported	Service no longer supported.	The service operates twice a day on two days a week with only five stops within Cheshire East. Data shows limited usage of service within Cheshire East.

51/52/53 72/73 Nantwich - Whitchurch/Locals	All parts of service are supported	Route mostly retained as route G with timetable and route changes	This service provides links to a large number of schools as well as a large number of regional health facilities. This route also provides access to local plan development sites. Currently the service requires a relatively moderate level of subsidy per passenger which could be reduced by removing the need for a vehicle as part of the prospools.
56, 75, 79, 83, 89 Nantwich Rural Services	All parts of service are supported	Service no longer supported.	This route currently requires a high level of subsidy per passenger. The services operate on a once a week basis and whilst these routes provide access for shopping and social activities for the more rural areas, this function could be carried out by the revised Little Bus service with more focus on serving rural areas.
58 Bakewell - Buxton - Macclesfield	All parts of service are supported	Cheshire East contribution to Monday to Saturday service retained as part of a joint contribution with services 60/60A	Cheshire East Council provide a contribution to the operation of the service. This service supports local plan development sites in Macclesfield as well as supporting cross boundary links to Derbyshire. This route currently requires a low level of subsidy per passenger.
60, 60A Hayfield - Macclesfield	All parts of service are supported	Route mostly retained through joint contribution with 58 service above. Since March 2017 the service 60 would no longer serve Disley and this would continue as part of the preferred option.	Cheshire East Council provide a contribution to the operation of the service. The service provides access to health, leisure, education and recreational facilities as well as providing access to interchanges. An average of 23.1% of CE residents along the route having no access to a car. The service currently operates with a relatively low level of subsidy per passenger.
77 Congleton - Mow Cop - Kidsgrove	All parts of service are supported	Service no longer supported.	The route provides three return journeys in the morning and a single return journey in the early afternoon. The route has relatively low patronage and a high cost per passenger. Whilst the route does serve the Kidsgrove Medical Centre, the surveys show relatively few people using the 77 to travel to the centre. The service currently also serves a low proportion of residences with no access to a car.
78 Nantwich-Rode Heath (Mon-Fri)	Service operates commercially except for the following services starting from Nantwich Bus Station - 16:35, 17:25, 18:25, 19:25, 20:25 and the following services starting from Scholar Green, Stone Chair Lane - 07:20, 16:35, 18:00, 18:50 and the following service starting at Leighton Hospital - 20:51. Saturday services are also supported	Mainly commercial service, supported parts of service would no longer be supported.	Evening services would no longer be supported. Saturday services would no longer be supported due to high cost per passenger and low passenger numbers.
84 Crewe-Nantwich-Chester	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of review
85 Crewe-Keele-Newcastle	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of review
88 Knutsford - Wilmslow - Altrincham	All parts of service are supported	Route mostly retained as route E with timetable and route changes	Within Cheshire East the service provides access to a number of health, education, employment and recreational facilities. The site also serves a number of Local Plan development sites and links into interchanges. The route currently operates with a relatively low level of subsidy per passenger and carries a large number of passengers.
90/91/92 Beartown Network (Congleton)	All parts of service are supported	Route retained as route H with a similar timetable.	The services provides access within Congleton providing access to education, employment, health and shopping facilities for residents. The service currently operates with a relatively low level of subsidy per passenger.
94 Congleton-Biddulph-Newcastle	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of review
99 Congleton - Macclesfield	All parts of service are supported	Service no longer supported.	Accessibility within and between Congleton and Macclesfield would be maintained by alternative commercial or supported services. A high proportion of journeys made are through trips between Congleton and Macclesfield which can use these alternatives. Accessibility along the A523 part of the route is maintained by the 14, 109. The remaining section between Buglawton and Bosley along the A54 shows low patronage and would serve few destinations.
109 Macclesfield - Leek	Service wholly provided by Staffordshire CC	Service not supported by Cheshire East, not considered as part of the Supported Bus Service Review	Not a CE supported service, not considered as part of the review
130 Macclesfield-Wilmslow-Manchester	Weekday daytime services are provided commercially and have not been considered as part of the Supported Bus Service Review. Sunday services are supported.	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Sunday services would no longer be supported.	Sunday services would no longer be supported
199 Manchester Airport-Stockport-Disley-Buxton	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of review
200 Wilmslow - Manchester Airport	All parts of service are supported	Service no longer supported.	This service currently runs at a relatively high level of subsidy per passenger due to low volumes of passengers using the service. The service provides a link between Wilmslow, Styal and Manchester Airport between which rail alternatives are available.
289 Northwich - Knutsford - Altrincham	All parts of service are supported	Knutsford to Northwich part of route retained with timetable and route changes.	The busiest part of the route would be retained through route E with accessibility maintained to other areas through other bus services. To reduce vehicle requirements, the Knutsford to Altrincham section has been routed via a more direct route losing accessibility in some areas.
300 Knutsford-Longridge (Mon-Fri)	Weekday daytimes services are provided commercially and have not been considered as part of the Supported Bus Service Review. Evening and Sunday services are supported.	The 300 operates commercially during weekdays and has not been considered in the review. Evening and Saturday services would no longer be supported.	Evening and Saturday services would no longer be supported
315 Congleton - Rode Heath	All parts of service are supported	Service no longer supported.	The connection between Alsager and Rode Heath would be retained through the commercial 78 service. The remainder of the route has low patronage.
319 Sandbach - Holmes Chapel - Goostrey	All parts of service are supported	Service no longer supported.	The service provides five round trips a day between Sandbach and Goostrey. Accessibility within Holmes Chapel would be retained through the proposed route C although Cranage and Goostrey would no longer have access to a bus service. Patronage on the existing service is relatively low. There would be an option to retain a service in these areas however this would require reducing the frequency of the proposed C route (between Crewe and Congleton via Middlewich) which carries a large number of passengers.
378 Wilmslow-Handforth-Stockport	Commercial service, not considered as part of the Supported Bus Service Review	Commercial service, not considered as part of the Supported Bus Service Review.	Commercial service, not considered as part of review.
392/3 Macclesfield - Poynton - Stockport	All parts of service are supported	Route mostly retained as part of route F with timetable and route changes	This service provides links between a large number of schools, local plan development sites and a large number of health locations. This route has a relatively low subsidy cost per passenger
P1 Poynton - Hazel Grove	All parts of service are supported	Route mostly retained as part of route F with timetable and route changes	This service provides access to a large number of schools, medical facilities as well as supporting several local plan development sites within Poynton. This service provides a relatively low subsidy cost per passenger.
SB1-3 Sandbach Town Services	All parts of service are supported	Service would no longer be supported	The withdrawal of the SB1 and SB2 services would leave the northern and eastern fringes of Sandbach over 400m from the nearest bus service (although all areas would be within 1km walking distance of a bus stop).
Crewe Flexirider	All parts of service are supported	Service would no longer be supported	Evening services no longer supported
Flexible Transport	All parts of service are supported	Proposed Flexible Transport service provision set out in Cabinet Report	Set out in Cabinet Report

## Appendix 3

## Cheshire East Supported Bus Services Review

### Preferred Option Bus Network Pro-forma

Route reference number	A	
Status	For Consultation	
Locations linked by service	Macclesfield-Prestbury	
Peak Vehicle Requirement of Route	1	
Current service(s) partially or wholly operating this route	19	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0730 / 0807	0820 / 0850
Last bus start time	1705 / 1750	1620 / 1650
Frequency during day	Hourly	Hourly
Seating capacity of vehicle	21	
<b>Summary of route</b>		
Current service 19 revised to start later and finish earlier. No change to route but one trip withdrawn at lunchtime to avoid need for relief driver		

Draft TimetableVersion for consultation**Route A: Macclesfield-Prestbury**

PVR 1

**Monday to Friday**

<b>Macclesfield Bus Station</b>	0730	0920	1020	1120	1320	1420	1520	1705
Bond Street	0733	0924	1024	1124	1324	1424	1524	1710
Chester Rd/Ivy Rd	0737	0928	1028	1128	1328	1428	1528	1715
Broken Cross	0740	0931	1031	1131	1331	1431	1531	1719
<b>Whirley Barn Sandy Lane</b>	0743	0934	1034	1134	1334	1434	1534	1722
St Austell Avenue	0746	0938	1038	1138	1338	1438	1538	1726
Fallibroome High School	0749	0941	1041	1141	1341	1441	1541	1729
Prestbury Hall	0753	0945	1045	1145	1345	1445	1545	1733
<b>Prestbury, Parkhouse Drive</b>	0756	0948	1048	1148	1348	1448	1548	1736
<b>Lees Lane</b>		.....	.....	.....			1552	.....
<b>McCanns</b>	0800							1740

<b>McCanns</b>							1605	1745
<b>Lees Lane</b>	0807	.....	.....	.....				.....
<b>Prestbury, Parkhouse Drive</b>	0811	0950	1050	1150	1350	1450	1610	1750
Prestbury Hall	0815	0953	1053	1153	1353	1453	1613	1753
Fallibroome High School	0819	0957	1057	1157	1357	1457	1617	1757
St Austell Avenue	0822	1000	1100	1200	1400	1500	1620	1800
<b>Whirley Barn Sandy Lane</b>	0825	1003	1103	1203	1403	1503	1623	1803
Broken Cross	0828	1006	1106	1206	1406	1506	1626	1806
Chester Rd/Ivy Rd	0835	1009	1109	1209	1409	1509	1629	1809
Bond Street	0843	1014	1114	1214	1414	1514	1634	1814
<b>Macclesfield Bus Station</b>	0848	1018	1118	1218	1418	1518	1638	1818

**Saturday**

<b>Macclesfield Bus Station</b>	0820	0920	1020	1120	1320	1420	1520	1620
Bond Street	0824	0924	1024	1124	1324	1424	1524	1624
Chester Rd/Ivy Rd	0828	0928	1028	1128	1328	1428	1528	1628
Broken Cross	0831	0931	1031	1131	1331	1431	1531	1631
<b>Whirley Barn Sandy Lane</b>	0834	0934	1034	1134	1334	1434	1534	1634
St Austell Avenue	0838	0938	1038	1138	1338	1438	1538	1638
Fallibroome High School	0841	0941	1041	1141	1341	1441	1541	1641
Prestbury Hall	0845	0945	1045	1145	1345	1445	1545	1645
<b>Prestbury, Parkhouse Drive</b>	0848	0948	1048	1148	1348	1448	1548	1648

<b>Prestbury, Parkhouse Drive</b>	0850	0950	1050	1150	1350	1450	1550	1650
Prestbury Hall	0853	0953	1053	1153	1353	1453	1553	1653
Fallibroome High School	0857	0957	1057	1157	1357	1457	1557	1657
St Austell Avenue	0900	1000	1100	1200	1400	1500	1600	1700
<b>Whirley Barn Sandy Lane</b>	0903	1003	1103	1203	1403	1503	1603	1703
Broken Cross	0906	1006	1106	1206	1406	1506	1606	1706
Chester Rd/Ivy Rd	0909	1009	1109	1209	1409	1509	1609	1709
Bond Street	0914	1014	1114	1214	1414	1514	1614	1714
<b>Macclesfield Bus Station</b>	0918	1018	1118	1218	1418	1518	1618	1718

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

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

**Seating Capacity** **21**

## Cheshire East Supported Bus Services Review

### Preferred Option Bus Network Pro-forma

Route reference number	B	
Status	For consultation	
Locations linked by service	Crewe - Nantwich	
Peak Vehicle Requirement of Route	1	
Current service(s) partially or wholly operating this route	39	
Any differences from a current service?	No	
Key details of proposed service:	Weekday	Saturday
First bus start time	0725 / 0825	0725 / 0825
Last bus start time	1625 / 1725	1625 / 1725
Frequency during day	Two hourly	Two hourly
Seating capacity of vehicle	21	
<b>Summary of route</b>		
No change to route or timetable of existing 39 proposed.		

## Draft Timetable

## Version for consultation

### Route B: Crewe - Nantwich

PVR

1

### Mondays to Saturdays

<b>Crewe, Bus Station</b>	0725	0925	1125	1325	1525	1725
Shavington, Dodds Bank	0737	0937	1137	1337	1537	1737
<b>Shavington Sugar Loaf</b>	0740	0940	1140	1340	1540	1740
Shavington The Elephant	0744	0944	1144	1344	1544	1744
Hough, Cobbs Lane Village Hall	0749	0949	1149	1349	1549	1749
Shavington, Stocks Lane	0752	0952	1152	1352	1552	1752
<b>Wybunbury, Bridge Street, Red Lion</b>	0756	0956	1156	1356	1556	1756
Walgherton, London Road, Boar's Head	0758	0958	1158	1358	1558	1758
London Road, First Dig Lane	0803	1003	1203	1403	1603	1803
London Road, Stapeley Gardens	0806	1006	1206	1406	1606	1806
<b>Nantwich Bus Station</b>	0816	1016	1216	1416	1616	1816

<b>Nantwich Bus Station</b>	0825	1025	1225	1425	1625
London Road, Stapeley Gardens	0835	1035	1235	1435	1635
London Road, First Dig Lane	0838	1038	1238	1438	1638
Walgherton, London Road, Boar's Head	0843	1043	1243	1443	1643
<b>Wybunbury, Bridge Street, Red Lion</b>	0845	1045	1245	1445	1645
Shavington, Stocks Lane	0849	1049	1249	1449	1649
Hough, Cobbs Lane Village Hall	0853	1053	1252	1452	1652
Shavington The Elephant	0858	1058	1258	1458	1658
<b>Shavington Sugar Loaf</b>	0902	1102	1302	1502	1702
Shavington, Dodds Bank	0905	1105	1305	1505	1705
<b>Crewe, Bus Station</b>	0915	1115	1315	1515	1715

### Route Description

Nantwich (Bus Station), Beam Street, Millstone Lane, London Road, Newcastle Road, A51, London Road Wybunbury Road, Bridge Street, Main Road, Stocks Lane, Newcastle Road, Pit Lane, Cobbs Lane, Newcastle Road, Main Road, Crewe Road, Gresty Road, South Street, Mill Street, Oak Street, Market Street, Delamere Street, Tower Way and Crewe Bus Station

### Seating Capacity

21



## Cheshire East Supported Bus Services Review

### Preferred Option Bus Network Pro-forma

Route reference number	C	
Status	For consultation	
Locations linked by service	Congleton-Holmes Chapel-Middlewich-Crewe	
Peak Vehicle Requirement of Route	3	
Current service(s) partially or wholly operating this route	42 and 1B	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0655 / 0715	0725 / 0725
Last bus start time	1715 / 1715	1705 / 1705
Frequency during day	Hourly	90 minutes
Seating capacity of vehicle	35	
<b>Summary of route</b>		
<p>Existing 42 service revised to start later and finish earlier and reduced to every 90 minutes on a Saturday.  The route has been revised within Crewe to serve Eagle Bridge Medical Centre (instead of the current 1B).  The route would no longer serve Victoria Avenue or Rolls Avenue</p>		

**Draft Timetable****Version for consultation**

Route C: Congleton-Holmes Chapel-Middlewich-Crewe

PVR

3

**Mondays to Friday**

<b>Congleton Fairground</b>	0655	0750	0925	1025	1125	1225	1325	1455	1525	1715
West Heath, Delamere Road	0707	0802	0937	1037	1137	1237	1337	1507	1537	1727
Somerford	0711	0806	0941	1041	1141	1241	1341	1511	1541	1731
Holmes Chapel. London Road	0720	0820	0950	1050	1150	1250	1350	1520	1550	1740
Centurion Way	0727	0827	0957	1057	1157	1257	1357	1527	1557	1747
Middlewich, Bull Ring	0737	0837	1007	1107	1207	1307	1407	1537	1607	1757
Cleddford, Turnpike	0743	0843	1013	1113	1213	1313	1413	1543	1613	1803
Manor Park, Long Lane	0747	0847	1017	1117	1217	1317	1417	1547	1617	1807
Leighton Hospital	0802	0902	1032	1132	1232	1332	1432	1602	1632	1822
Minshull New Road, Rolls Avenue	0806	0906	1036	1136	1236	1336	1436	1606	1636	1826
Morrisons, Bus Shelter	0812	0912	1042	1142	1242	1342	1442	1612	1642	1832
Eagle Bridge Medical Centre	0816	0916	1046	1146	1246	1346	1446	1616	1646	1846
<b>Crewe, Bus Station</b>	0821	0921	1051	1151	1251	1351	1451	1621	1651	1851

**Crewe, Bus Station**

<b>Crewe, Bus Station</b>	0715	0855	0955	1055	1155	1255	1355	1455	1625	1715
Eagle Bridge Medical Centre	0720	0900	1000	1100	1200	1300	1400	1500	1630	1720
Morrisons, Bus Shelter	0724	0904	1004	1104	1204	1304	1404	1504	1634	1724
Minshull New Road, Rolls Avenue	0729	0909	1009	1109	1209	1309	1409	1509	1639	1729
Leighton Hospital	0735	0915	1015	1115	1215	1315	1415	1515	1645	1735
Manor Park, Long Lane	0750	0930	1030	1130	1230	1330	1430	1530	1700	1750
Cleddford, Turnpike	0755	0935	1035	1135	1235	1335	1435	1535	1705	1755
Middlewich, Bull Ring	0810	0944	1044	1144	1244	1344	1444	1544	1714	1809
Centurion Way	0817	0949	1049	1149	1249	1349	1449	1549	1719	1814
Holmes Chapel. London Road	0826	0956	1056	1156	1256	1356	1456	1556	1726	1821
Somerford	0832	1002	1102	1202	1302	1402	1502	1602	1732	1827
West Heath, Delamere Road	0840	1006	1106	1206	1306	1406	1506	1606	1736	1831
<b>Congleton Fairground</b>	0855	1018	1118	1218	1318	1418	1518	1618	1748	1843

**Saturday****Congleton Fairground**

<b>Congleton Fairground</b>	0725	0925	1055	1225	1355	1525	1705
West Heath, Delamere Road	0737	0937	1107	1237	1407	1537	1717
Somerford	0741	0941	1111	1241	1411	1541	1721
Holmes Chapel. London Road	0750	0950	1120	1250	1420	1550	1730
Centurion Way	0757	0957	1127	1257	1427	1557	1737
Middlewich, Bull Ring	0807	1007	1137	1307	1437	1607	1747
Cleddford, Turnpike	0813	1013	1143	1313	1443	1613	1753
Manor Park, Long Lane	0817	1017	1147	1317	1447	1617	1757
Leighton Hospital	0832	1032	1202	1332	1502	1632	1812
Minshull New Road, Rolls Avenue	0836	1036	1206	1336	1506	1636	1816
Morrisons, Bus Shelter	0842	1042	1212	1342	1512	1642	1822
Eagle Bridge Medical Centre	0846	1046	1216	1346	1516	1646	1826
<b>Crewe, Bus Station</b>	0851	1051	1221	1351	1521	1651	1831

**Crewe, Bus Station**

<b>Crewe, Bus Station</b>	0725	0925	1055	1225	1355	1525	1705
Eagle Bridge Medical Centre	0730	0930	1100	1230	1400	1530	1710
Morrisons, Bus Shelter	0734	0934	1104	1234	1404	1534	1714
Minshull New Road, Rolls Avenue	0739	0939	1109	1239	1409	1539	1719
Leighton Hospital	0745	0945	1115	1245	1415	1545	1725
Manor Park, Long Lane	0800	1000	1130	1300	1430	1600	1740
Cleddford, Turnpike	0805	1005	1135	1305	1435	1605	1745
Middlewich, Bull Ring	0814	1014	1144	1314	1444	1614	1754
Centurion Way	0819	1019	1149	1319	1449	1619	1759
Holmes Chapel. London Road	0826	1026	1156	1326	1456	1626	1806
Somerford	0832	1032	1202	1332	1502	1632	1812
West Heath, Delamere Road	0836	1036	1206	1336	1506	1636	1816
<b>Congleton Fairground</b>	0848	1048	1218	1348	1518	1648	1828

**Route Description**

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

**Seating Capacity**

35

## Cheshire East Supported Bus Services Review

### Preferred Option Bus Network Pro-forma

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

**Draft Timetable****Version for consultation****XB Contract****Route D1 Macclesfield-New Mills-Hayfield****Monday to Saturday**

										SSH	SCD				NS
Macclesfield, Bus Station	0710	0812	0850	0950	1050	1150	1250	1350	1450	1450	1550	1700	1750	1845	
Hurdsfield, Church	0717	0819	0857	0957	1057	1157	1257	1357	1457	1457	1557	1707	1757	1850	
Kerridge Rd Junction	0720	0822	0900	1000	1100	1200	1300	1400	1500	1500	1600	1710	1800	1853	
Rainow, Mount Pleasant	0722	0824	0902	1002	1102	1202	1302	1402	1502	1502	1602	1712	1802	1855	
Rainow, Smithy La	0724	0828	0904*	1004*	1104*	1204*	1304*	1404*	1504*	1504*	1604*	1714	1804	1857	
The Highwayman	0728		0908	1008	1108	1208	1308	1408	1508	1508	1608	1718	1808	1901	
Charles Head	0730		0910	1010	1110	1210	1310	1410	1510	1510	1610	1720	1810	1903	
Kettleshulme	0733		0913	1013	1113	1213	1313	1413	1513	1513	1613	1723	1813	1906	
Taxal	0727		0917	1017	1117	1217	1317	1417	1517	1517	1617	1727	1817	1910	
Horwich End, White Horse	0740		0920	1020	1120	1220	1320	1420	1520	1520	1620	1730	1820	1912	
Stoneheads				1027		1227		1427							
Whaley Bridge, Rail Station	0742		0922	1032	1122	1232	1322	1432	1522	1522	1622	1732	1822	1914	
Whaley Bridge, Tesco	0745		0925	1035	1125	1235	1325	1435	1525	1525	1625	1735	1825		
Newtown, Old Post Office	0751		0931	1041	1131	1241	1331	1441	1531	1531	1631	1741	1831		
New Mills, Bus Station arr	0754		0934	1044	1134	1244	1334	1444	1534	1534	1634	1744	1834		
New Mills School										1537					
Low Leighton, Ollersset View										1541					
Bridge Street/Stafford Street	0758		0938		1138		1338		1538		1638				
Thornsett Printers Arms	0800		0940		1140		1340		1540	1547	1640				
Birch Vale, Grouse Hotel	0802		0942		1142		1342		1542	1549	1642				
Hayfield, Bus Station	0805		0945		1145		1345		1545	1552	1645				

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

Codes NS Not Saturday SCD Schooldays Only SSH Saturday & Schoolholidays

\* Operated via Blue Boar on request

Cheshire East

**XB Contract****Route D2****Macclesfield-Buxton****Monday-Saturday**

	NS											NS			
Macclesfield Bus Station	0655	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1745	1845		
Forest Cottage	0702	0822	0922	1022	1122	1222	1322	1422	1522	1622	1722	1752	1852		
Cat & Fiddle	0713	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733	1803	1900		
Burbage Leek Road	0719	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739	1809	1906		
Burbage Level Lane	0721	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1811	1908		
Buxton Market Place	0728	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748	1818	1915		
Buxton Sylvan Park	0731		0951		1151		1351		1551	1651	1751	1821	1918		
	NS	NS	SO												
Buxton Sylvan Park	0615	0732	0735	0835	0925	1025	1125	1225	1325	1425	1525	1625	1705	1805	
Buxton Market Place	0618	0738	0738	0838	0928	1028	1128	1228	1328	1428	1528	1628	1708	1808	
Burbage Level Lane	0625	0745	0745	0845	0935	1035	1135	1235	1335	1435	1535	1635	1715	1815	
Burbage Leek Road	0628	0748	0748	0848	0938	1038	1138	1238	1338	1438	1538	1638	1718	1818	
Cat & Fiddle	0634	0754	0754	0854	0944	1044	1144	1244	1344	1444	1544	1644	1724	1824	
Forest Cottage	0643	0803	0803	0903	0953	1053	1153	1253	1353	1453	1553	1653	1733	1833	
Macclesfield Bus Station	0650	0810	0810	0910	1000	1100	1200	1300	1400	1500	1600	1700	1740	1840	

Codes NS Not Saturdays SO Saturday Only

## Cheshire East Supported Bus Services Review

### Preferred Option Bus Network Pro-forma

Route reference number	E1, E2	
Status	For consultation	
Locations linked by service	Altrincham-Wilmslow-Mobberley-Knutsford-Macclesfield; Altrincham-Wilmslow-Mobberley-Knutsford-Northwich	
Peak Vehicle Requirement of Route	4	
Current service(s) partially or wholly operating this route	27, 88 and 188, 289	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0700 / 0638	0735 / 0752
Last bus start time	1835 / 1845	1735 / 1845
Frequency during day	See summary	See summary
Seating capacity of vehicle	35	
<b>Summary of route</b>		
<p>The current 88 service between Altrincham and Knutsford is reduced to hourly frequency, with all journeys serving Morley Green. Alternative services extend to Macclesfield and Northwich every two hours to replace the 27 and 289.</p>		

Draft Timetable

Version for consultation

Route E1 Altrincham-Wilmslow-Mobberley-Knutsford-Macclesfield  
Route E2 Altrincham-Wilmslow-Mobberley-Knutsford-Northwich

PVR

4

**Monday to Friday (except Public Holidays)**

**SCD**

<b>Altrincham Interchange Stand C</b>		0715		0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845
Halebarns Hale Road/Rydal Drive		0725		0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855
Morley Green Church		0737		0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907
<b>Wilmslow Bank Square Stop A</b>		0747		0917	1017	1117	1217	1317	1417	1517	1617	1717	1817	1917
<b>Wilmslow Bank Square Stop A</b>	0700	0750		0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	
Wilmslow Rail Station	0703	0754		0924	1024	1124	1224	1324	1424	1524	1624	1724	1824	
Knolls Green, Bird In Hand	0716	0807		0937	1037	1137	1237	1327	1427	1527	1637	1737	1837	
Small Lane Pepper Street			<b>0805</b>											
Hobcroft Lane Slade Lane			<b>0808</b>											
Mobberley CE Primary School			<b>0813</b>											
Mobberley Town Lane/Bucklow Ave	0721	0811	<b>0818</b>		0941	1041	1141	1241	1341	1441	1541	1641	1741	1841
<b>Knutsford Bus Station Stand 3</b>	0730	0820	<b>0825</b>		0950	1050	1150	1250	1350	1450	1550	1650	1750	1850
<b>Knutsford Bus Station Stand 3</b>		0745	<b>0825</b>	0852	0952	1052	1152	1252	1352		1552	1652	1752	
<b>Knutsford Academy</b>			<b>0830</b>											
Tabley Windmill				0859		1059		1259		1559		1759		
Pickmere, Red Lion				0905		1105		1305		1605		1805		
Wincham, Raynors Lane				0908		1108		1308		1608		1808		
Lostock Gralam, Langford Road				0913		1113		1313		1613		1813		
Lostock Gralam, Crossroads				0918		1118		1318		1618		1818		
Northwich Railway Station				0923		1123		1323		1623		1823		
<b>Northwich, Watling Street</b>				0928		1128		1328		1628		1828		
Knutsford Railway Station	0747					<b>1154</b>		<b>1354</b>		<b>1654</b>				
Beggermans Lane				0954										
Ollerton, Post Office	0752					1159		1359		1659				
Whipping Stocks Inn	0754				1001	1201		1401		1701				
Over Peover, Gate Inn	0758				1005	1205		1405		1705				
Chelford, Station Road	0802				1009	1209		1409		1709				
Monks Heath, Traffic Lights	0806				1013	1213		1413		1713				
Macclesfield, Broken Cross	0810				1017	1217		1417		1717				
Macclesfield General Hospital	0814				1019	1219		1419		1719				
Churchill Way	0821				1026	1226		1426		1726				
<b>Macclesfield Bus Station</b>	0825				1030	1230		1430		1730				

**SCD**

<b>Macclesfield Bus Station</b>		0710		0830		1055		1255		1455		1735		
Churchill Way		0715		0835		1100		1300		1500		1740		
Macclesfield General Hospital		0719		0839		1104		1304		1504		1744		
Macclesfield, Broken Cross		0721		0841		1106		1306		1506		1746		
Monks Heath, Traffic Lights		0725		0845		1110		1310		1510		1750		
Chelford, Station Road		0729		0849		1114		1314		1514		1754		
Over Peover, Gate Inn		0733		0853		1118		1318		1518		1758		
Whipping Stocks Inn		0735		0855		1120		1320		1520		1800		
Ollerton, Post Office		0740		0900		1125				1525		1805		
Beggermans Lane								1325						
Knutsford Rail Station		0744		0904		1129				1529		1810		
<b>Northwich Watling Street</b>	0705					0955		1155		1355		1655		
Northwich Railway Station	0709					0959		1159		1359		1659		
Lostock Gralam, Crossroads	0714					1004		1204		1404		1704		
Lostock Gralam, Langford Road	0718					1008		1208		1408		1708		
Wincham Raynors lane	0723					1013		1213		1413		1713		
Pickmere, Red Lion	0726					1016		1216		1416		1716		
Tabley Windmill	0733					1023		1223		1423		1723		
<b>Knutsford Academy</b>										<b>1530</b>				
<b>Knutsford Bus Station Stand 3</b>	0740	0746			0906	1031	1131	1231	1331	1431	<b>1535</b>	1531	1731	1812
<b>Knutsford Bus Station Stand 3</b>			0735	0835		0935	1035	1135	1235	1335	<b>1535</b>	1535	1635	1735
Mobberley Town Lane/Bucklow Ave			0744	0844		0944	1044	1144	1244	1344	<b>1542</b>	1544	1644	1744
Mobberley CE Primary School											<b>1547</b>			
Hobcroft Lane Slade Lane											<b>1552</b>			
Small Lane Pepper Street											<b>1555</b>			
Knolls Green, Bird In Hand			0748	0848		0948	1048	1148	1248	1348	1448		1648	1748
Wilmslow Rail Station			0800	0900		1000	1100	1200	1300	1400	1500		1600	1700
<b>Wilmslow Bank Square Stop B</b>			0804	0904		1004	1104	1204	1304	1404	1504		1604	1704
<b>Wilmslow Bank Square Stop B</b>	0638		0808	0908		1008	1108	1208	1308	1408	1508		1608	1708
Morley Green Church	0648		0818	0918		1018	1118	1218	1318	1418	1518		1618	1718
Halebarns Hale Road/Rydal Drive	0700		0830	0930		1030	1130	1230	1330	1430	1530		1630	1730
<b>Altrincham Interchange Stand C</b>	0710		0840	0940		1040	1140	1240	1340	1440	1540		1640	1740

**Saturdays**

<b>Altrincham Interchange Stand C</b>	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745			
Halebarns Hale Road/Rydal Drive	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755			
Morley Green Church	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807			
<b>Wilmslow Bank Square Stop A</b>	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1817			
<b>Wilmslow Bank Square Stop A</b>	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821			
Wilmslow Rail Station	0824	0924	1024	1124	1224	1324	1424	1524	1624	1724	1824			
Knolls Green, Bird In Hand	0837	0937	1037	1137	1237	1327	1427	1527	1637	1737	1837			
Small Lane Pepper Street														
Hobcroft Lane Slade Lane														
Mobberley CE Primary School														
Mobberley Town Lane/Bucklow Ave	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841			
<b>Knutsford Bus Station Stand 3</b>	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850			
<b>Knutsford Bus Station Stand 3</b>	0752	0852	0952	1052	1152	1252	1352	1452	1552	1652				
Tabley Windmill		0859		1059		1259		1459		1659				
Pickmere, Red Lion		0903		1103		1303		1503		1703				
Wincham, Raynors Lane		0908		1108		1308		1508		1708				
Lostock Gralam, Langford Road		0913		1113		1313		1513		1713				
Lostock Gralam, Crossroads		0918		1118		1318		1518		1718				
Northwich Railway Station		0923		1123		1323		1523		1723				
<b>Northwich, Watling Street</b>		0928		1128		1328		1528		1728				
Knutsford Bus Station														
Knutsford Railway Station	0754			<b>1154</b>		<b>1354</b>		<b>1554</b>						
Beggermans Lane			0954											
Ollerton, Post Office	0759			1159		1359		1559						
Whipping Stocks Inn	0801		1001	1201		1401		1601						
Over Peover, Gate Inn	0805		1005	1205		1405		1605						
Chelford, Station Road	0809		1009	1209		1409		1609						
Monks Heath, Traffic Lights	0813		1013	1213		1413		1613						
Macclesfield, Broken Cross	0817		1017	1217		1417		1617						
Macclesfield General Hospital	0819		1019	1219		1419		1619						
Churchill Way	0826		1026	1226		1426		1626						
<b>Macclesfield Bus Station</b>	0830		1030	1230		1430		1630						

Macclesfield Bus Station	0855	1055	1255	1455	1655
Churchill Way	0900	1100	1300	1500	1700
Macclesfield General Hospital	0904	1104	1304	1504	1704
Macclesfield, Broken Cross	0906	1106	1306	1506	1706
Monks Heath, Traffic Lights	0910	1110	1310	1510	1710
Chefford, Station Road	0914	1114	1314	1514	1714
Over Peover, Gate Inn	0918	1118	1318	1518	1718
Whipping Stocks Inn	0920	1120	1320	1520	1720
Ollerton, Post Office	0925	1125		1525	1725
Beggermans Lane			1325		
Knutsford Rail Station	0929	1129		1529	1729
Northwich Watling Street	0755	0955	1155	1355	1555
Northwich Railway Station	0759	0959	1159	1359	1559
Lostock Gralam, Crossroads	0804	1004	1204	1404	1604
Lostock Gralam, Langford Road	0808	1008	1208	1408	1608
Wincham Rayners lane	0813	1013	1213	1413	1613
Pickmere, Red Lion	0816	1016	1216	1416	1616
Tabley Windmill	0823	1023	1223	1423	1623
Knutsford Bus Station Stand 3	0831	0931	1031	1131	1231
Knutsford Bus Station Stand 3	0735	0835	0935	1035	1135
Mobberley Town Lane/Bucklow Ave	0744	0844	0944	1044	1144
Mobberley CE Primary School					
Hobcroft Lane Slade Lane					
Small Lane Pepper Street					
Knolls Green, Bird In Hand	0748	0848	0948	1048	1148
Wilmslow Rail Station	0800	0900	1000	1100	1200
Wilmslow Bank Square Stop B	0804	0904	1004	1104	1204
Wilmslow Bank Square Stop B	0808	0908	1008	1108	1208
Morley Green Church	0818	0918	1018	1118	1218
Halebarns Hale Road/Rydal Drive	0830	0930	1030	1130	1230
Altrincham Interchange Stand C	0840	0940	1040	1140	1240

**Route Description** **Northwich**

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

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

**Route Description** **Macclesfield**

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

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

**Seating Capacity** **35**

## Cheshire East Supported Bus Services Review

### Preferred Option Bus Network Pro-forma

Route reference number	F	
Status	For consultation	
Locations linked by service	Macclesfield-Bollington/Kerridge-Poynton-Hazel Grove	
Peak Vehicle Requirement of Route	2	
Current service(s) partially or wholly operating this route	11, 392 and P1	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0715 / 0715	0815 / 0815
Last bus start time	1715 / 1715	1715 / 1715
Frequency during day	Hourly	Hourly
Seating capacity of vehicle	21	
<b>Summary of route</b>		
<p>The service would operate hourly. At the northern extent of the route the service would terminate at Hazel Grove (Park &amp; Ride) for onwards connections. The route would continue to Poynton and follow a similar route to the P1 within Poynton to serve Middlewood. Between Macclesfield and Bollington the route would be similar to the current 11 although alternate journeys would serve Dorchester Way and Bollington (Crossfield Road) or Badger Road and Kerridge (each served every two hours).</p>		



**Draft Timetable****Version for consultation****Route F Macclesfield-Poynton-Hazel Grove**

PVR

2

**Monday-Friday**

Macclesfield, Bus Station	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715
Tytherington Badger Road		0822		1022		1222		1422		1622	
Tytherington, Dorchester Way	0722		0922		1122		1322		1522		1722
South West Avenue/Crossfield Road	0730		0930		1130		1330		1530		1730
Kerridge Bulls Head		0830		1030		1230		1430		1630	
Bollington, Turners Arms	0737	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737
Four Lane Ends, Miners Arms	0748	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748
Middlewood Green Lane	0756	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756
Hockley Post Office	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
Poynton, Greymarsh Drive	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805
Poynton, Church	0808	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808
Hazel Grove, Park & Ride	0812	0912	1012	1112	1212	1312	1412	1512	1612	1712	1812
	392	392	391	392	391	392	391	392	391	392	391
Hazel Grove, Park & Ride	0715	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715
Poynton, Church	0719	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719
Poynton, Greymarsh Drive	0722	0822	0922	1022	1122	1222	1322	1422	1522	1622	1722
Hockley Post Office	0727	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727
Middlewood Green Lane	0731	0831	0931	1031	1131	1231	1331	1431	1531	1631	1731
Four Lane Ends, Miners Arms	0739	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739
Bollington, Turners Arms	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750
Kerridge Bulls Head			0957		1157		1357		1557		1757
South West Avenue/Crossfield Road	0757	0857		1057		1257		1457		1657	
Tytherington, Dorchester Way	0805	0905		1105		1305		1505		1705	
Tytherington, Badger Road			1005		1205		1405		1605		1805
Macclesfield, Bus Station	0812	0912	1012	1112	1212	1312	1412	1512	1612	1712	1812

**Saturday**

Macclesfield, Bus Station	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715
Tytherington Badger Road	0822		1022		1222		1422		1622	
Tytherington, Dorchester Way		0922		1122		1322		1522		1722
South West Avenue/Crossfield Road		0930		1130		1330		1530		1730
Kerridge Bulls Head	0830		1030		1230		1430		1630	
Bollington, Turners Arms	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737
Four Lane Ends, Miners Arms	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748
Middlewood Green Lane	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756
Hockley Post Office	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
Poynton, Greymarsh Drive	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805
Poynton, Church	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808
Hazel Grove, Park & Ride	0912	1012	1112	1212	1312	1412	1512	1612	1712	1812
	392	391	392	391	392	391	392	391	392	391
Hazel Grove, Park & Ride	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715
Poynton, Church	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719
Poynton, Greymarsh Drive	0822	0922	1022	1122	1222	1322	1422	1522	1622	1722
Hockley Post Office	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727
Middlewood Green Lane	0831	0931	1031	1131	1231	1331	1431	1531	1631	1731
Four Lane Ends, Miners Arms	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739
Bollington, Turners Arms	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750
Kerridge Bulls Head		0957		1157		1357		1557		1757
South West Avenue/Crossfield Road	0857		1057		1257		1457		1657	
Tytherington, Dorchester Way	0905		1105		1305		1505		1705	
Tytherington, Badger Road		1005		1205		1405		1605		1805
Macclesfield, Bus Station	0912	1012	1112	1212	1312	1412	1512	1612	1712	1812

**Route Description**

Macclesfield Bus Station, Mill Street, Mill Lane, Silk Road, Beech Lane, Manchester Road, Badger Road, Brocklehurst Way, Silk Road, Bollington Road, Clark Lane, Oak Road, Kerridge Bulls Head, Jacksons Lane, Grimshaw Lane, Wellington Road, Palmerston Street, Shrigley Road, Brookledge Lane, Wood Lane South, Wood Lane West, Moggie Lane, Dickens Lane, Waterloo Road, Coppice Road, Shrigley Road North, Green Lane, Spring Bank Lane, Roundy Lane, Pedley Hill, Middlewood Road, Park Lane, Bulkeley Road, Clumber Road, Dickens Lane, Vernon Road, Copperfield Road, Dickens Lane

London Road North, Hazel Grove Park & Ride

Return as reverse of outward route to the Silk Road then Sunderland Street, Queen Victoria Street to Macclesfield Bus Station

**Route Description**

Macclesfield Bus Station, Mill Street, Mill Lane, Silk Road, Beech Lane, Manchester Road, Dorchester Way, Manchester Road, Tytherington Lane, Bollington Road, Princess Road, Heath Road, Crossfield Road, South West Avenue, Henshall Road, Palmerston Street, Shrigley Road, Brookledge Lane, Wood Lane South, Wood Lane West, Moggie Lane, Dickens Lane, Waterloo Road, Coppice Road, Shrigley Road North, Green Lane, Spring Bank Lane, Roundy Lane, Pedley Hill, Middlewood Road, Park Lane, Bulkeley Road, Clumber Road, Dickens Lane, Vernon Road, Copperfield Road, Dickens Lane

Return as reverse of outward route to the Silk Road then Sunderland Street, Queen Victoria Street to Macclesfield Bus Station

**Seating Capacity**

21

## Cheshire East Supported Bus Services Review

### Preferred Option Bus Network Pro-forma

Route reference number	G1, G2, G3, G4, G5, G6	
Status	For consultation	
Locations linked by service	Nantwich-Wrenbury Circular; Nantwich-Wrenbury Circular;	
Peak Vehicle Requirement of Route	2	
Current service(s) partially or wholly operating this route	51, 52, 53, 71,72 and 73	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	Various	Various
Last bus start time	Various	Various
Frequency during day	Various	Various
Seating capacity of vehicle	27	
<b>Summary of route</b>		
<p>The routes of the present 72 and 73 (routes G1 and G2 respectively) would operate between Nantwich and Audlem / Wrenbury only instead of continuing to Whitchurch as at present. Both would operate every two hours with no change to journeys serving Brine Leas or Malbank School . Nantwich Local Services to Cronkinson Oak, Millfields and Sainsburys will be reduced slightly.</p>		

Draft TimetableVersion for consultation

## Nantwich Rural Services

PVR

2

	Route G1 Route G2	Nantwich-Wrenbury Circular Nantwich-Wrenbury Circular						
Monday-Saturday	SCD	SSH				SCD	SSH	
Nantwich Bus Station	0745	0805	0905	1105	1305	1505	1505	1705
Malbank School						1515		
Acton Church						1520		
Swanley						1522		
Nantwich Millfields	0750	0810	0910	1110	1310		1510	1710
Ravensmoor Farmers Arms	0753	0813	0913	1113	1313	1525	1513	1713
Sound Common Lane			0918	1118	1318		1518	1718
Aston Crossroads			0923	1123	1323		1523	1723
Wrenbury Station			0925	1125	1325	1531	1525	1725
Wrenbury Pinsley View	0756	0816	0927	1127	1327	1533	1527	1730
Wrenbury Station	0758	0818						
Aston Crossroads	0800	0820				1535		
Sound Common Lane	0807	0827				via		
Ravensmoor Farmers Arms	0812	0832	0933	1133	1333	Audlem	1533	1736
Nantwich Millfields		0835	0936	1136	1336		1536	1739
Swanley	0817							
Acton Church	0819							
Malbank School	0824							
Nantwich Bus Station	0833	0840	0941	1141	1341	1615	1541	1744

## Route G3 Nantwich-Audlem Circular

Monday-Saturday	SCD	SSH					SCD	SSH	
Nantwich Bus Station	0750	0750	0845	0945	1145	1345	1515	1515	1705
Nantwich, Railway Station	0754	0754	0849	0949	1149	1349	1519	1519	1709
Brine Leas School							1522		
Hankelow, White Lion PH	0806	0806	0901	1001	1201	1401	1534	1531	1721
Buerton, Festival Avenue			0906	1006	1206	1406			1726
Audlem, St James Church	0811	0811	0911	1011	1211	1411	1539	1536	1731
Buerton, Festival Avenue	0816	0816					1544	1541	
Hankelow, White Lion PH	0821	0821	0916	1016	1216	1416	1549	1546	1736
Brine Leas School	0830								
Nantwich, Railway Station	0833	0833	0928	1028	1228	1428	1601	1558	1748
Malbank School	0840								
Nantwich Bus Station	0848	0837	0932	1032	1232	1432	1605	1602	1753

## Nantwich-Wrenbury-Aston-Audlem-Nantwich

## Schooldays Only

Wrenbury Pinsley View	0756	Nantwich Bus Station	1505
Wrenbury Station	0758	Malbank School	1515
Aston Crossroads	0800	Acton Church	1520
Ravensmoor Farmers Arms	0812	Swanley	1522
Swanley	0817	Ravensmoor Farmers Arms	1525
Acton Church	0819	Wrenbury Pinsley View	1531
Malbank School	0824	Wrenbury Station	1533
Nantwich Bus Station	0833	Aston Crossroads	1535
		Burleydam, Combermere Arms PH	1540
		Lightwood Green	1543
		Audlem, St James Church	1547
		Buerton, Festival Avenue	1552
		Hankelow, White Lion PH	1557
		Nantwich Bus Station	1613

## Route G4

## Nantwich - Cronkinson Oak - Delamere Road - Nantwich

## Mondays to Saturdays

Nantwich, Bus Station	1000	1100	1300	1400	1610
Nantwich, Railway Station	1004	1104	1304	1404	1614
Cronkinson Oak	1006	1106	1306	1406	1616
Delamere Road	1013	1113	1313	1413	1623
Bishop Wood	1015	1115	1315	1415	1625
The Pike	1018	1118	1318	1418	1628
Nantwich, Railway Station	1022	1122	1322	1422	1632
Nantwich, Bus Station	1028	1128	1328	1428	1638

## Route G5

## Nantwich - Brereton Drive - Sainsburys - Davenport Avenue - Nantwich

## Mondays to Saturdays

Nantwich, Bus Station	0945	1045	1245	1345	1445
Brereton Drive	0948	1048	1248	1348	1448
Sainsburys Supermarket	0951	1051	1251	1351	1451

Davenport Avenue	0954	1054	1254	1354	1454
<b>Nantwich, Bus Station</b>	0959	1059	1259	1359	1459

## Route G6

## Nantwich-Millfields

<b>Nantwich, Bus Station</b>	1030	1230	1430	1630
Millfields Marsh Lane	1035	1235	1435	1635
Millfields Queens Drive	1037	1237	1437	1637
<b>Nantwich, Bus Station</b>	1043	1243	1443	1643

<b>Codes</b>	<b>SCD</b>	<b>Schooldays</b>
	<b>SSH</b>	<b>Saturdays and Schoolholidays</b>

## Route Descriptions

## Route Descriptions

### Route G1

#### AM Journey

Nantwich Road, Pinsley View, Sandfield Avenue, Nantwich Road, Station Road, Wrenbury Road, Whitchurch Road, Sound, Wrenbury Heath Road, Ravensmoor, Swanley Lane, Tally Ho Lane, Monks Lane, Chester Road, Waterlode, Malbank School Waterlode, Swine Market, Beam Street, Nantwich Bus Station

#### PM Journey

#### PM Journey

Afternoon journey: Nantwich Bus Station, Market Street, Beam Street, Oat Market, High Street, Water Lode, Malbank School, Water Lode, Station Road, Wrenbury Road, Whitchurch Road, Stafford Street, Cheshire Street, Audlem Square, Stafford Street, Woore Road, Windmill Lane, Longhill Lane, Audlem Road, Broad Lane, Audlem Road, Wellington Road, Water Lode, High Street, Swine Market, Beam Street, Nantwich Bus Station

### Route G2

Nantwich Bus Station, Beam Street, Oat Market, High Street, Welsh Row, Queens Drive, Marsh Lane, Baddiley Lane, Wrenbury Heath Road, Sound, Whitchurch Road, Wrenbury Road, Station Road, Nantwich Road, Sandfield Avenue, Pinsley View, Nantwich Road, Baddiley Lane, Marsh Lane, Queens

### Route G3

Nantwich (Bus Station), Beam Street, Oat Market, High Street, Water Lode, Wellington Road, Audlem Road, Broad Lane, A529, Hankelow Long Hill, Windmill Lane, Buerton, Woore Road, Stafford Street, Audlem, The Square, Cheshire Street, Audlem Road, Wellington Road, Water Lode, High Street, Certain journeys operate direct between Audlem The Square and Hankelow Green via Cheshire Street and Audlem Road

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

### Route G4

Nantwich (Bus Station), Beam Street, Oat Market, High Street, Water Lode, Wellington Road, Station View, Cronkinson Oak (turn), Station View, Wellington

### Route G5

Nantwich (Bus Station), Beam Street, Manor Road, Manor Road North, Vauxhall Road, Barony Road, Middlewich Road, Whitehouse Lane, Ray Avenue,

### Route G6

Nantwich Bus Station, Beam Street, Oat Market, Welsh Row, Queens Drive, Millfields, Marsh Lane, Queens Drive, Welsh Row, Swine Market, Beam Street, Nantwich Bus Station

## Seating Capacity

27

## Cheshire East Supported Bus Services Review

### Preferred Option Bus Network Pro-forma

Route reference number	H	
Status	For consultation	
Locations linked by service	Congleton-Bromley Estate; Congleton-Mossley; Congleton-Buglawton	
Peak Vehicle Requirement of Route	2	
Current service(s) partially or wholly operating this route	90, 91, 92	
Any differences from a current service?	None	
Key details of proposed service:	Weekday	Saturday
First bus start time	0753, 0805, 0815	0753, 0805, 0815
Last bus start time	1735, 1745, 1753	1735, 1745, 1753
Frequency during day	Half hourly	Half hourly
Seating capacity of vehicle	27	
<b>Summary of route</b>		
No changes to route or timetables of current 90, 91 and 92 services planned.		

## Draft Timetable

## Version for consultation

### Route H1 Congleton-Bromley Estate

PVR

2

#### Monday-Saturday

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

### Route H2 Congleton-Mossley

#### Monday-Saturday

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

### Route H3 Congleton-Buglawton

#### Monday-Saturday

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

### Route Descriptions

#### Route H1

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

#### Route H2

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

#### Route H3

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

### Seating Capacity

27

Appendix 4

**Bus Service Review – Communications Plan**

Project Name:	Bus Service Review
Project Sponsor	Frank Jordan
Project Director	Andrew Ross
Portfolio Holder	Cllr David Brown
Project Manager	Rob Minton
Date:	26/04/17
Distribution:	Inclusion as Cabinet report appendix
Purpose of this document:	To define all parties interested in the project and to define the means and frequency of communication between them.

**Overarching Messages**

A large proportion of the bus network in Cheshire East is operated commercially and the remaining is financially supported by the Council. The Council provides revenue support to provide local bus services which would not otherwise be provided by commercial operators. The Council's objectives for subsidising bus services are set out below and have been adopted in the bus service review process:

- Provide passenger services for residents most in need to enable access to essential services, including health, education, employment, retail and leisure;
- Provide bus services which maximise value for money and deliver an effective and efficient network of supported bus services;
- Increase usage of the bus network;
- Provide a balanced and equitable network of supported bus services which complements the commercial network; and
- Provide supported bus services which are affordable within the Council's budget from 2018/19 onwards and are financially sustainable.

The supported bus network has not been reviewed in detail for a number of years. A review has been beneficial to assess whether these supported services are best meeting the needs of residents and whether network adjustments are required.

The review has also allowed the Council the opportunity to assess how to maximise the benefits from the resources available for the supported bus network. As part of the medium term budget plan for the Council, a saving of £1.576m from the supported bus budget is proposed to commence from 1st April 2018.



## Considerations

- The strategic approach of the Council towards finding savings from the wider budget has been clearly communicated through the pre-budget report and budget setting process.
- Need to clearly communicate the importance of understanding the impacts associated with the proposed network.
- The Council needs to communicate effectively during the consultation and project a synchronised message coordinated with the Council's democratic process.

## Risks

- Reputational risk – Reductions to local bus services will attract adverse public and/or political comments from affected users – it is an emotive subject and often receives a significant backlash from users and residents.
- Equity risks – elderly people and young people are disproportionately reliant on supported local bus services. An Equality Impact Assessment has been drafted highlighting the impacts on protected groups, which will be developed during the consultation.
- Lack of public understanding on the scope of the consultation, particularly the difference between commercial and council supported services.

## Project Messages

Cheshire East wide messages:

- CEC needs to make significant revenue budget savings as a result of reducing funding from central government.
- A large proportion of the bus network in Cheshire East is operated commercially and these are not under review as part of this process.
- CEC are engaging with stakeholders and the public to consult on the proposals in an equitable and transparent way.
- The project is looking to ensure the future supported bus network is affordable within the Council's budget from 2018/19 onwards and financially sustainable
- CEC are keen to listen to resident's views and opinions.
- Encouraging as many residents as possible to take part.
- The results of the consultation will inform and influence the bus service review.

Key Milestones	Owner / lead	Deadline
Prepare key messages, FAQs and consultation material	Rob Minton / Michael Moore	9 <sup>th</sup> May 2017
Cabinet meeting and approval to consult	Frank Jordan	Cabinet Meeting 9 <sup>th</sup> May 2017
Consultation period	Rob Minton	18 <sup>th</sup> May to 26 <sup>th</sup> July 2017 (10 weeks)
Drop-in sessions / focus groups	Rob Minton / Phil Christian / Michael Moore	TBC
Publish consultation summary	Rob Minton	September 2017
Develop recommendations & Cabinet Report	Project Board	August to November
Cabinet meeting	Frank Jordan	7 <sup>th</sup> November 2017
Communicate decision regarding service changes to public	Rob Minton / Michael Moore	After decision taken by Cabinet
Contract notice period / new tender process	Transport Service Solutions (TSS)	4 months
Implementation date	TSS	1 <sup>st</sup> April 2018

### Communications Plan Overview

Stakeholder	Information Required	Frequency	Method
<b>Media</b>	Media will need information to help explain the process and timescales.	Key milestones within the programme	Media releases, statements, media briefing(s), interviews, council reports, Twitter, Facebook, website
<b>Bus Operators</b>	How the proposed changes will affect their operations and consultation on options to provide services efficiently	Continuous.	Meetings with operators
<b>Bus Users</b> (particularly key groups identified within equality impact assessment e.g. disabled people, older people and those in rural areas)	How to participate in consultation and key information on which they can form opinions. Information on decisions which are made regarding service changes and how this will affect journeys.	During consultation, updates as required post consultation.	Survey (paper and online), posters on buses and within bus stations, specific webpage on CEC website, media releases, statements, interviews, council reports, Twitter, Facebook
<b>General Public (including non-</b>	How to participate in consultation and key	During consultation,	Survey (paper and online), posters on

<b>bus users)</b>	information on which they can form opinions	updates as required post consultation.	buses and within bus stations, specific webpage on CEC website, media releases, statements, interviews, council reports, Twitter, Facebook
<b>Elected representatives</b>	The legal and democratic pathway the project will follow.  Risks to CEC corporate strategic priorities.  Updates on progress.	Ahead of formal reports going to Cabinet or full Council  Before announcements are made about consultation or service alternations	Member briefings (verbal and written), media releases, council reports, Team Voice, website, align with statutory consultation for pre-budget setting process, social media
<b>Town and parish councils</b>	Updates on progress and impacts on their local communities of service reductions.	Key milestones  Before public announcements	Letters, emails, presentations, media coverage, website, align with statutory consultation for pre-budget setting process, social media
<b>Partner organisations and volunteers</b>	Will need to consider impact of the service reductions on partner organisations and volunteers who provide passenger services.	During and post consultation	Letters, emails, presentations, media coverage, website, align with statutory consultation for pre-budget setting process, social media
<b>Schools</b>	How to participate in consultation and key information on which they can form opinions	During and post consultation	Letters, emails, presentations, media coverage, website, align with statutory consultation for pre-budget setting process, schools bulletin
<b>Employer organisations</b>	How to participate in consultation and key information on which they can form opinions	During and post consultation	Letters, emails, presentations, media coverage, website, align with statutory consultation for pre-budget setting process social media

			(inc Linked in)
<b>Neighbouring Local Authorities</b>	Information regarding how proposed service reductions would affect cross boundary travel and their own bus network	During and post consultation	Informal meetings and formal invitation to participate in consultation

### Stakeholder Analysis

Who is impacted? (the audience)	How are they impacted?	Communication objectives
<b>Bus Passengers</b> – in particular people without access to private cars living in rural areas	– Reduction or removal of services may mean lack of access to jobs, services and amenities	<ul style="list-style-type: none"> <li>– Seek to engage with individuals to understand their needs and implement services reductions which still provide an acceptable level of accessibility.</li> <li>– Be clear about the need to achieve reduction in budgets.</li> <li>– Provide clear timescales for consultation.</li> <li>– Provide clear information as part of consultation so people can make informed opinions.</li> <li>– Reach out to widest possible range of current bus users.</li> <li>– Identify potential mitigation measures</li> </ul>
<b>General Public</b> (including non bus users)	<ul style="list-style-type: none"> <li>– Reduction or removal of travel options to access jobs, services and amenities</li> <li>– Fair application of methodology that best meets current needs and future vision within available means</li> </ul>	<ul style="list-style-type: none"> <li>– Be clear about the need to achieve reduction in budgets.</li> <li>– Provide clear timescales for consultation.</li> <li>– Provide clear information as part of consultation so people can make informed opinions.</li> <li>– Reach out to widest possible range of general public.</li> </ul>
<b>Bus Operators</b>	– Reduction in revenue of operators may put additional pressure on businesses	<ul style="list-style-type: none"> <li>– Clear communication of information in a timely manner</li> <li>– Maintain a good working relationship with operators</li> </ul>
<b>Politicians</b> 1. MPs 2. Cabinet, especially Highways and Infrastructure	– Residents may be dissatisfied with approach and recommendations for service reductions in their area	– Ensure kept informed and consult appropriately to take into account their views and feedback they have received from residents

Portfolio Holder 3. Members 4. Town & Parish Councils		
<b>Press / Media</b> 1. Local 2. National	– Likely to be intense public interest and scrutiny in the Council's approach to consultation and service reductions	– Be clear about the need to achieve reduction in budgets – Be honest and transparent with communications – Provide regular updates regardless of progress made – Provide upfront announcement of major changes to scope/timelines
<b>Employer Organisations</b> (including Chamber of Commerce and Skills and Growth Company)	– Service reductions may result in reduced accessibility to employment sites and possible issues for staff retention/recruitment	– Be clear about the need to achieve reduction in budgets – Provide timely and accurate information which evidences the scales of issues – Work with Skills and Growth Company and Chamber of Commerce to manage communications with employers
<b>Schools</b>	– Pupils currently use bus services to access education sites and service reductions may affect levels of accessibility.	– Echo overarching communications messages – Make clear that where services are withdrawn, pupils for whom Cheshire East Council have a statutory obligation to provide home to school travel will be eligible for free transport to school.
<b>Older people and people who are disabled</b>	– Reduction or removal of services could result in increased social isolation and loss of access to services and amenities	– Seek to engage with individuals to understand their needs and implement services reductions which still provide a level of accessibility. – Be clear about the need to achieve reduction in budgets. – Provide clear timescales for consultation. – Provide clear information as part of consultation so people can make informed opinions.

## Appendix 5

	Route	Days Operated		Weighted Scores			Contract Index out of 100
			Service Type	LTP Priorities	Accessibility	Financial	
Highest scoring services included within Reference Case Option	51/52/53 72/73 Nantwich - Whitchurch/Locals	Mondays to Saturdays	All day	5.6	7.20	2.75	86.47
	77 Congleton - Mow Cop - Kidsgrove	Mondays to Saturdays	All day	6.3	7.20	2	86.19
	319 Sandbach - Holmes Chapel - Goostrey	Mondays to Fridays	All day	6.3	7.20	1.75	84.80
	Beartown Network	Monday to Saturday	All day	6.3	5.66	3	83.17
	42 Crewe - Congleton	Mondays to Saturdays	All day	6.3	6.17	2.25	81.86
	32 Sandbach - Crewe	Mondays to Saturdays	All day	4.9	7.20	2.5	81.18
	39 Nantwich -Wybunbury - Crewe	Monday - Saturday	All day	5.6	7.20	1.75	80.91
	88 Knutsford - Wilmslow - Altrincham	Mondays to Saturdays	All day	5.6	5.14	3.75	80.59
	60/63/64 Glossop - Macclesfield	Mondays to Saturdays	All day	5.6	5.14	3.5	79.20
Lower scoring services not included within Reference Case Option	289 Northwich - Knutsford - Altrincham	Mondays to Saturdays	All day	6.3	6.17	1.75	79.08
	38 Macclesfield - Crewe (evenings	Mondays to Saturdays	Eve	4.9	7.20	2	78.40
	99 Congleton - Macclesfield	Monday to Friday infill	Infill	5.6	6.17	2.25	77.97
	58 Bakewell - Buxton - Macclesfield	Mondays to Saturdays	All day	5.6	5.14	3.25	77.81
	315 Congleton - Rode Heath	Monday to Saturday	All day	5.25	7.20	1.5	77.57
	Nantwich Rural Services	Mondays to Saturdays	All day	4.2	7.20	2.5	77.29
	8 Sydney - Crewe - Wistaston (Sunday Service & PH)	Sundays	Sun	5.6	6.17	2	76.58
	Flexible Transport (Little Bus)	Mondays to Fridays	Flexible Trans	5.25	6.69	1.75	76.10
	14/45A Crewe - Sydney/Marshfield	Mondays to Saturdays	Infill	6.3	4.63	2.75	76.06
	19 Macclesfield - Prestbury	Mondays to Saturdays	All day	4.9	6.17	2.5	75.46
	27 Macclesfield - Knutsford	Mondays to Saturdays	Infill	4.9	6.17	2.25	74.07
	11 Macclesfield - Bollington	Mondays to Saturdays	All day	4.9	5.66	2.5	72.60
	1 Crewe - Nantwich	Sundays	Sun	4.2	6.17	2.5	71.57
	130 Macclesfield - Manchester	Sundays	Infill	4.9	5.14	2.75	71.13
	200 Wilmslow - Manchester Airport	Monday to Sunday	All day	4.9	5.14	2.75	71.13
	392/3 Macclesfield - Poynton - Stockport	Mondays to Saturdays	All day	4.9	5.14	2.75	71.13
	6 Shavington - Leighton Hospital	Sundays	Sun	5.6	5.14	2	70.86
	300 Knutsford Town Service	Saturdays	All day	4.9	5.66	2	69.82
	37 Sandbach- Winsford	Monday to Saturday Evening	Eve	4.9	5.14	2.5	69.74
	SB1-3 Sandbach Town Services	Monday to Friday	All day	3.85	4.63	3.75	68.00
	38 Crewe - Macclefield	Sundays	Infill	4.2	6.17	1.75	67.40
	P1 Poynton - Hazel Grove	Mondays to Saturdays	All day	4.2	4.63	3	65.77
	6 Shavington - Leighton Hospital	Monday - Saturday Eve	Eve	5.6	5.14	1	65.30
	35 Altrincham - Warrington	Mondays to Saturdays	All day	3.85	4.63	3.25	65.22
	300 Knutsford - Longridge Circular	Mondays to Saturday evenngs	Eve	3.15	7.20	1.25	64.50
	78 Nantwich - Alsager	Saturdays	Sat	2.8	7.20	1.5	63.95
	5/6 Macclesfield - Weston Estate	Sundays	Sun	4.2	4.63	2.25	61.60
	8/9 Crewe Wistaston/Sydney	Late afternoon/evening Saturdays	Infill	5.6	4.63	0.75	61.05
	31 Crewe - Winsford	Mondays to Saturday	Eve	4.2	5.14	1.5	60.29
	47 High Leigh - Warrington	Tuesdays and Fridays	All day	2.45	5.14	3	58.90
	78 Nantwich - Alsager	Mondays to Fridays	Infill	3.5	5.14	1.75	57.79
	9/10 Macclefield - Moss Rose/Bollington	Friday & Saturday Evenings	F & S Eve	3.15	4.12	2.5	54.29
	Crewe Flexirider	Mondays to Fridays	Flexible Trans	2.45	4.63	1.25	46.31
	9/10 Macclefield - Moss Rose/Bollington	Sundays and Public Holiday Evenings	SUN & PH eve	3.15	4.12	1	45.95

\*Flexible Transport (Little Bus) has been assumed to be reduced proportionally in line with the reduction to scheduled supported bus services)

## Appendix 6



Appendix - Bus Service Review Project Plan	2017/18												2018/19		
	Q1			Q2			Q3			Q4			Q1		
	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>GOVERNANCE</b>															
Project Board meetings (monthly)															
<b>Consultation</b>															
Develop consultation material & questionnaire for approval															
10 week consultation period															
<b>Analysis of Consultation Responses &amp; Develop Cabinet Recommendations</b>															
Headline consultation results															
Full consultation analysis															
Develop recommendations for Cabinet on proposed changes & mitigation															
November Cabinet decision															
<b>Mitigation Strategy</b>															
Develop mitigation strategy															
Develop and deliver mitigation measures															
<b>Implementation</b>															
New tender process															
Statutory bus service registration periods															
Implementation date - 1st April 2018															ongoing

## Appendix 7



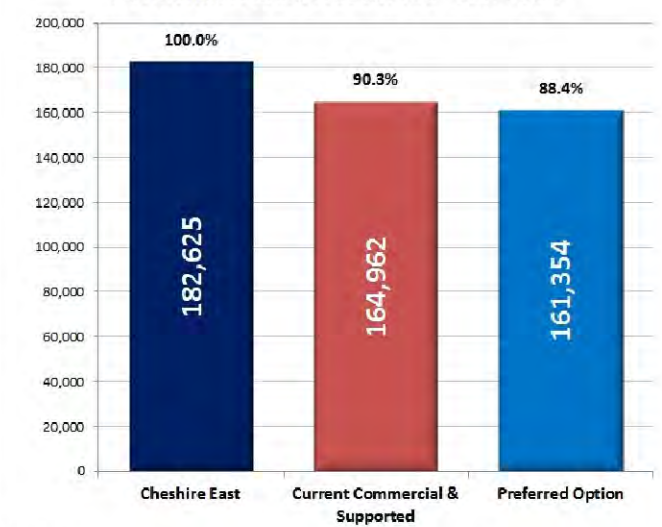


## Bus Services Review Project

### AM Peak

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

Residential Addresses Served - AM Peak



#### KEY

- No longer within 400m – areas currently within 400m of a bus or rail service which would no longer be within 400m of a bus or rail service with the Preferred option in place
- Now within 400m – areas currently not within 400m of a bus or rail service which would be within 400m of a bus or rail service with the Preferred option in place
- No change – areas currently within 400m of a bus or rail service which would continue to be within 400m of a bus or rail service with the Preferred option in place
- Cheshire East Borough
- Key Service Centres and Principal Towns

Change in bus accessibility as a result of implementation of Preferred Option – AM Peak



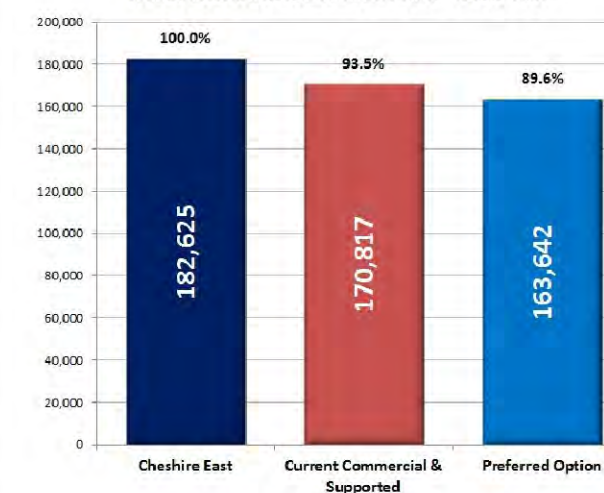


## Bus Services Review Project

### Daytime Off Peak

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

Residential Addresses Served - Off Peak



#### KEY

- No longer within 400m – areas currently within 400m of a bus or rail service which would no longer be within 400m of a bus or rail service with the Preferred option in place
- Now within 400m – areas currently not within 400m of a bus or rail service which would be within 400m of a bus or rail service with the Preferred option in place
- No change – areas currently within 400m of a bus or rail service which would continue to be within 400m of a bus or rail service with the Preferred option in place
- Cheshire East Borough
- Key Service Centres and Principal Towns

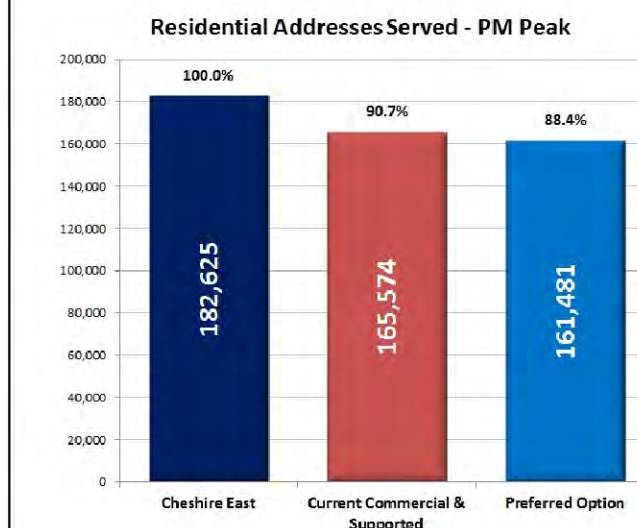
**Change in bus accessibility as a result of implementation of Preferred Option – Off Peak**



## Bus Services Review Project

### PM Peak

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

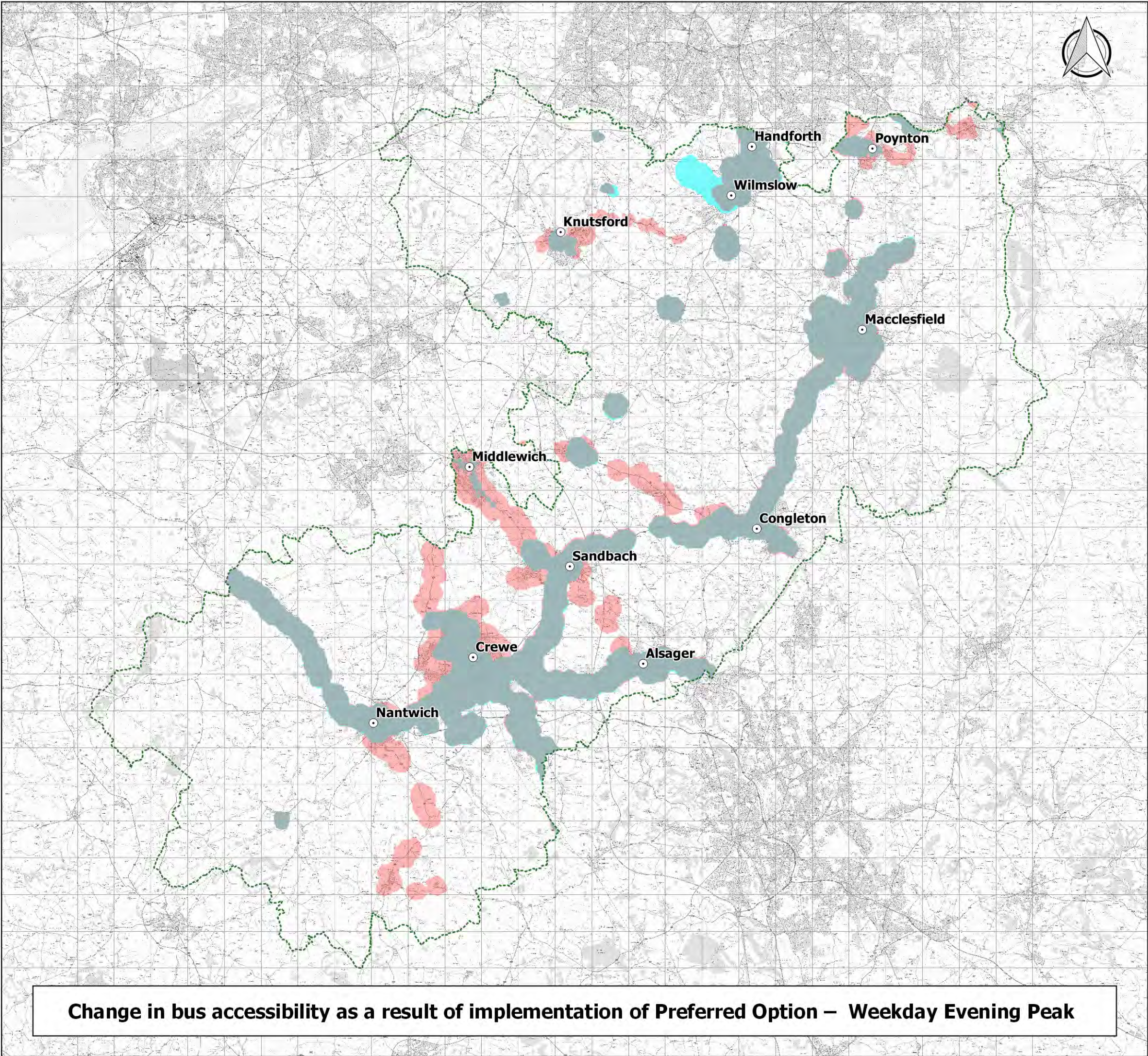


#### KEY

- No longer within 400m – areas currently within 400m of a bus or rail service which would no longer be within 400m of a bus or rail service with the Preferred option in place
- Now within 400m – areas currently not within 400m of a bus or rail service which would be within 400m of a bus or rail service with the Preferred option in place
- No change – areas currently within 400m of a bus or rail service which would continue to be within 400m of a bus or rail service with the Preferred option in place
- Cheshire East Borough
- Key Service Centres and Principal Towns

**Change in bus accessibility as a result of implementation of Preferred Option – PM Peak**





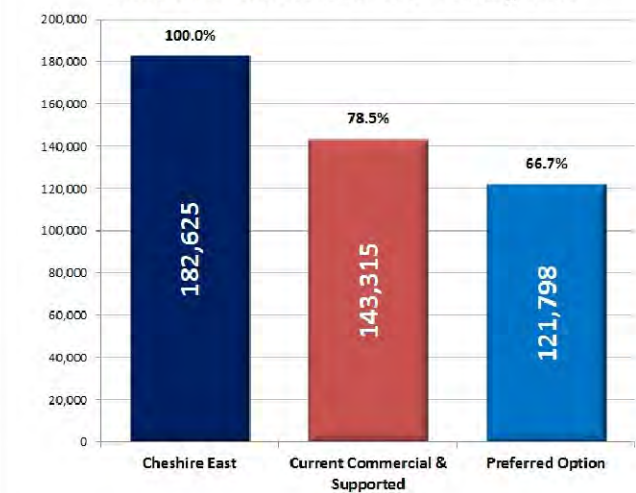
Change in bus accessibility as a result of implementation of Preferred Option – Weekday Evening Peak

Bus Services Review Project

Evening

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

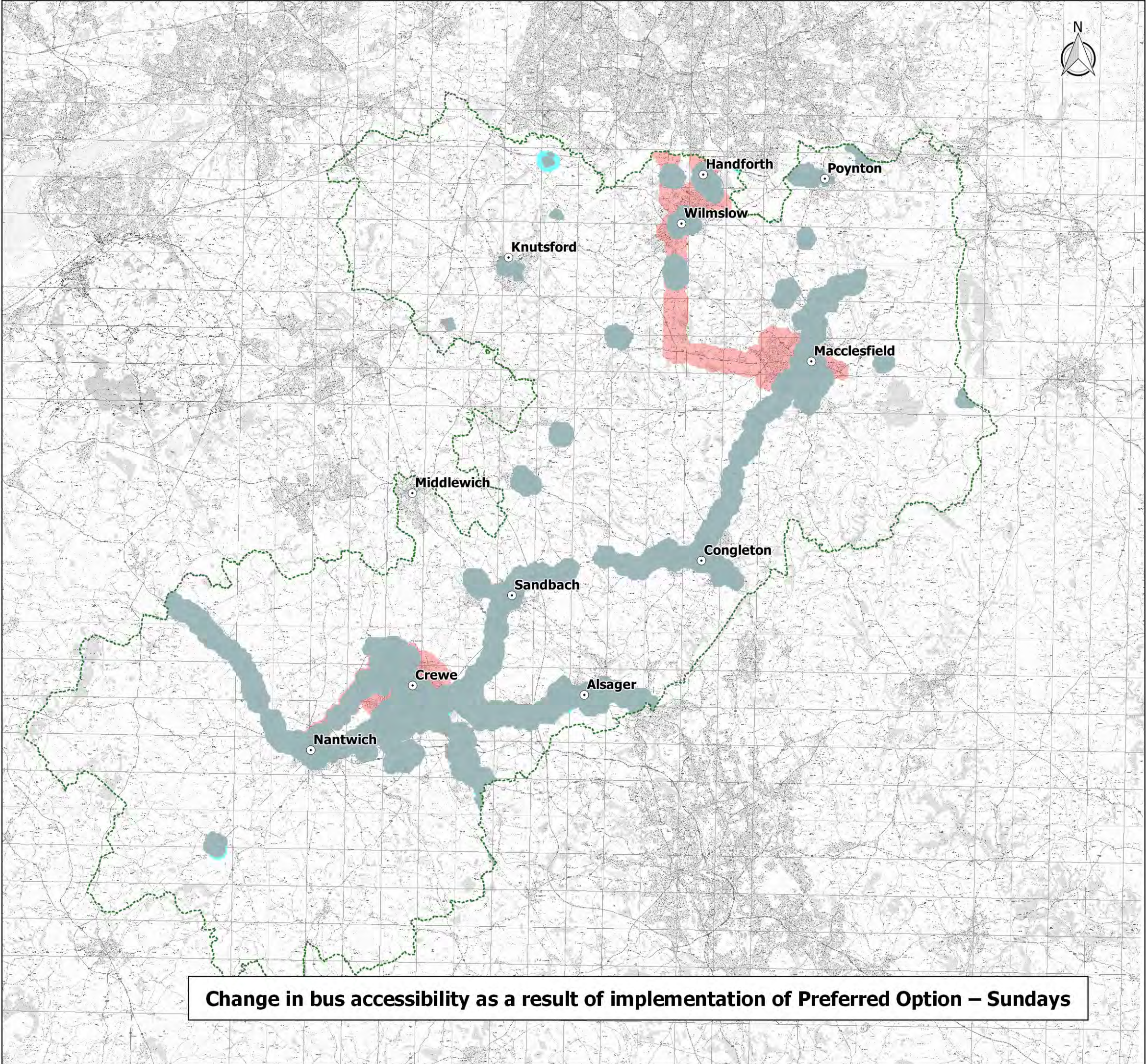
Residential Addresses Served - Evening Peak



KEY

- No longer within 400m – areas currently within 400m of a bus or rail service which would no longer be within 400m of a bus or rail service with the Preferred option in place
- Now within 400m – areas currently not within 400m of a bus or rail service which would be within 400m of a bus or rail service with the Preferred option in place
- No change – areas currently within 400m of a bus or rail service which would continue to be within 400m of a bus or rail service with the Preferred option in place
- Cheshire East Borough
- Key Service Centres and Principal Towns



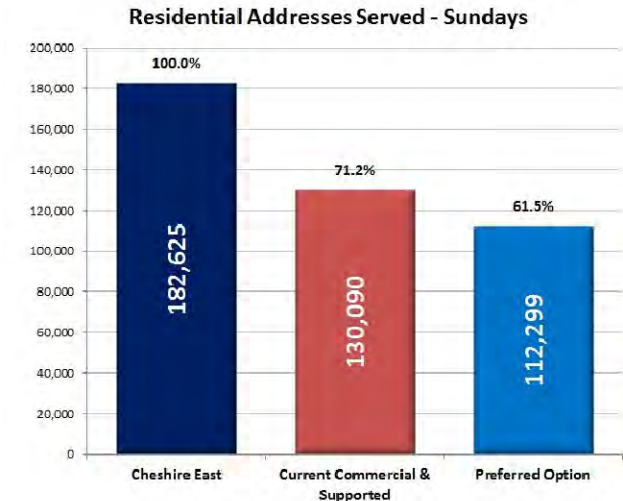


Change in bus accessibility as a result of implementation of Preferred Option – Sundays

Bus Services Review Project

Sunday

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



- KEY
- No longer within 400m – areas currently within 400m of a bus or rail service which would no longer be within 400m of a bus or rail service with the Preferred option in place
  - Now within 400m – areas currently not within 400m of a bus or rail service which would be within 400m of a bus or rail service with the Preferred option in place
  - No change – areas currently within 400m of a bus or rail service which would continue to be within 400m of a bus or rail service with the Preferred option in place
  - Cheshire East Borough
  - Key Service Centres and Principal Towns



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## Cheshire East Council

### Cabinet for 9<sup>th</sup> May Cabinet

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**Date of Meeting:** 9<sup>th</sup> May 2017

**Report of:** Peter Bates, Chief Operating Officer

**Subject/Title:** Food Waste Collection, Organic Waste Treatment Solution

**Portfolio Holder:** Cllr Don Stockton

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#### 1. Report Summary

- 1.1. The Council is seeking to provide a food waste recycling collection as part of our garden waste recycling service. This is an aspiration of our waste strategy to reduce the disposal of food waste which currently accounts for 40% of our residual black bin waste.
- 1.2. Following a cabinet decision of the 29th September 2015 a procurement process has been undertaken to seek a solution to recycle mixed household food and garden waste that would be collected in the existing garden waste bins.
- 1.3. This procurement process has identified a proposed preferred bidder (Lot 1 bidder 1). This bid would allow food waste recycling in the garden waste bin from 1<sup>st</sup> April 2019. The revenue cost of processing garden and food waste through this bidder's solution would be less than the current processing costs of this waste stream.
- 1.4. The solution would involve the allocation of land and a capital contribution by the Council for the construction of an in-vessel composting system on a 4ha site at the rear of Leighton Grange Farm, Crewe adjacent to the existing sewage works. The bidder would be responsible for the design planning and permitting, construction and operation of the plant for a 15 year period after which the asset would revert to the Council.
- 1.5. The proposed process involves the aerobic composting of the mixed food and garden waste within a vessel to produce the same quality compost currently produced by our garden waste system. The in vessel system provides the environmental controls required to prevent odour. This process does not produce bio gas or energy and hence does not require a gas or electricity grid connection. This report seeks approval from Cabinet to authorise all necessary actions to implement the proposal to bring to

final tender the procurement for the collection and treatment of food waste as a part of the garden waste bin recycling scheme.

## **2. Recommendation**

- 2.1. Consider and approve the contents of this report and the findings of the Organic Waste Treatment Procurement: Final Tender Evaluation Report set out in Appendix A.
- 2.2. Approve the selection of Lot 1 Bidder 1 as the Preferred Bidder based on the Organic Waste Treatment Procurement: Final Tender Evaluation Report and the contents of this report.
- 2.3. Authorise the Corporate Manager for Waste and Environment Services as the Senior Responsible Officer for the Organic Waste Treatment Procurement in consultation with the Chief Operating Officer and the Director of Legal Services to clarify, specify and optimise the Preferred Bidder's final tender to enable the Council to enter into a legally binding contract with the Preferred Bidder.
- 2.4. Upon the satisfactory completion of the above clarification, specification and optimisation stage, delegate the final decision to award a contract to the Preferred Bidder to the Portfolio Holder for Regeneration and Assets.
- 2.5. Note the budget position to date and maintain the current capital budget allocated towards the cost of the Organic Waste Treatment Procurement in the Council's Capital Programme until all the Council's costs attributable to the Preferred Bidder's solution are identified.
- 2.6. Note that, if a contract is awarded to the Preferred Bidder, the implementation of the Preferred Bidder's solution will require a coordinated approach from the Council and its ASDVs including but not limited to:
  - The location subject to planning permission of the facility at the Council's site, at Leighton Grange Farm, Crewe detailed on the appended diagram;
  - Upgrading of part of the access road to the Council's Site and, if necessary, any improvement works required to the junction of the access road and the A530. Costs will be confirmed following site investigation however highways initial estimate is in the order of £500,000 to 1 million depending on services and ground conditions;
  - The supply and distribution of food waste caddies and bags to the relevant households estimated at approximately £322,000; and
  - A communications strategy to inform residents of service changes and drive behavioural change.

### **3. Other Options Considered**

- 3.1. The Council has previously investigated an alternative collection methodology for food waste in which it would be collected separately in an additional container with a new dedicated vehicle collection system. This method was rejected as it was estimated it would increase revenue costs by an additional £2million a year.
- 3.2. The Competitive dialogue procurement also sought to identify a potential gate fee bid at an existing facility (Lot 2). The Council only received one incomplete bid in this section. Due to the increase in revenue costs and distance of this facility from Cheshire East this bid has not been progressed.
- 3.3. The Council could continue to collect food waste in the residual waste bin for disposal. Not recycling food waste however would increase costs and endanger the Councils ability to achieve future recycling targets.

### **4. Reasons for Recommendation**

- 4.1. Throughout the procurement process the Council sought to achieve a number of key objectives:
  - To provide the infrastructure for organic waste treatment as set out in the Waste strategy.
  - To maintain the current three bin kerbside waste and recycling collection system.
  - To increase the Council's recycling rate through the collection of food waste.
  - To provide a cost effective recycling solution for food waste in the garden waste bin.
  - Not to exceed the current revenue costs of processing food and garden waste.
  - To reduce disposal costs and the environmental impacts of not recycling food.
  - To provide a quality soil improving recycled compost.
  - To enable the Council to receive a share in profit from the acceptance of commercial waste at the facility.
  - To enable the Council to receive a share in profit from the sale of any energy generated by the process.
- 4.2. This procurement process has delivered on all the aims that it set out to achieve except for the provision of local energy. It sought the most economically advantageous outcome for the Council from ongoing revenue spend perspective.
- 4.3. The opportunity for a 10% share of the commercial element of the waste, going to the new processing plant, in addition to a highly competitive gate fee, is to be commended.

- 4.4. On the national strategic level, there is a target for the authority to recycle 50% of its waste. Wales and Scotland have set a target to recycle 70% of their waste by 2025 whilst the European Commission has recently adopted its revised Circular Economy package, with a 65% recycling target by 2030. If we are to deliver on these targets, the Council needs to collect food waste, which makes up over 40% of the waste going to disposal.

## **5. Background/Chronology**

- 5.1. On 29 September 2015, Cabinet resolved that the Portfolio Holder and Chief Operating Officer should carry out a market engagement and undertake a procurement process to identify and engage a joint venture partner with the intention of entering into a contract to design, finance, build and operate a facility to recycle co-mingled green and food waste from domestic collections.
- 5.2. In addition it resolved that - further Cabinet approval be sought to enter into a contract with the preferred bidder following either a competitive dialogue or competitive procedure with negotiation procurement route.
- 5.3. In May of 2016, the Council began a competitive dialogue procurement process seeking a solution for the recycling of mixed food and garden waste to enable food waste recycling in the garden waste bin. The Council set out a target gate fee for acceptance of this waste of £25.00 per tonne however our overall affordability taking account current disposal cost of food waste is £39.00 per tonne. The documents identified two options for the proposed facility. Lot 1, which was to design, build and operate a plant on Council-owned land under a 15-year contract. At the end of the contract the facility would revert to Council ownership. Lot 2, which was to collect the waste from the Council's facility at Cledford Lane and haul it to an existing facility, either owned by or contracted to the bidder, also under a 15-year contract.
- 5.4. Seven companies/consortia responded positively to the procurements initial stage of a pre qualification questionnaire. After evaluation, one company was deemed to have failed the evaluation criteria for both lots and were eliminated and notified accordingly. The other six companies were invited to submit outline solutions.
- 5.5. Outline Solutions were submitted in August 2016 by three companies. Dialogue meetings have been held with all 3 bidders who proposed different methods of recycling the waste, at very different capital costs. Following further dialogue, final tenders were received in March 2017; two bids were received for lot 1 and one for lot 2. The bids were subject to an appropriate evaluation process resulting in a preferred bidder emerging.
- 5.6. The proposed preferred bidder (lot 1 Bidder1) is offering a relatively simple in vessel composting plant, sited at the rear of the Council-owned Leighton Grange Farm, adjacent to the existing sewage works. The plant has an annual processing capacity of 60,000 tonnes. The solution is sized for

Cheshire East's Waste of between, 40,000 – 45,000, with an additional capacity of 15,000 – 20,000 tonnes for commercial food waste. This will be assessed during the tender optimisation phase to ensure the plant has capacity for the projected housing growth.

## **6. Wards Affected and Local Ward Members**

- 6.1. All Wards. If this procurement process culminates in a contract being awarded, it is intended that the resulting facility will handle green and food co-mingled waste for the whole of Cheshire East. The proposed site for the facility at Leighton Grange farm is within the Leighton Ward.

## **7. Implications of Recommendation**

### **7.1. Policy Implications**

- 7.1.1. Realising value from waste streams is a key objective of CECs waste strategy. The following high level objectives of the waste strategy are relevant:

- to continue to exceed national targets for recycling;
- to provide all households with a simple, easy to use, kerbside recycling collection service and work to increase the types of recyclable materials collected;
- ensure that residual waste is managed to support waste prevention, reuse and recycling, minimising waste produced; and
- to reduce disposal to landfill to 0 and achieve 100% disposal to waste to energy generation

### **7.2. Legal Implications**

- 7.2.1. The value of the proposed contract with the Preferred Bidder is above the applicable EU threshold and the award of the contract is therefore subject to the Public Contracts Regulations 2015 ("PCRs"). The PCRs require the Council to treat all economic operators equally and without discrimination. In addition, the Council must act in a transparent and proportionate manner.
- 7.2.2. The Council has followed the Competitive Dialogue procedure, which is a compliant procedure under the PCRs. In addition, the Council has fully complied with its own Contract Procedure Rules during this project. The use of the Competitive Dialogue procedure has allowed the Council to test the market whilst remaining technology neutral.
- 7.2.3. From the inception of this project, the Council has engaged external legal, technical and financial experts to act as specialist advisors. In particular, Sharpe Pritchard were appointed as the Council's legal advisors and have advised on the choice of procurement route, the structuring of the Competitive Dialogue, the procurement documentation

and the draft contractual documentation. This use of external experts to supplement the Council's internal departments has ensured that a robust and compliant procurement process has been followed throughout.

7.2.4. The selection of Lot 1 Bidder 1 as the Preferred Bidder will allow the Council to clarify, specify and optimise Bidder 1's final tender. Although Bidder 1's final tender contains all the elements required and necessary for the performance of the project, it will still be necessary to clarify, specify and optimise Bidder 1's final tender in order to produce a suite of contractual documents to create a legally binding arrangement between the Council and Bidder 1. It is important to note that such clarifications, specification or optimisation, or any additional information, may not involve changes to the essential aspects of Bidder 1's final tender or of the procurement, including the needs and requirements set out in the contract notice or in the descriptive document, where variations to those aspects, needs and requirements are likely to distort competition or have a discriminatory effect.

7.2.5. It is recommended that the final decision to award a contract to the Preferred Bidder is delegated to the Portfolio Holder for Regeneration and Assets. This will allow a further and final consideration of all the legal implications of entering into a contract with the Preferred Bidder to be reported before the final decision is made.

### **7.3. Financial Implications**

7.3.1. The Council would need to commit capital investment in order to make the scheme viable. The total Council contribution for the preferred bidder of £5.5 million in addition to highways works and the purchase of food waste caddies would be within the scope of the current capital budget allocated towards the cost of the Organic Waste Treatment Procurement in the Council's Capital Programme.

7.3.2. Any contribution from the Council would only be made following due diligence on the preferred bidder and the development of a detailed business case.

7.3.3. The preferred solution would enable the collection of food waste within the green garden bin therefore negating the need for expensive changes to vehicles and collection rounds. It would cost the Council an estimated £2million to collect food waste separately. Around 40% of the Cheshire East residual waste is currently food costing in the order of £110 a tonne to dispose of.

### **7.4. Equality Implications**

7.4.1. The development of a Dry AD facility is likely to result in a borough wide scheme recycling of food waste. The Council operates an assisted bin collection service for residents who have difficulty moving their bins. The collection of food waste will be covered by this scheme.

## **7.5. Rural Community Implications**

- 7.5.1. The development of the preferred solution has the potential to make a positive impact across all rural communities in terms of the processing of food and garden waste.

## **7.6. Human Resources Implications**

- 7.6.1. The preferred solution does not currently require additional resourcing. However, any project would need to be considered on merit and weighed against the business case.

## **7.7. Public Health Implications**

- 7.7.1. The collection and treatment of food and garden waste in the preferred solutions facility will have a positive impact through minimising waste to landfill and producing quality compost that will contribute to lower carbon emissions. It uses a tried and tested methodology.
- 7.7.2. The Recycling of food waste is also known to have a positive effect of making residents more aware of the amount of waste food they recycle leading to behaviour change contributing to a reduction in the amount of food prepared. Over the past decades, there has been a trend towards increasing portion sizes in many prepared food products. People may thus find it difficult to consume appropriately sized food portions (particularly when concerned about throwing away food) and it is well accepted that excessive portion size is a contributory factor to the development of obesity due to excess energy intake. It is of note that two thirds of Cheshire East adults are currently classified as overweight or obese.
- 7.7.3. Recycling food waste can also make people aware of the value of wasted food they are recycling which can change purchasing habit. The purchase of excessive food can have other negative public health outcomes through indirect effects e.g. unnecessary transportation of food to point of purchase and consumption and thus detrimental impacts on air quality. Whilst the additional provision of food recycling locally cannot mitigate against this, such provision would ensure that better options for managing the resultant food waste exist.

## **7.8. Implications for Children and Young People**

- 7.8.1. There are no specific implications for Children and Young people identified.

## **7.9. Other Implications (Please Specify)**



- 7.9.1. With the surrounding authorities to Cheshire East now collecting food waste and a move from Europe to ban food waste going to landfill it is likely that in the future the demand for food waste collection will increase. The development of this preferred solution will provide a long term disposal route for this increased demand across the borough.

## **8. Risk Management**

- 8.1. The following is a non-exhaustive list of those items which are considered the greatest risks to the success of this exercise:

- Ground conditions (Lot 1) – To reduce feasibility costs, should Cabinet choose not to proceed with this project, the Council's information supplied to bidders on the Council's site has been limited to a desktop survey and an opportunity for bidders to conduct a site visit and undertake investigations and ground surveys of their own. As with all developments on land where no detailed ground surveys have been undertaken, there is a risk that the Lot 1 bidders will build this risk into their pricing structure or attempt to pass this risk on to the Council via the contract. As a green field site, this approach was seen to be proportionate to the risk.
- Planning consent (Lot 1) – There is a risk of the winning contractor failing to secure planning consent on their chosen site. This has been dealt with contractually by allowing the Council to either oblige the contractor to propose a Revised Project Plan or to terminate the contract at that point. A pre-application meeting has been undertaken with regard to the Council offered site at Leighton Grange, information from which has been made available to bidders for them to assess the likelihood of gaining planning permission, should they use our site.
- Non-performance by contractor during construction (Lot 1) - In the event that the contractor's construction is delayed, they will still be contractually obliged to accept delivery of the Council's waste and, if they are unable to process it at the site, they will haul it to another suitable recycling facility at their own cost until the target facility is operational.
- Non-performance by contractor during operation – Suitable contractual obligations introduced to safeguard the Council's position.

## **9. Access to Information/Bibliography**

- 9.1. In accordance with paragraph 19.4 of the access to information procedure rules, the Tender Evaluation Summary Report is available to members on request. *This Report contains exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 (Information relating to the financial or business affairs of any particular person*



*(including the authority holding that information)) and is therefore not for publication).*

## 10. Contact Information

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Appendix A

(Appendix [A] of this Report contains exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 (Information relating to the financial or business affairs of any particular person (including the authority holding that information)) and is therefore not for publication).