

# Public Document Pack



**Enter Corporate Service**  
Westfields, Middlewich Road  
Sandbach, Cheshire  
CW11 1HZ

Tel: 01270 686465  
email: [Katie.small@cheshireeast.gov.uk](mailto:Katie.small@cheshireeast.gov.uk)

DATE: 19 October 2017

Dear Councillor

**ENVIRONMENT AND REGENERATION OVERVIEW AND SCRUTINY COMMITTEE -  
MONDAY, 23RD OCTOBER, 2017**

I am now able to enclose, for consideration at next Monday, 23rd October, 2017 meeting of the Environment and Regeneration Overview and Scrutiny Committee, the following report that were unavailable when the agenda was printed.

**Supported Local Bus Service Review - Proposals for Implementation  
(Pages 3 - 266)**

Yours sincerely

Scrutiny Officer

Encs



## CHESHIRE EAST COUNCIL

### Environment & Regeneration Overview and Scrutiny Committee

---

|                          |   |
|--------------------------|---|
| <b>Date of Meeting:</b>  | <b>23 October 2017</b>  |
| <b>Report of:</b>        | <b>Frank Jordan, Executive Director of Place</b>                  |
| <b>Subject/Title:</b>    | Supported Local Bus Service Review – Proposals for Implementation |
| <b>Portfolio Holder:</b> | Cllr Paul Bates – Finance and Communities Portfolio               |

---

#### 1. Report Summary

- 1.1 The Council provides financial support to operate socially-necessary bus services throughout the Borough. These services enable residents to benefit from local bus services in places where commercial services do not operate. The Council's objectives for subsidising bus services are, as follows;
- To provide passenger services for residents most in need to enable access to essential services, including health, education, employment, retail and leisure;
  - To provide bus services which maximise value for money and deliver an effective and efficient network of supported bus services;
  - To increase usage of the bus network;
  - To provide a balanced and equitable network of supported bus services which complements the commercial network in the Borough; and
  - To ensure that supported bus services are affordable and financially sustainable within the Council's Medium Term Financial Strategy (MTFS).
- 1.2 The Council has completed a comprehensive review of its local supported bus network to assess whether these services best meet the needs of residents and represent value-for-money to the Council. The review has assessed how to maximise the effectiveness of the supported bus network in accordance with the medium term financial strategy, which identifies a target saving of £1.576m from the annual supported bus budget commencing 1st April 2018.
- 1.3 Following Cabinet approval on the 9<sup>th</sup> May 2017, a comprehensive public consultation has been completed, based upon on a consulted network of supported bus routes (the Consulted Network). The public consultation used various methods to engage members of the public, bus users and other stakeholders. In total, 3,959 responses were received and have been analysed to inform the recommended implementation plans. A copy of the Consultation Summary Report is included as Appendix 3.

- 1.4 This report presents the outcomes of the bus service review and recommends an approach to implement a new network of supported local bus services for Cheshire East. The recommendations in this report are based upon a strong evidence base, including the following:
- Outcomes from the public consultation on a set of proposals for revised supported bus services;
  - Cost and patronage appraisal of the proposed routes, to assess their affordability and sustainability;
  - How the network meets needs-based criteria (e.g. coverage of concessionary pass holders, etc)
  - Updated impact assessments of the revised network proposals, including accessibility modelling and an Equality Impact Assessment.

This evidence base has informed the development of recommendations to Cabinet and key parts of the evidence base are included in the appendices to this report.

- 1.5 Following consideration of the evidence, it is recommended that a set of adjustments/modifications are made to the routes, as consulted, in order to better reflect the needs of residents as identified during the public consultation. A summary of the resulting network and the changes from the consulted network can be found in Appendix 1. The approach to developing the Recommended Network is documented in the Technical Report in Appendix 2.
- 1.6 Development of a final set of network proposals for implementation has taken account of the following further considerations:
- Impact of changes to the commercial bus network through operator de-registrations which have arisen since the Council commenced its consultation
  - Impacts on Home to School transport provision/costs for eligible pupils
  - Impacts of the national concessionary travel scheme
  - Levels of service to be provided by the Little Bus (dial-a-ride) services
  - Options for introducing a fare for Concessionary Travel passengers on Little Bus.
- 1.7 These considerations have been evaluated in order to derive a set of options for implementation (see section 3), including the Recommended Network option.

1.8 The recommended approach is for the Council to adopt the following network of supported local buses.

- A - Macclesfield – Prestbury
- B - Crewe – Wybunbury – Nantwich – Nantwich Trade Park
- C - Crewe – Middlewich – Congleton
- D1 - Macclesfield – Forest Cottage – Burbage – Buxton
- D2 - Macclesfield – Hayfield
- E1 - Altrincham – Wilmslow – Knutsford – Macclesfield
- E2 - Altrincham – Wilmslow – Knutsford – Northwich
- F1 - Macclesfield – Poynton – Stockport
- G1 - Wrenbury – Nantwich
- G2 - Nantwich – Wrenbury Circular
- G3 - Nantwich – Audlem – Whitchurch
- G4 - Nantwich – Bunbury – Bulkeley / Tiverton (part-week only)
- H - Congleton (Beartown) Town Service

Further details on these indicative routes, and how they have been adapted to respond to the consultation outcomes are included in Appendix 1.

1.9 The consultation responses have identified particular impacts arising from the withdrawal of evening services. If the Recommended Network is approved at the Cabinet meeting on 7<sup>th</sup> November 2017; the Council, via TSS Ltd, will seek costs for providing these services from operators during procurement of the new network. The Council will seek to award tenders which offer best value with regard to the duration of route working throughout the day, including evening services. The Council will have full visibility on tendered costs for the new network, including evening services, only upon receipt of tender responses.

1.10 Whilst the consultation has also identified some adverse impacts from no longer supporting Sunday bus services, the impacts identified are less. As a result, it is recommended that Sunday services are not supported to allow more resources to be available for evenings and particularly daytime services when usage is greater.

1.11 In addition, it is recommended that the Council agrees to secure a Monday to Friday daytime service, to retain local bus services connecting Congleton, Alsager, Rode Heath, Scholar Green, Sandbach and Leighton Hospital with connections to Goostrey and town services within Sandbach. This route option is shown in Appendix 1 and would be as follows:

- J1 - Leighton Hospital – Sandbach – Alsager – Rode Heath – Scholar Green – Congleton
- J2 - Sandbach – Goostrey
- J3 - Sandbach Town services

1.12 Route J would provide bus access along the route of the current 78 service (the Coppenhall to Rode Heath section of which ceased operating commercially during the consultation) and would provide coverage in the

south east of the Borough as well as Goostrey and Cranage and Sandbach Town Services.

- 1.13 Regarding Little Bus, it is recommended that the Council revises the provision of Little Bus services to utilise 5 vehicles daily rather than the current 9 vehicles. This will ensure that Little Bus is retained as a service for users with no alternative access to local buses in Cheshire East. The reduction in resources is proportionate to the changes in the wider network and will necessitate an uplift in the utilisation rates, marketing and management of the current network. Further consideration of the timing of this change will take place during the procurement phase, to minimise the risk that Little Bus is unable to cope with demands that may be displaced as a result of other service changes. At this stage, assessments indicate that the introduction of fares on Little Bus for Concessionary passengers would have minimal impact on the overall costs.
- 1.14 The financial implications of these recommendations are stated in Section 7 of the report. In summary, the recommended approach will not meet the full funding target stated in the Medium Term Financial Strategy.
- 1.15 This approach will realise savings in excess of £1m (FY18/19) whilst responding positively to issues raised in the consultation. It should be noted that there is likely to be further financial flexibility following market testing and procurement of new contracts, when the Council will be informed by operators responses to tenders. In this context, it is recommended that the Executive Director for Place be authorised to commence a procurement exercise.

## **2. Recommendations**

- 2.1 The Overview and Scrutiny committee is recommended to:
  - 2.1.1 Note the proposals for the new network of supported local bus services, which has been derived following detailed consideration of the outcomes from public consultation.
  - 2.1.2 Agree any comments that the Committee wishes to present to the Cabinet when this matter is considered on 7<sup>th</sup> November.

## **3. Options Considered**

- 3.1 In practice, there are innumerable options and potential configurations for local supported bus services in Cheshire East. A key tenant of our approach has been to ensure consistency and continuity for passengers, as far as is practical retain patronage, provide services for those most in need and to create a sustainable network.
- 3.2 The consultation provided the opportunity for members of the public and stakeholders to provide feedback on the Consulted Network, identifying key impacts and concerns for each route. These are summarised in the Consultation Summary Report (Appendix 3).

- 3.3 Costed solutions to the key concerns identified in the consultation have been developed and are set out in the Technical Report (Appendix 2). Our approach to decision-making has aimed to prioritise changes based upon:
- Whether a response can be incorporated as part of a coherent Recommended Network
  - The impacts associated with each concern
  - Costs of implementing the change
  - A route assessment approach which considers:
    - Usage of the route
    - The consultation response coefficient (the number of consultation responses compared to the number of passengers)
    - A social impact score which identifies significant social impacts which would occur as a result of the proposals (e.g. someone implying the proposal would lead to them no longer being able to get to work).

- 3.4 The options considered reflect the approach to a set of key considerations in handling the outcomes of the consultation, changes to the commercial network during the consultation, and the targets within the Medium Term Financial Strategy. In this context the following approaches have been considered:

### 1. **Do Nothing (No changes to the Consulted Network)**

The Council has the option of proceeding to implement changes based upon the routes as presented during consultation, without modifications. This approach is likely to be subject to challenge from residents. It also misses a number of opportunities to improve the routes, as put out to consultation. This approach has been discounted.

### 2. **Substitution of routes**

In order to reinstate services which were consulted upon for withdrawal or which were commercially deregistered during the consultation (78 Coppenhall – Rode Heath and 378 Wilmslow – Handforth Dean), the Council could substitute one route for another in the consultation network. This approach would likely be challenged as affected residents could reasonably claim that the consultation had misrepresented options to them and therefore they had not had a fair opportunity to make representations. As a minimum, this approach would require a re-opening of the consultation on a location-specific basis which would delay implementation and not guarantee a successful resolution. This approach has been discounted.

### 3. Ensuring compliance with the Medium Term Financial Strategy

The Medium Term Financial Strategy identifies a saving of £1.576m from the annual supported bus budget commencing 1st April 2018. The outcomes from the review indicate that the opportunity to realise this saving in full is expected to require the following actions:

- Procure core network of Supported Bus Services (Routes A – H) as in Appendix 1
- Reduce Little Bus service from 9 vehicles to 5 vehicles Borough-wide from 1<sup>st</sup> April 2018.
- Introduce a standard fare of £2.50 per trip for Concessionary Travel Pass-holders

These actions are estimated to be sufficient to realise the MTFs savings target, though this would be confirmed through the procurement process.

The limitations associated with this approach are:

- Lack of a solution to the loss of the 78 Service in the south of the Borough
- Withdrawal of Little Bus simultaneously with wider network changes reduces the “safety net” for people who are dependent on local buses.
- Introduction of charges for Concessionary Pass-holders disproportionately impacts on low-income, low mobility pensioners.

The financial impacts of this option are set out in paragraph 7.11.

### 4. Flexibility of budget to procure the Recommended Network

The recommended approach is, at this stage, predicated on a degree of flexibility in the resources available for local supported buses (see paragraph 1.11). Greater certainty on the actual savings to be achieved from this approach will only be confirmed following a procurement exercise. At this pre-procurement stage, the estimated savings from April 2018 are in excess of £1m.

The financial impacts of this option are set out in paragraph 7.12.

## 4. Reasons for Recommendations

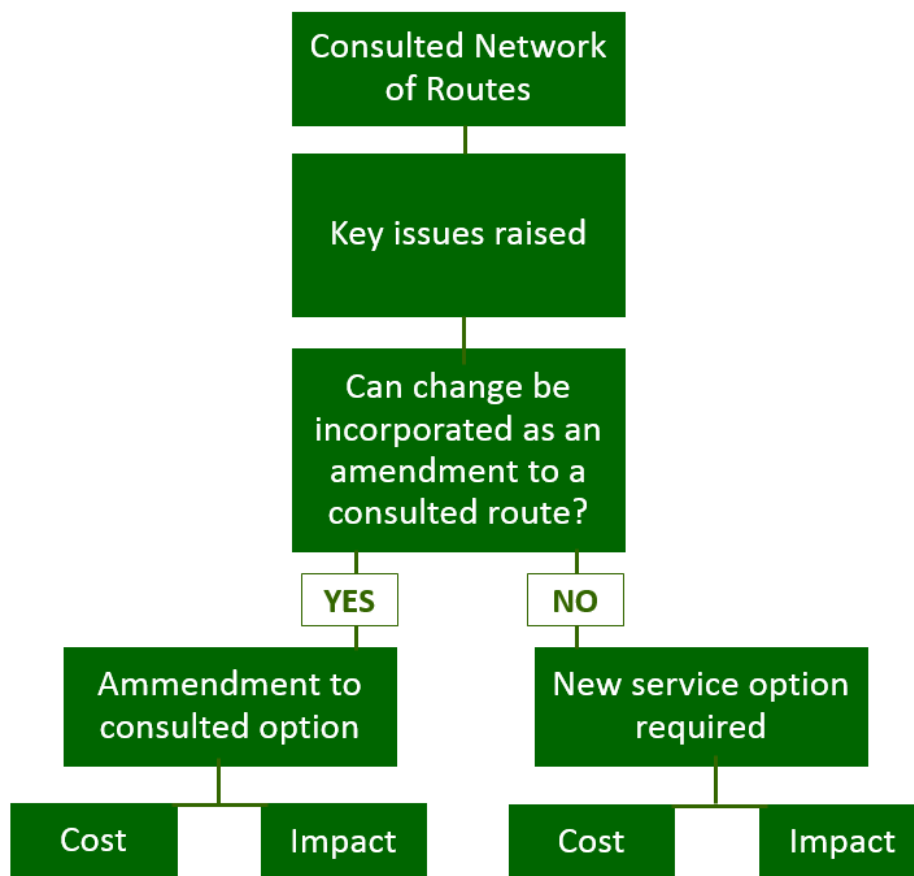
- 4.1 The changes to form the Recommended Network have been based on the evidence gathered and findings from the public consultation exercise which was undertaken between 18<sup>th</sup> May and 26<sup>th</sup> July 2017 following approval of the proposals by Cabinet. The public consultation used a variety of methods of engage with members of the public and other stakeholders with a total of



3,959 responses received. In addition, approximately 600 members of the public attended 'drop in sessions' where members of staff were available to discuss the proposals. A summary of the consultation methodology is provided in the Consultation Summary Report in Appendix 3.

4.2 The consultation has identified the key areas of concern with the Consulted Network and the proposed changes to 27 other routes (withdrawal of evening/ weekend services or full withdrawal of the route). These concerns are documented in the Consultation Summary Report in Appendix 3. In order to amend the proposals to form the Recommended Network, the key concerns identified in the consultation for each route have been considered, costed solutions developed and a 'decision tree' approach adopted (see Figure 1 below) to assist decision making on whether to implement a change. The following of the process for each route is documented in Appendix 2.

**Figure 1 Decision Tree Approach Used to Determine Change to the Network**



4.3 Following the public consultations, a number of adjustments to the proposals have been included to derive the Recommended Network. These are detailed in Appendix 1. Indicative timetables and key details for the network are provided in Appendix 4, and this information will form part of the procurement information issued to bidders. The recommended network is estimated to be slightly outside of the Council's budget for supported bus services from

2018/19 however certainty on costs will not be known until tender prices are received from prospective operators.

**Assessment of Proposals**

4.4 In accordance with the May 2017 Cabinet Report, accessibility analysis has been undertaken to show the number of Cheshire East addresses within 60mins travel (by public transport) of a key service centre or principal town. This modelling has been carried out for the following scenarios:

- Present situation: current commercially operated bus services, rail services and current supported bus services;
- Consulted Network: current commercially operated bus services, rail services and the Consulted Network of supported bus services;
- Recommended Network: current commercially operated bus services, rail services and the Recommended Network of supported bus services;

This provides a robust comparison of changes resulting from the proposals. The results for each scenario are set out in Table 2. Plans showing the changes in accessibility are presented in Appendix 5. With reference to Table 2, it is clear that changes following public consultation have improved the overall accessibility to bus services. During weekdays (daytime) the current proposals ensure that 99% of Cheshire East households are within the defined accessibility threshold.

**Table 1: Number of Addresses with Access to Bus Services**

| Scenario   | Number of Addresses within 60 Minutes Travel Time by Bus to a Key Service Centre or Principal Town |                   |                     |
|--|--|-------------------|---------------------|
|  | Jan 2017 Situation   | Consulted Network | Recommended Network |
| Weekday Morning Peak (06:00-09:00)                                     | 164,962  | 161,354           | 164,925             |
| Weekday Afternoon Peak (16:00-19:00)                                   | 165,574  | 161,481           | 165,074             |
| Weekday Off-Peak Period (09:30-16.00)                                  | 170,817  | 163,642           | 169,344             |
| Weekday Evening Period (19:00-23:00)                                   | 143,315  | 121,798           | 121,798             |
| Sunday (09:30-16:00)   | 130,090  | 112,299           | 112,299             |
| There are presently 182,625 residential addresses within Cheshire East |  |                   |                     |

4.5 The Recommended Network shows an overall increase in the number of residential addresses served by supported local buses, following revision of the Consulted Network.

- 4.6 Accessibility mapping of the coverage of the Recommended Network is provided in Appendix 5. The mapping shows that the Recommended Network retains limited areas which will have no access at all to a scheduled bus service, including:
- Northern Poynton
  - Styal
  - High Legh, Little Bollington, Mere
  - Warmingham
  - Worleston
- 4.7 A qualitative social impact assessment of the proposals has also been undertaken and is provided in Appendix 6.

### **Little Bus**

- 4.8 The Little Bus flexible transport (Dial-a-Ride) provides a service for those residents unable to access fixed route bus services due to mobility constraints or rural isolation. As a result of the review, some areas of the borough will not be served by a fixed route bus service, as shown in the accessibility mapping (Appendix 5).
- 4.9 Options for changes to the Little Bus service were also included as part of the consultation. Little Bus 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.
- 4.10 As set out in the summary, to assist in delivering the objectives of the Bus Review, it is recommended that:
- The Council makes a proportionate reduction in the resources available for Little Bus, moving from 9 vehicles to 5 vehicles serving the Borough
  - The implementation of changes to Little Bus are delayed until 6 months after the implementation of the Bus Review (i.e. November 2018), to account for any changes in demand in areas no longer served by a scheduled bus service.
  - Arrangements are made for an uplift in the utilisation rates, marketing and management of the Little Bus network to maximise its impacts borough-wide and reduce the costs per passenger.
  - The Council does not introduce fares for Concessionary pass holders using Little Bus at this time owing to the limited impact this would have on the overall financial position.
- 4.11 The Council will work with Transport Service Solutions and the operator to confirm changes to the management of Little Bus service in order to implement the recommendations of the Bus Service Review.

## 5 Background/Chronology

### Development of the Consulted Network

- 5.1 In February 2017, Cabinet approved the methodology for carrying out a supported bus service review. This methodology was used to develop a 'Preferred Option' (i.e. the Consulted Network) which consisted of a series of proposed routes (A-H), the withdrawal of 15 routes and the partial withdrawal of a further 11 routes during the evening and / or at the weekend.
- 5.2 The methodology used to develop the Consulted Network was approved by Cabinet in February 2017. This methodology ensured that the Council had a reliable evidence base including passenger counts and on-board survey information to inform future decisions relating to the development of the Consulted Network.
- 5.3 The appraisal of the consulted network identified areas which would no longer be served by a scheduled public transport which would link the settlement to a key service centre or principal town within Cheshire East. Those areas without access included:
- Western Poynton
  - Styal
  - High Legh, Little Bollington
  - Cranage and Goostrey
  - Warmingham
  - Worleston
  - Rural areas to south and west of Nantwich
  - Rode Heath
  - Odd Rode parish between Alsager and Congleton
  - Disley– although this was as a result of a bus route change implemented in March 2017 and Disley would continue be served by bus services to areas including Stockport and Buxton.

### Consultation

- 5.4 Following approval of the Consulted Network by Cabinet in May 2017, a 10-week public consultation was undertaken between 18<sup>th</sup> May and 26<sup>th</sup> July 2017 as detailed in the Consultation Summary Report in Appendix 3.
- 5.5 The public consultation used a variety of methods of engage with members of the public and other stakeholders with a total of 3,959 responses received. In addition, approximately 600 members of the public attended 'drop in sessions' where members of staff were available to discuss the proposals.
- 5.6 From the consultation a number of adverse impacts have been identified if the proposals are implemented as consulted. A summary of these impacts is provided in the Consultation Summary Report in Appendix 3. The impacts identified include a social impact score for each route which counts the total number of comments that implied a very significant social impact that could

occur as a result of the proposal for each route. The social impacts that were included in this score were someone implying the proposal would lead to them: losing their job; losing their accommodation/having to relocate; suffering from significant social isolation or significant negative impact on their wellbeing.

5.7 A summary of the Social Impact Score for each existing route not forming part of the recommended network is shown in Table 2. It is important to note that the Social Impact Score is one of a number of prioritisation criteria for any route, including:

- Outcomes from the public consultation on a set of proposals for revised supported bus services;
- Cost and patronage appraisal of the proposed routes, to assess their affordability and sustainability;
- How the network meets needs-based criteria (e.g. coverage of concessionary pass holders, etc)
- Updated impact assessments of the revised network proposals, including accessibility modelling and an Equality Impact Assessment.

**Table 2: Status of existing supported bus routes following revision of proposals post consultation**

| Route   | Proposed change  | Social Impact Score | Changes   |
|---------|--|---------------------|---|
| 5, 6    | Withdrawal of Sunday services                              | 1                   | Not included in Recommended Network   |
| 6E      | Withdrawal of evening services                             | 8                   | Not included in Recommended Network   |
| 8       | Withdrawal of evening and Sunday services                  | 9                   | Not included in Recommended Network but evening services will be reviewed following procurement |
| 9       | Withdrawal of Friday, Saturday and Sunday evening services | 1                   | Not included in Recommended Network   |
| 10, 10A | Withdrawal of Friday, Saturday and Sunday evening services | 5                   | Not included in Recommended Network   |
| 12E     | Withdrawal of a Sunday service                             | 1                   | Not included in Recommended Network   |
| 31      | Withdrawal of evening service                              | 2                   | Not included in Recommended Network   |
| 32      | Service withdrawn  | 5                   | Not included in Recommended Network   |
| 35      | Service withdrawn  | 2                   | Not included in Recommended Network   |
| 37      | Withdrawal of evening services                             | 11                  | Not included in Recommended Network but evening services will be reviewed following procurement |
| 38      | Withdrawal of evening and some Sunday services             | 38                  | Not included in Recommended Network but evening services will be reviewed following procurement |
| 47      | Service withdrawn  | 6                   | Not included in Recommended Network   |
| 56, 75, | Services withdrawn   | 18                  | Incorporated in Recommended Option  |

|                |   |    |                                     |
|----------------|---|----|-------------------------------------|
| 79, 83<br>& 89 |   |    |                                     |
| 77             | Service withdrawn   | 9  | Incorporated in Recommended Option  |
| 78             | Withdrawal of Saturday and evening services, commercial part of route withdrawn during consultation | 30 | Incorporated in Recommended Option  |
| 99             | Service withdrawn   | 2  | Not included in Recommended Network |
| 130            | Withdrawal of Sunday services   | 6  | Not included in Recommended Network |
| 200            | Service withdrawn   | 5  | Not included in Recommended Network |
| 300            | Withdrawal of Saturday and evening services   | 1  | Not included in Recommended Network |
| 315            | Service withdrawn   | 12 | Incorporated in Recommended Option  |
| 319            | Service withdrawn   | 25 | Incorporated in Recommended Option  |
| P1             | Service withdrawn in Western Poynton  | 27 | Incorporated in Recommended Option  |
| SB1-3          | Service withdrawn   | 14 | Incorporated in Recommended Option  |

5.8 Further details of the impacts identified during the consultation are set out in the Impacts Assessment in Appendix 6, and the routes that are included in the Recommended Option are described in Appendix 1.

### Future Stages of Project

5.9 Following approval of the proposals in this paper by Cabinet, a procurement exercise will be undertaken via TSS Ltd. Tender responses are expected in late December 2017 with the decision on letting of contracts expected to take place in January 2018. Following the letting of contracts a statutory 56-day registration period of the bus routes will take place with the new network to be in place from April 2018. A programme outlining these timescales is provided in Appendix 7.

5.10 The Little Bus service would remain in its current form for a period of six months. Changes to the membership and usage of Little Bus will be monitored during the six-month period and proposals for the management of Little Bus in the future will be determined.

## 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 that is used to determine which local bus routes should be supported by the Council. These were adopted by Cabinet in August 2011. The existing criteria provided a fair, transparent and accountable process to prioritise investment by scoring and ranking each supported bus service against objective criteria.
- 7.2 The methodology used in the review is intended to retain the same principles of the 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. This is in comparison 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 The outcome of the public consultation on the Consulted Network is set out in this report and has been published separately on the Council's website. The consultation outcomes need to be taken into account in making a decision (together with matters such as affordability, sustainability and need).
- 7.7 When the Council embarks on 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. The evidence collected had been used to inform the development of the recommendations and adjustments/modifications have been made to the routes consulted on as a result of the consultation process to better reflect the needs of residents. In accordance with basic consultation principles, the product of the consultation must be conscientiously taken into account by Cabinet when it reaches its decision. Consultation is a continuing process and the principle to consider feedback applies up to the point at which the decision is actually made.
- 7.8 Under the Equality Act 2010, the Council is required to identify the impacts of any decisions, policies etc. on certain protected groups to ensure equality is promoted, and inequality minimised. For example, there must be an assessment made of the impacts on groups or individuals who are disabled, who belong to ethnic or racial groups, on the grounds of age or sex discrimination etc. The Equality Impact Assessments (EIA) completed as part of the consultation process have been updated and both assist in meeting the Council's equality duties and are available to be considered by Cabinet and to inform Cabinet's decision.

### **Financial Implications**

- 7.9 As part of the Council's Medium Term Financial Strategy, a target saving of £1.576m from the supported bus budget has been stated to commence on 1st April 2018. This saving is in relation to a current year budget of local bus support and flexible transport (Little Bus) totalling £3.539m. 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.
- 7.10 The Council has a statutory responsibility to provide transport services for pupils. A total of 84 pupils are currently allocated to supported bus services that would no longer be provided as part of the Recommended Network. This



cost has been netted off from the overall projected savings from implementing the recommended options.

It should be noted that the target savings for the recommended option include the “transitional” costs of phasing the recommended changes to Little Bus. It should be noted that the Council will only have certainty on the costs of revised services only following tender returns from operators. At this stage, a level of contingency has been allowed in the cost estimates. The estimated savings at this stage are c£1m.

### **Equality Implications**

7.11 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 included as Appendix 8. The EIA has identified disproportionate impacts upon the following groups:

- Older people;
- People with disabilities;
- Women;

7.12 In addition, minor impacts have also been identified for the following groups.

- Religious groups that meet on a Sunday; and
- Women who are pregnant, on maternity leave or returning from maternity leave.

### **Rural Community Implications**

7.13 The implementation of the new network will resolve some of the accessibility impacts in rural communities, which were identified in the proposals at consultation. The areas no longer having access to a bus service are,

- Northern Poynton
- Styal
- High Legh, Little Bollington, Mere
- Warmingham;
- Worleston

7.14 Further details are shown in Appendix 5. The Little Bus flexible transport (Dial-a-Ride) will continue to provide a service for those residents unable to access fixed route bus services due to rural isolation.

### **Human Resources Implications**

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

## **Public Health Implications**

7.16 The recommendations have no direct impact on public health. The consultation has however identified a number of indirect impacts including:

- Access to health facilities including:
  - Our proposed network is intended to ensure that residents have access to health care facilities during times when clinical care appointments occur. Evening access for visiting will be further considered when the Council has tender information on the costs of securing additional evening services.
  - Evening access to Leighton Hospital was identified as a key concern due to the proposed withdrawal of a number of evening routes in Crewe. During the procurement stage, a cost for providing evening services on the Recommended Network Route C will look to mitigate this impact if affordable.
  - Access to Macclesfield Hospital on a Sunday was a further concern, mainly from the proposed withdrawal of the 130 (Manchester – Macclesfield) route on a Sunday.
  - Direct access within Crewe to the Eagle Bridge Medical Centre was also identified as a concern in the consultation. The proposals will retain bus access to the facility through the proposed Route C although a number of residents along the current 85A route would no longer have direct access.
  - Access to the medical facilities at Scholar Green and Kidsgrove, particularly since the recent closure of the medical facilities at Rode Heath. Access to these facilities in this area would be retained by Route J.
  
- A number of respondents also identified the social benefits that are brought through bus services with several mentioning that the service is there only opportunity to meet with other people. A summary of the areas with no access to a bus service is provided in section 7.20 and in Appendix 5.

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

7.17 The Council has a statutory responsibility to provide transport services for eligible pupils. A total of 84 eligible 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 £148,650.

7.18 The implications of the review have also been considered against other Children's Services programmes. The proposals in the recommended network complement the current Available Walking Routes programmes and changes in arrangements for home-to-school travel. The recommended network is expected to accommodate the travel needs of 139 eligible pupils in Cheshire East, negating the need for alternative provision for these pupils.

**Other Implications (Please Specify)**

7.19 None

**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:

|                    | <b>Risk</b>   | <b>Mitigation</b>  |
|--------------------|---|--|
| 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.   | <ul style="list-style-type: none"> <li>Public consultation process has enabled residents to inform proposals</li> <li>Demonstrable improvements to proposals following consultation</li> </ul>   |
|                    | 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.   | <ul style="list-style-type: none"> <li>Public consultation process has enabled business to inform proposals</li> <li>Access to employment sites is a consideration in network design</li> </ul>  |
| 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.   | <ul style="list-style-type: none"> <li>Costs of eligible pupil transport are included in financial assessments</li> </ul>  |
|                    | Reduction in supported payments may affect the commercial viability of local bus operators, with the risk that other (commercial) services are withdraw. The Council is not party to any detailed business intelligence to inform an assessment of this risk. | <ul style="list-style-type: none"> <li>Bus operators have engaged in consultation on proposals.</li> <li>Consideration of phasing changes has been included in the proposals</li> <li>Maximise engagement with operators during procurement stage</li> </ul> |
|                    | Changes to the commercial bus network.  | <ul style="list-style-type: none"> <li>Proposals have taken account of commercial changes when making recommendations.</li> </ul>  |
|                    | The cost of the Recommended Network has been estimated and can only be confirmed once tender returns have been received from operators.   | <ul style="list-style-type: none"> <li>Commencement of procurement exercise.</li> <li>Early engagement / consultation with operators to raise awareness of opportunities</li> </ul>  |

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:

**Name:** Richard Hibbert  
**Designation:** Interim Head of Transport  
**Tel No:** 01270 686688  
**Email:** [Richard.hibbert@cheshireeast.gov.uk](mailto:Richard.hibbert@cheshireeast.gov.uk)

## **Appendices**

**Appendix 1 – Summary of Proposals**

**Appendix 2 – Technical Report**

**Appendix 3 – Consultation Summary Report**

**Appendix 4 – Recommended Network Details**

**Appendix 5 – Accessibility Mapping of Options**

**Appendix 6 – Social Impact Assessment**

**Appendix 7 – Project Programme Summary**

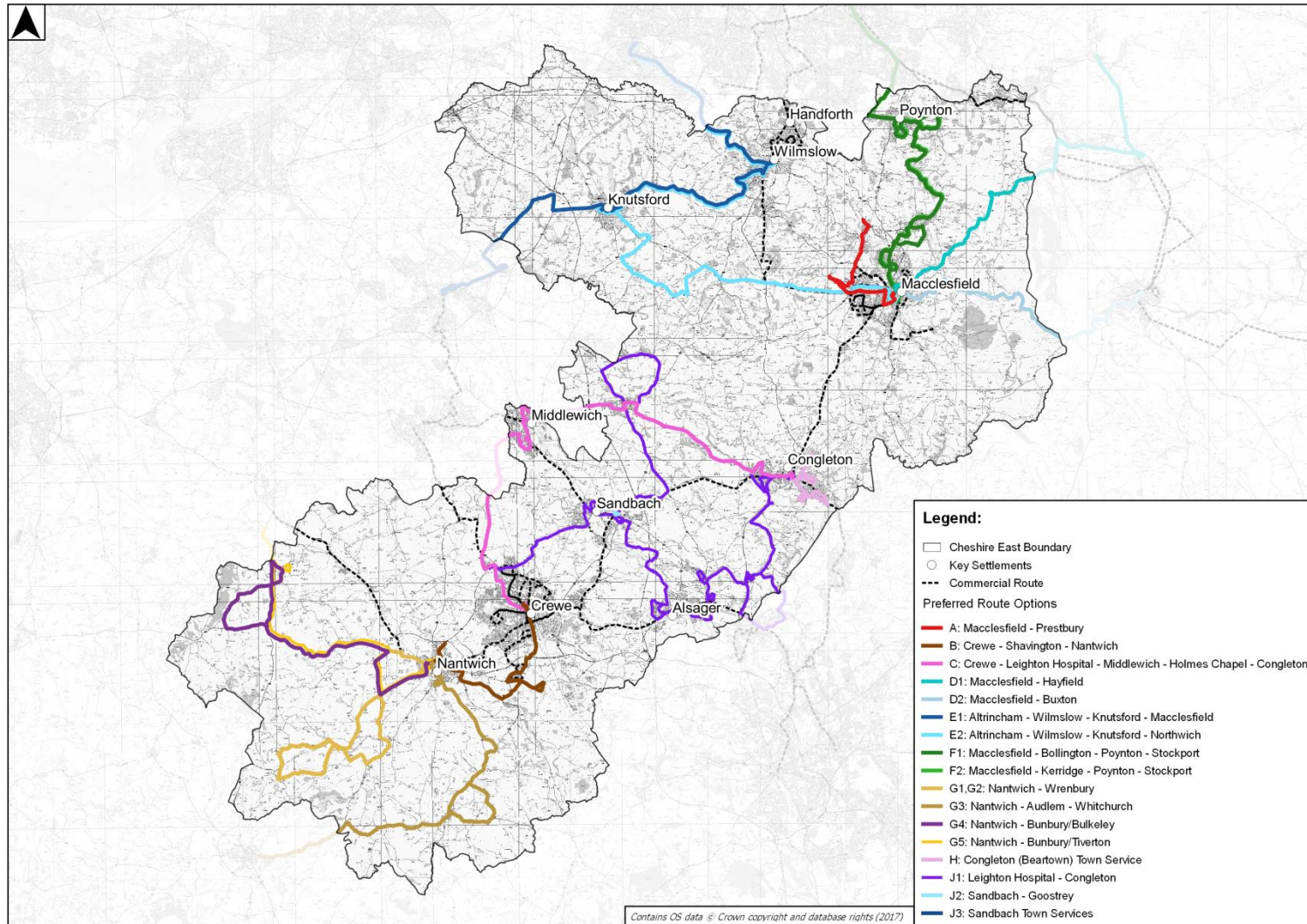
**Appendix 8 – Equalities Assessment**

**This page is intentionally left blank**

**Appendix 1 – Summary of Proposals**

## Appendix 1 - Summary of Proposals

Plan showing indicative routes outlined within the Recommended Network.





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

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

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

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

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

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

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

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

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



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

| Proposed Route | Current Route       | Consulted Network   | Changes from Consulted Network  |
|----------------|---------------------|---|---|
|                |                     | <p>Crewe Bus Station to Macclesfield would be at 19:48pm and the last bus from Macclesfield to Crewe Bus Station would be at 19.20pm.</p> <p>Saturday: The last bus from Crewe Bus Station to Macclesfield would be at 18:38pm, and the last bus from Macclesfield to Crewe Bus Station would be from 17:10pm.</p> <p>Sunday: The first bus from Crewe Bus Station to Macclesfield would operate from 09:35am, and the first bus from Macclesfield to Crewe Bus Station would operate from 10:50am.</p> <p>The last bus from Crewe Bus Station to Macclesfield would be at 16:35pm and the last bus from Macclesfield to Crewe Bus Station would be at 17:50pm.</p> |   |
| 71             | Wrenbury – Nantwich | This service would be replaced with Route G1. The 71 currently operates once a day in either direction during school term time. The proposed changes  | <ul style="list-style-type: none"> <li>No changes proposed</li> </ul> |

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

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

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

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

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

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

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

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



**Appendix 2 – Technical Report**

# CHESHIRE EAST COUNCIL

## Technical Report – Appendix 2

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

**Portfolio Holder:** Cllr Paul Bates – Finance and Communities Portfolio

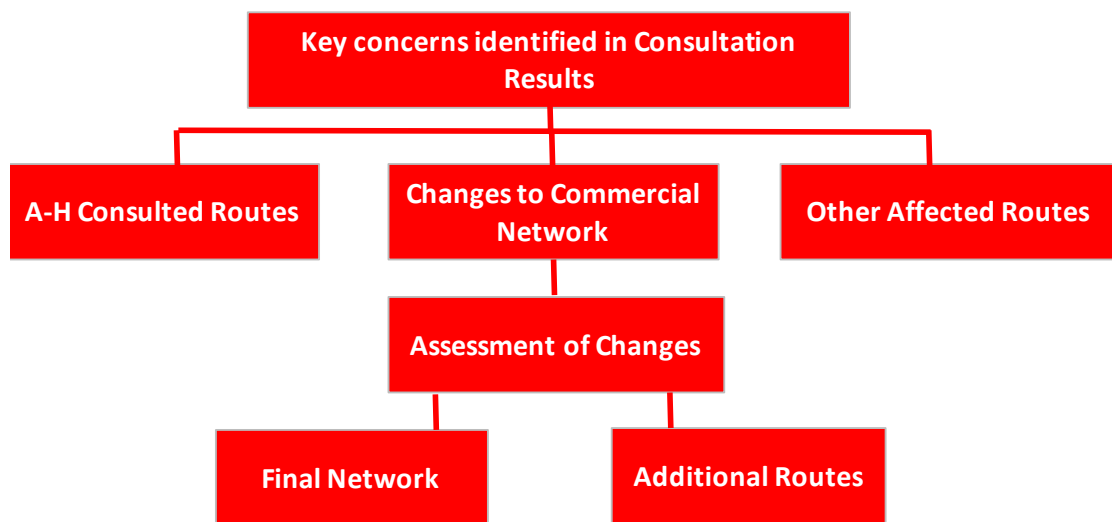
| <b>Glossary of Terms</b>     |  |
|------------------------------|--|
| <b>Term</b>                  | <b>Definition</b>  |
| <b>Consulted Network</b>     | The supported bus network which was put forward for consultation (Routes A-H) following approval by Cabinet  |
| <b>Consulted Routes</b>     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

### 1. Report Summary

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

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

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

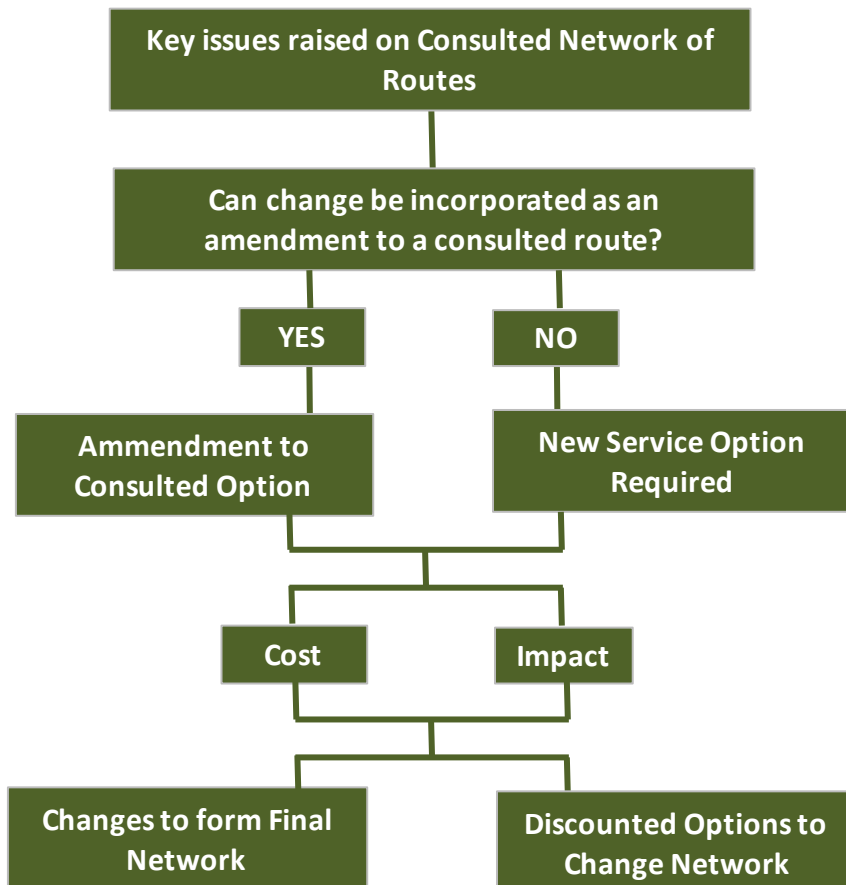


- 1.7 As a result of the above approach, a series of changes are proposed to the Consulted Network to form the Recommended Network. A summary of the changes to the Consulted Network to form the Recommended Network is set out in section 6.
- 1.8 The consultation responses have also identified particular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

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

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

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



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

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

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

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

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

### 3. Changes to the Commercial Bus Network

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

**Table 2 – Changes to the Commercial Bus Network**

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

|                                  |  |
|----------------------------------|--|
| 378 Wilmslow –<br>Handforth Dean | Withdrawal of the commercially operated 378 service. |
|----------------------------------|--|

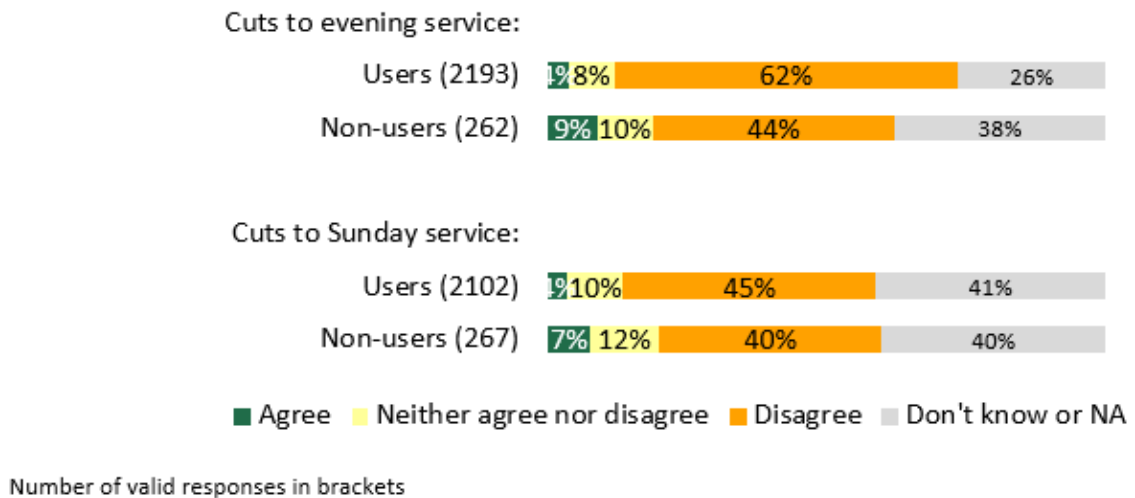
- 3.2 The changes to the 1B service retain the existing route and frequency of the service and have no material effect on the bus network. The withdrawal of parts of the 78 and 378 services do however affect the coverage of the commercial bus network. The 78 and 378 services have thus been evaluated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

#### 4. Other Affected Routes

##### Evening and Sunday services

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

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



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

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

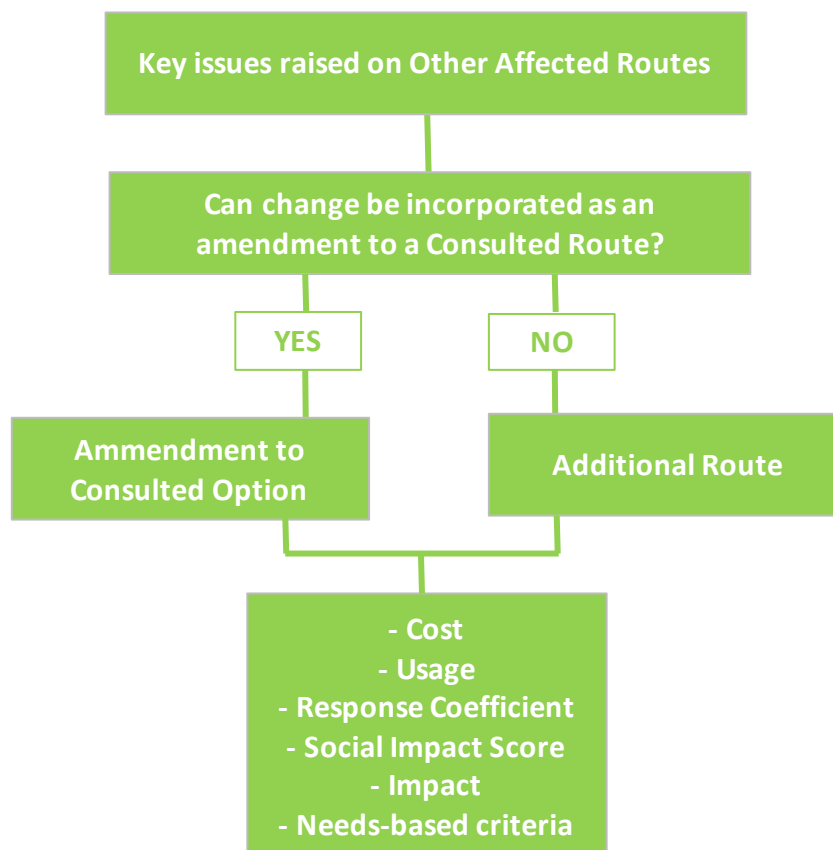
- 5.1 The following section outlines the methodology used to make changes to the Recommended Network from the consultation responses to the Other Affected Routes.
- 5.2 As for the changes from consultation responses for the Consulted Network, the methodology has utilised a 'decision tree' process. Following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



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

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

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



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

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

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

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

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

## 6. Summary of Final Proposals

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

**Table 6 - Summary of Final Network**

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

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

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

## Appendices



## Appendix - Consulted Network - Amendments to Proposals

| Consulted Route   | A - Macclesfield - Prestbury   |
|---|--|
| Current Routes  | 19 - Macclesfield – Prestbury  |
| What we proposed  | <p>Retention of the existing 19 route. The proposals in the context of changes to present routes is set out below:</p> <p>19 – This service would be replaced by proposed Route A with no changes to the route. Service remains hourly but no service at lunchtime (12:00-13:00).</p>  |
| What you said   | <p>A total of 15 comments were received on the route. Key comments were:</p> <ol style="list-style-type: none"> <li>1. Removal of 12-1pm lunchtime service would inconvenience a number of users (7 comments).</li> </ol>  |
| Can changes be incorporated as an amendment to the consulted route? | <p><b>Comment 1:</b> Yes through amendment of timetable. As the vehicle would be dedicated to the service and does not involve any interworking, the timings of the proposed service can be amended as required. To avoid additional cost, the timetable can be adjusted to incorporate a drivers break during the quieter periods of operation between 11:20 - 11:50 and 14:50 - 15:20.</p>   |
| Impact of Change  | <p><b>Comment 1:</b> The change would have a positive benefit for passengers using the midday service, with a negative impact on passengers using the service between 11:20 - 11:50 and 14:50 - 15:20.</p> <p>Survey data for the present 19 service has been reviewed and shows a higher number of users using the 12-1pm lunchtime service which was consulted for withdrawal. The proposed change is thus overall considered to be positive.</p>  |
| Estimated Cost  | Confidential   |
| Proposed Changes to Network   | <p>Through the needs based criteria, Route A provides access to shops, leisure and recreation opportunities, access to jobs, access to education/training sites and to health, medical and welfare services. Route A also provides a service for areas where there are no reasonable transport alternatives, provides access to public transport interchanges and helps improve local air quality and reducing carbon emissions. In addition to this, Route A also obtains a high number of passengers on its service and provides a service for older and disabled people.</p> <p>Adjustment of timetable as described above.</p> |

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



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

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

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

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

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

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

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

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

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



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

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

medical and welfare services. Route F also accommodates bus services for areas where there are no reasonable transport alternatives available, as well as providing bus services for older and disabled people.

As noted above, timing tests indicate that the consulted Route F would not be able to operate reliably with a two vehicle, hourly frequency operation. An additional vehicle would thus be required for the proposed route but would result in significant layover time at the terminus. The additional layover time will thus be used to continue the service via Western Poynton and Woodford Road instead of A523 London Road and to Stockport. The change is also more likely to retain more of the proposed passengers using the current 392 service, offsetting some of the additional costs.

The consultation also identified that the proposed final bus of 17:15 from Hazel Grove was too early, with a significant number of commuting passengers finishing work at 5pm unable to get home from work. Given the cost of an additional service is likely to be nominal due to passenger revenues at this time, an additional service leaving Stockport Bus Station at 18:20 has been added to the timetable.

|                         |  |
|-------------------------|--|
| <b>Consulted Route</b>  | <p style="text-align: center;"><b>G1 - Wrenbury - Nantwich</b><br/> <b>G2 - Nantwich - Wrenbury Circular</b><br/> <b>G3 - Nantwich - Audlem Circular</b><br/> <b>G4 - Nantwich - Cronkinson Oak (circular)</b><br/> <b>G5 - Nantwich - Sainsbury's (circular)</b><br/> <b>G6 - Nantwich - Millfields (circular)</b></p>              |
| <b>Current Routes</b>   | <p>71 - Wrenbury - Nantwich<br/> 72 - Nantwich - Wrenbury - Whitchurch<br/> 73 - Nantwich - Audlem - Whitchurch<br/> 51 - Nantwich - Cronkinson Oak (circular)<br/> 52 - Nantwich - Sainsbury's (circular)<br/> 53 - Nantwich - Millfields (circular)</p>  |
| <b>What we proposed</b> | <p>The service 72 (Nantwich – Wrenbury – Whitchurch) and service 73 (Nantwich – Audlem – Whitchurch) would terminate at Wrenbury and Audlem respectively with the 51-53 Nantwich town services provided as standalone services. Overall the above services would operate with two vehicles instead of the present three and thus</p> |

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

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





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

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

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

Appendix 2 - Summary of Scoring for Needs Based Criteria

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

| Key   |        |
|---|--------|
|  | High   |
|  | Medium |
|  | Low    |
|  | None   |



## Appendix – Other Affected Routes – Amendments to Proposals

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

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

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

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

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

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

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

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

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

|  |  |
|--|--|
|  | borough, the amendments to the service would maintain access to a bus service and provide residents with access to key services. The Consulted Proposals will thus be adjusted to incorporate the changes described above. |
|--|--|

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

|                     |  |
|---------------------|--|
| Social Impact Score |  |
| 0                   |  |

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

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

|   |  |
|---|--|
| 8 |  |
|---|--|

| Service  | 8 - Sydney - Crewe - Wistaston Green   |  |
|--|--|--|
| <b>What we proposed</b>  | Evening and Sunday services would be withdrawn   |  |
| <b>What you said</b>   | <p>A total of 59 comments were received on the route. Key comments were:</p> <ol style="list-style-type: none"> <li>1. Loss of the evening services (16 comments) with the majority of these comments relating to getting to and from work (11 comments)</li> <li>2. Retention of Sunday services (10 comments) which were reported to have effects to getting to and from church (5 comments) and leisure / social / shopping facilities (4 comments)</li> </ol>  |  |
| <b>Can changes be incorporated as an amendment to the consulted route?</b> | No.  |  |
| <b>Impact of Change</b>  | <p>The Council subsidises the 8 service to operate in the evenings after 6pm and on Sundays, with services at both times consulted on for withdrawal.</p> <p>In the consultation results the main impact associated with the loss of evening services relates to passengers not being able to return home from work. Postcode plotting shows the majority of these respondents live in Wistaston Green / Wistaston.</p> <p>The impacts identified in the consultation for the proposed withdrawal of Sunday services mainly relate to loss of access to church and leisure, shopping and social activities. The impacts identified for the withdrawal of Sunday services are however less than the proposed withdrawal of evenings services.</p> |  |
| <b>Estimated Cost</b>  | <b>Proposed Changes to Network</b>   |  |
| Confidential   | <p>The consultation has identified that retaining the 8 service would result in some negative impacts, mainly from the withdrawal of evening services. The proposals to the 8 service do have a high response co-efficient and a higher social impact score. As part of the procurement</p>  |  |
| <b>Usage of route (times when service is supported only)</b>               |  |  |
| 10,323   |  |  |
| <b>Response Co-efficient</b>   |  |  |

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

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

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

|                         |   |
|-------------------------|---|
| <b>Route</b>            | <b>10, 10A - Macclesfield - Bollington</b>  |
| <b>What we proposed</b> | Evening services on Friday, Saturday and Sunday would be withdrawn. Services on Monday to Thursday would not be affected.   |
| <b>What you said</b>    | A total of 85 comments were received on the route. Key comments were:<br><br>1. Concerns over withdrawals of the evening (24 comments) and weekend services (11 comments) |

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



|  |   |
|--|---|
|  | As set out in Section 4, the provision of Sunday services is not proposed for the inclusion in the Recommended Network. |
|--|---|

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

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

|                            |  |
|----------------------------|--|
| <b>Social Impact Score</b> |  |
| 2                          |  |

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

|                            |  |
|----------------------------|--|
| 1.90                       |  |
| <b>Social Impact Score</b> |  |
| 11                         |  |

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

|                            |  |
|----------------------------|--|
| 0.95                       | The provision of Sunday services is not proposed for the inclusion in the Recommended Network. |
| <b>Social Impact Score</b> |  |
| 38                         |  |

| Route  | 130 - Macclesfield - Wilmslow - Manchester   |
|--|--|
| <b>What we proposed</b>  | Sunday services would be withdrawn   |
| <b>What you said</b>   | <p>A total of 106 comments were received on the route. Key comments were:</p> <ol style="list-style-type: none"> <li>1. Concerns over access to both Macclesfield and Manchester Hospital (31 comments)</li> <li>2. Loss of access to health facilities (20 comments) social / shopping facilities and loss of access to work (9 comments)</li> </ol>  |
| <b>Can changes be incorporated as an amendment to the consulted route?</b> | No.  |
| <b>Impact of Change</b>  | <p>The Council currently subsidises the 130 service to operate on a Sunday. The main impacts identified in the consultation centred on the loss of access to social and shopping activities as well as access to health facilities for Sunday appointments at Macclesfield Hospital.</p> <p>Regular services operate along the 130 route on weekdays and Saturday providing other opportunities to travel for social purposes and access leisure facilities, with relatively few respondents identifying that their activity had to be undertaken on a Sunday. Sunday railway services to Manchester are also available from Macclesfield, Alderley Edge, Wilmslow and Handforth stations. The proposals are thus likely to be inconvenient to a number of passengers but the social impact score is relatively low.</p> |
| <b>Estimated Cost</b>  | <b>Proposed Changes to Network</b>   |
| Confidential   | As set out in section 4, the Recommended Network would not provide support for services operating on a Sunday.   |
| <b>Usage of route (times when service is supported only)</b>               |  |
| 20,166   |  |
| <b>Response Co-efficient</b>   |  |

|                            |  |
|----------------------------|--|
| 0.87                       |  |
| <b>Social Impact Score</b> |  |
| 6                          |  |

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

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

**Appendix 3 – Consultation Summary Report**



# Cheshire East Council

## Supported Bus Service Review 2017

A summary of consultation responses

---



## Contents

|   |     |
|---|-----|
| Executive summary .....   | 3   |
| Introduction .....  | 5   |
| Chapter 1 – Overall results .....   | 6   |
| Section 1.1 – Respondent profile.....   | 6   |
| Section 1.2 – Number of consultation responses by route .....                             | 9   |
| Section 1.3 – Overall views of the proposals .....  | 10  |
| Section 1.4 – Little Bus.....   | 11  |
| Chapter 2 – Route-by-route consultation summaries .....                                   | 17  |
| Section 2.1 – An overall summary of the impact of proposals.....                          | 18  |
| Section 2.2 – Detailed summaries for routes being retained with changes.....              | 19  |
| Section 2.3 – Detailed summaries for routes with proposed full or partial withdrawal..... | 31  |
| Appendices.....   | 49  |
| Appendix 1 – Consultation background, methodology and number of responses.....            | 49  |
| Appendix 2 – Consultation respondent profiles .....                                       | 52  |
| Appendix 3 – Route Assessment Matrices .....  | 55  |
| Appendix 4 – Route specific stats .....   | 58  |
| Appendix 5 – A summary of all route specific open comments .....                          | 61  |
| Appendix 6 – Newspaper articles relating to the consultation .....                        | 99  |
| Appendix 7 – Public petitions raised as part of the consultation .....                    | 100 |
| Appendix 8 – Social media activity relating to the consultation .....                     | 101 |

Report produced by Ben Buckley and Emily Steer of the Research and Consultation Team, Cheshire East Council, on behalf of the Strategic Infrastructure Team, Cheshire East Council. Please email [RandC@cheshireeast.gov.uk](mailto:RandC@cheshireeast.gov.uk) for further information. 9<sup>th</sup> October 2017.

## Executive summary

### Introduction

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

### Supported bus route usage

Overall:

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

### Overall impact of the proposals

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

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

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

### Route-by-route summaries

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

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

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

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

## Introduction

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

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

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

This report is broken down as follows:

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

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

## Chapter 1 – Overall results

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

### Section 1.1 – Respondent profile

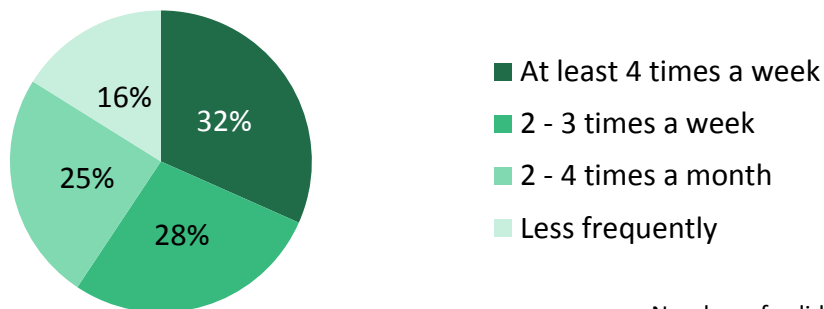
Those completing the questionnaire for any of the routes being consulted on were asked a series of questions to understand their usage of the service.

#### Frequency of usage

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

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

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



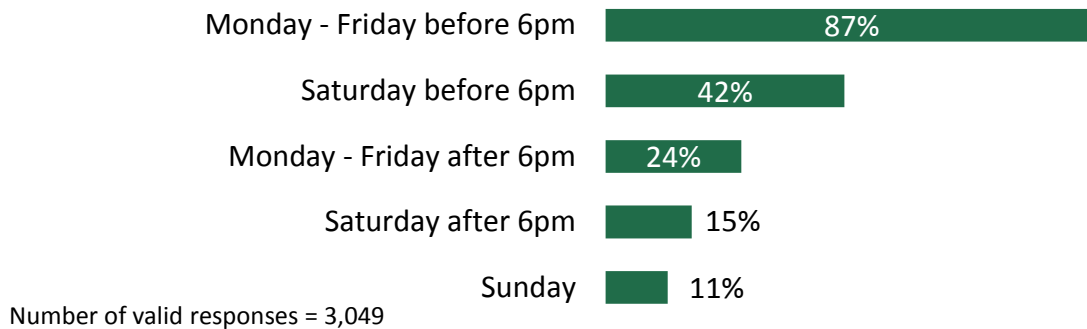
Number of valid responses = 2,983

#### Times of usage

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

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

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

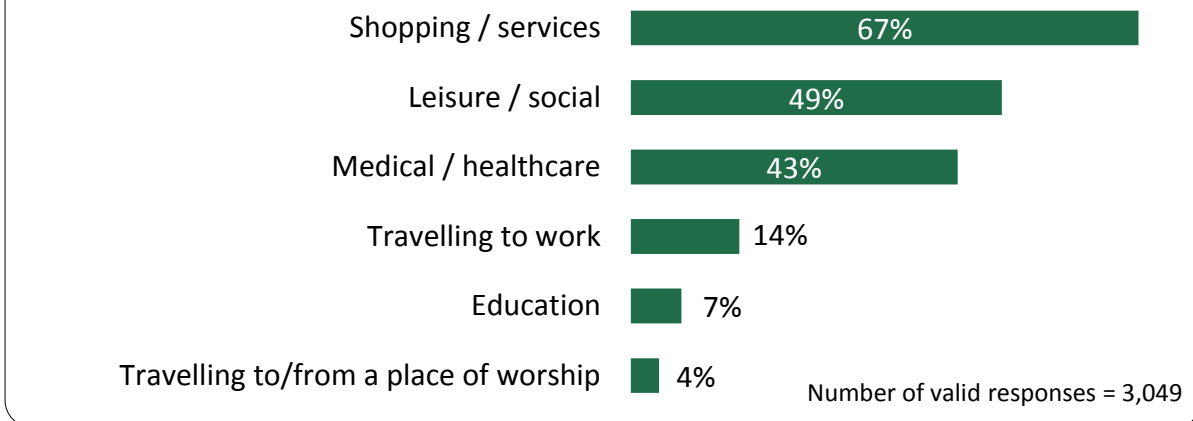


### Journey purpose

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

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

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

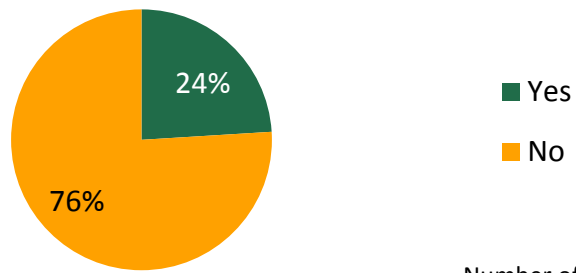


### Availability of alternative transport

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

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

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



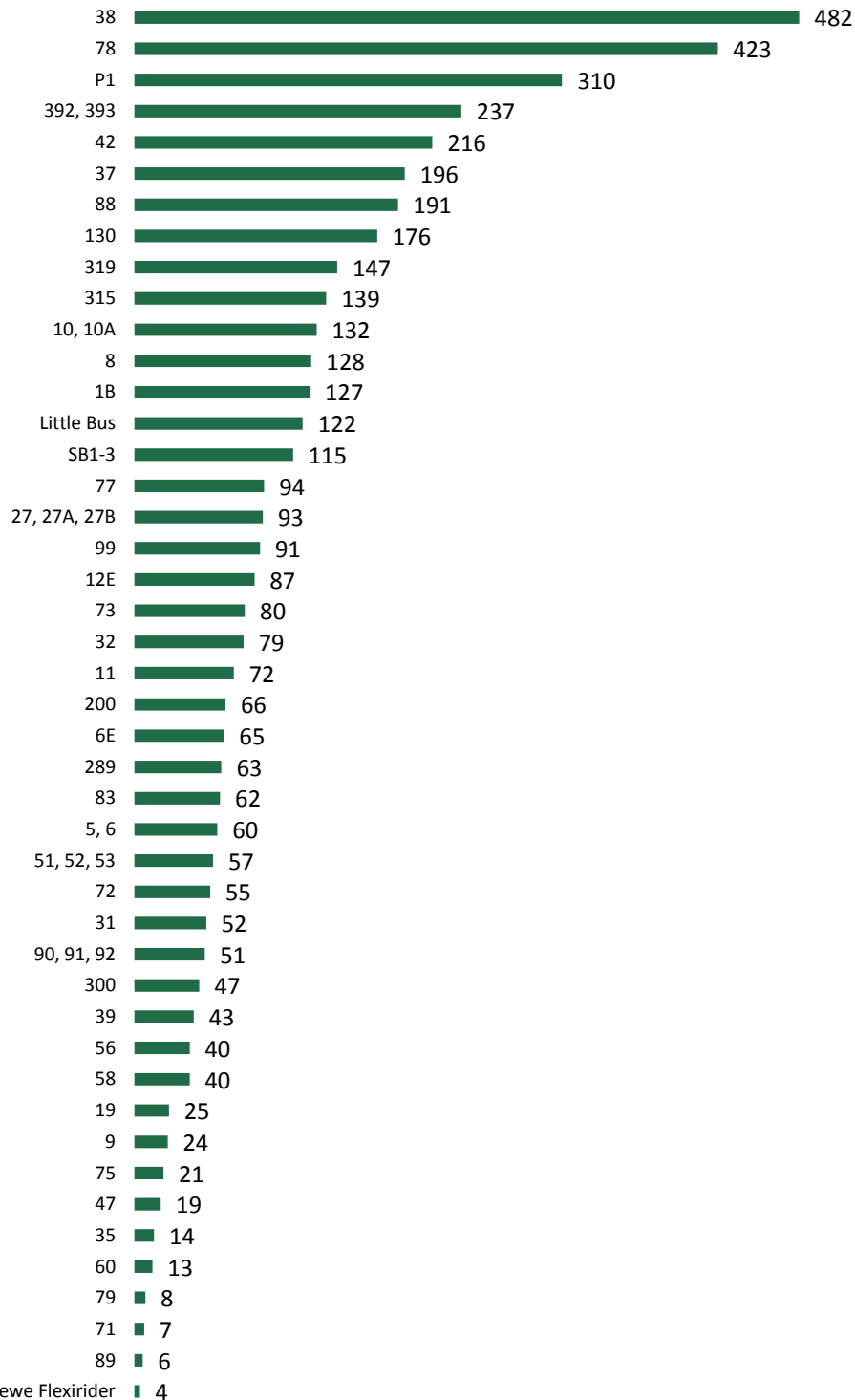
Number of valid responses = 2,777



## Section 1.2 – Number of consultation responses by route

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

**Figure 5: Number of consultation responses by route**



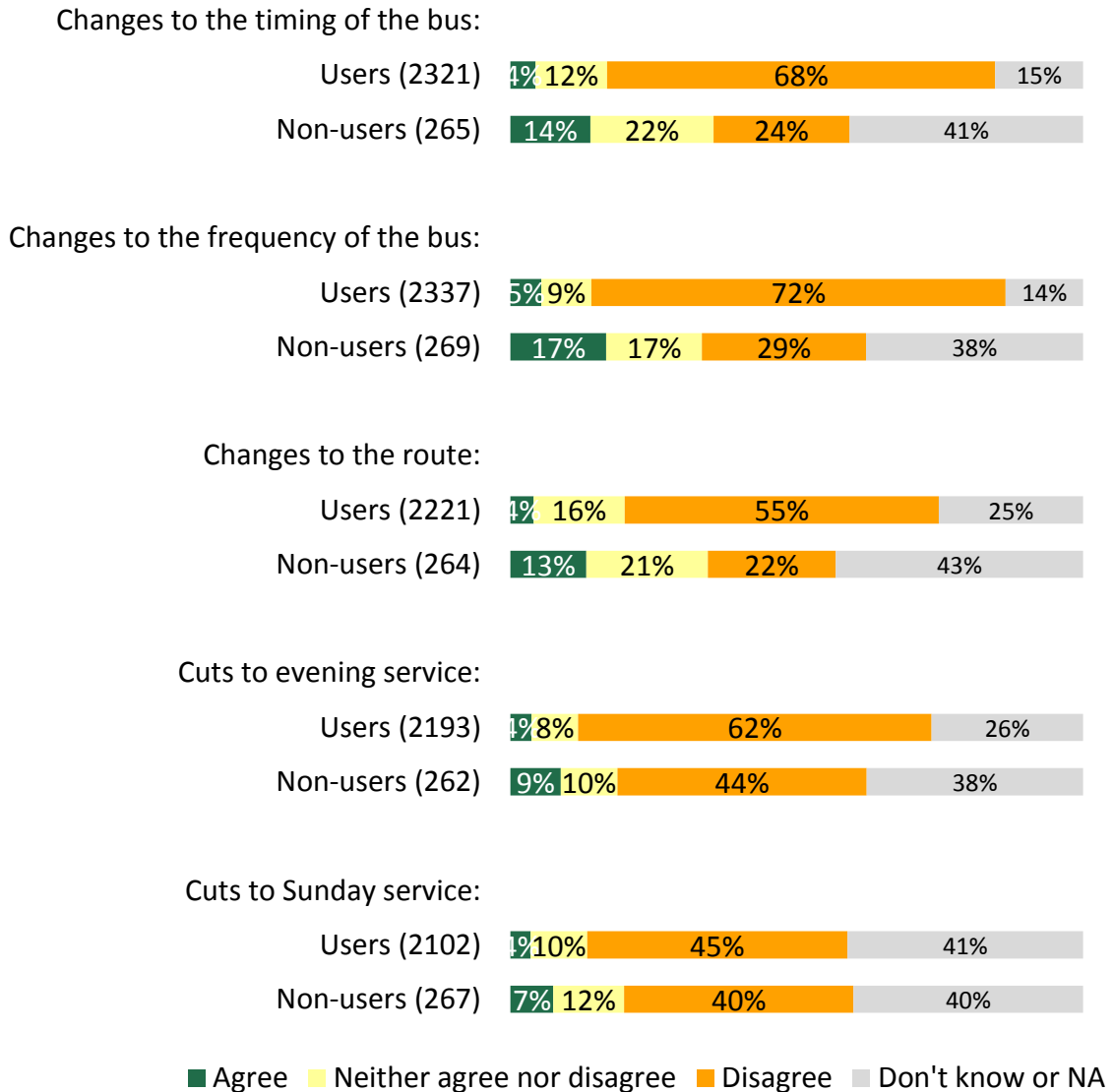
Number of valid responses = 3,049

### Section 1.3 – Overall views of the proposals

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

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

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



Number of valid responses in brackets

## Section 1.4 – Little Bus

### Introduction

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

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

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

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

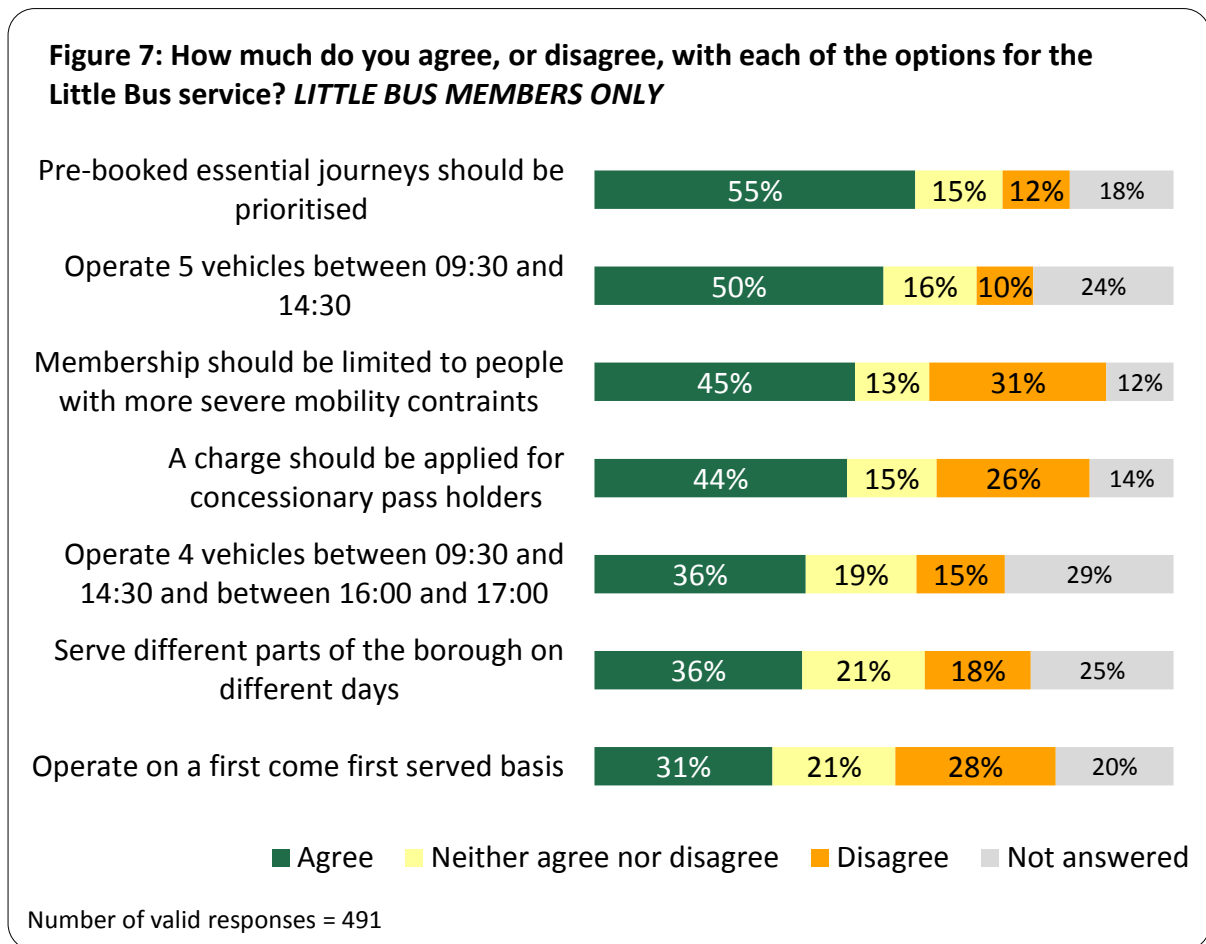
### Respondent Profile – Little Bus

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

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

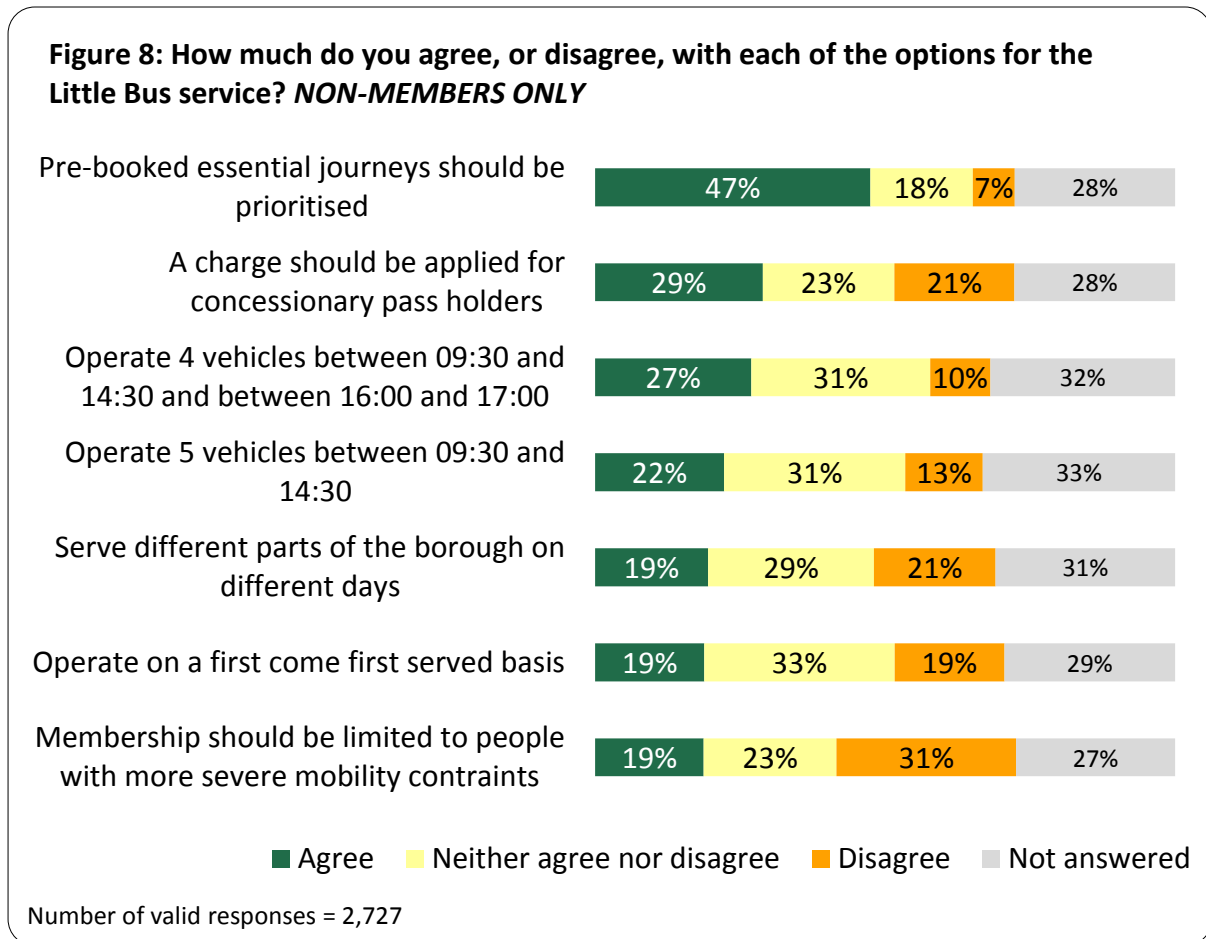
### Little Bus members – Views on future provision of the service

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



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

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

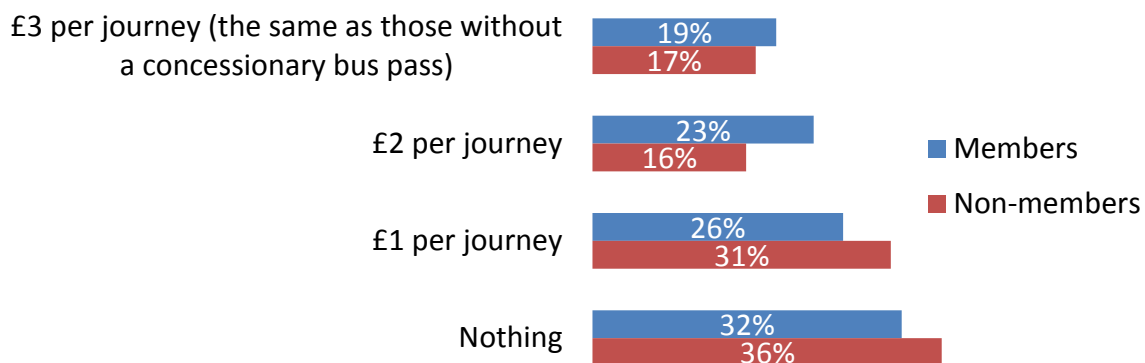


**Charging concessionary bus pass holders**

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

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

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



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

## Comments on the Little Bus proposals

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

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

### Suggested improvements for the Little Bus service (213 comments)

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

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

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

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

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

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

### **Fares (125 comments)**

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

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

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

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

### **Eligibility to use the service (77 comments)**

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

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

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

### **Timetable (57 comments)**

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

### **Other Comments (493 comments)**

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

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



## Chapter 2 – Route-by-route consultation summaries

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

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

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

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

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

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

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

## **Section 2.1 – An overall summary of the impact of proposals**

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

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

### **Key concerns/comments about the proposals**

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

### **Impacted groups**

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

### **The proposals could be a barrier to...**

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

### **Consequences of changes**

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

### **Limitations of adapting to the proposals**

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

## Section 2.2 – Detailed summaries for routes being retained with changes

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

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

### New route A: Macclesfield – Prestbury

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

### New route B: Crewe – Wybunbury – Shavington – Nantwich

| 39 Nantwich – Wybunbury – Crewe |  |
|---------------------------------|--|
|---------------------------------|--|

|   |   |  |   |
|---|---|--|---|
| <p><b>The proposal – route / timetable changes:</b> The service would be covered by new route B with no changes to the route.</p>         |   |  |   |
| <p><b>Annual passengers (part year figure only):</b><br/>16,756 (25)</p>  | <p><b>Consultation responses:</b><br/>43 (33)</p> | <p><b>Social impact count:</b><br/>0 (35)</p>  | <p><b>Assessment priority:</b><br/>Not applicable</p> |
| <p><b>Used for:</b> The main uses for the route are Shopping – Social reasons.</p>  |   | <p><b>Used by:</b> More likely to be used by those aged 60 plus, living in Nantwich, Shavington and Crewe.</p> |   |
| <p><b>Overall summary:</b> Although the route has a fairly high number of passengers, little concern about the proposal was received.</p> |   |  |   |
| <p><b>Possible changes to proposal:</b> None recommended.</p>   |   |  |   |

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

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

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

42

Crewe – Congleton

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

|  |   |   |   |
|--|---|---|---|
| <p><b>Annual passengers:</b><br/>101,268 (2)</p> | <p><b>Consultation responses:</b><br/>216 (5)</p> | <p><b>Social impact count:</b><br/>14 (6)</p> | <p><b>Assessment priority:</b><br/>Not applicable</p> |
|--|---|---|---|

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

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

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

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

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

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

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

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

**Route D1: Macclesfield – Buxton**

|  |   |                                       |   |
|--|---|---------------------------------------|---|
| 58 Macclesfield – Forest Cottage – Burbage – Buxton  |   |                                       |   |
| <b>The proposal – route / timetable changes:</b> Service 58 would be covered by new route D2. No changes to current 58 timetable.      |   |                                       |   |
| <b>Annual passengers:</b><br>40,000 (8)  | <b>Consultation responses:</b><br>40 (34) | <b>Social impact count:</b><br>0 (35) | <b>Assessment priority:</b><br>Not applicable |
| <b>Overall summary:</b> Although the route has a relatively high number of passengers, little concern about the proposal was received. |   |                                       |   |
| <b>Possible changes to proposal:</b> None recommended.   |   |                                       |   |

**Route D2: Macclesfield – Hayfield**

|                            |
|----------------------------|
| 60 Macclesfield – Hayfield |
|----------------------------|

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

|   |   |                                       |   |
|---|---|---------------------------------------|---|
| <b>Annual passengers:</b><br>50,000 (6) | <b>Consultation responses:</b><br>13 (39) | <b>Social impact count:</b><br>0 (35) | <b>Assessment priority:</b><br>Not applicable |
|---|---|---------------------------------------|---|

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

**Possible changes to proposal:** None recommended.

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

88 Knutsford – Wilmslow – Altrincham

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

|  |   |                                       |   |
|--|---|---------------------------------------|---|
| <b>Annual passengers:</b><br>182,931 (1) | <b>Consultation responses:</b><br>191 (7) | <b>Social impact count:</b><br>5 (18) | <b>Assessment priority:</b><br>Not applicable |
|--|---|---------------------------------------|---|

**Used for:** More likely to be used 4+ times a week, and used mainly Mon – Fri before 6pm. Much more likely to be used for educational trips.

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

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

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

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

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

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

|  |   |                                       |   |
|--|---|---------------------------------------|---|
| <b>Annual passengers:</b><br>19,216 (20) | <b>Consultation responses:</b><br>93 (18) | <b>Social impact count:</b><br>5 (18) | <b>Assessment priority:</b><br>Not applicable |
|--|---|---------------------------------------|---|

|  |  |
|--|--|
| <b>Used for:</b> Less likely to be used 4+ times a week, and less likely to be used after 6pm or on the weekends. The main uses for the route are Shopping – Medical – Social. | <b>Used by:</b> Used by respondents from Knutsford and Macclesfield. |
|--|--|

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

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

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



289

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

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

**Annual passengers:**  
21,480 (17)

**Consultation responses:**  
63 (26)

**Social impact count:**  
3 (24)

**Assessment priority:**  
Not applicable

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

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

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

### Route F: Macclesfield – Poynton – Hazel Grove

P1

Crewe – Sandbach – Congleton – Macclesfield

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

**Annual passengers:**  
38,719 (9)

**Consultation responses:**  
310 (3)

**Social impact count:**  
27 (3)

**Assessment priority:**  
Not applicable

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

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

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

|   |   |   |   |
|---|---|---|---|
| <p><b>Annual passengers:</b><br/>94,520 (3)</p> | <p><b>Consultation responses:</b><br/>237 (4)</p> | <p><b>Social impact count:</b><br/>3 (24)</p> | <p><b>Assessment priority:</b><br/>Not applicable</p> |
|---|---|---|---|

|   |   |
|---|---|
| <p><b>Used for:</b> Broadly used in-line with Cheshire East trends, the main purposes of route usage are for Shopping – Social – Medical reasons.</p> | <p><b>Used by:</b> Mainly used by respondents living in and around Poynton.</p> |
|---|---|

**Overall summary:** A route with a very high number of passengers, but actually a relatively low number of responses and low social impact count.

The main impact of this proposal seemed to be that services would no longer continue to

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

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

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

11 Macclesfield – Kerridge

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

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

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

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

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

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

51, 52, 53 Nantwich Town services

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

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

|  |   |                                       |   |
|--|---|---------------------------------------|---|
| <b>Annual passengers:</b><br>35,509 (11) | <b>Consultation responses:</b><br>57 (28) | <b>Social impact count:</b><br>7 (14) | <b>Assessment priority:</b><br>Not applicable |
|--|---|---------------------------------------|---|

|   |  |
|---|--|
| <b>Used for:</b> Access to shopping and medical services. | <b>Used by:</b> Much more likely to be used by those aged 60+, those with a limiting health problem / disability, and those living within the Nantwich urban area. |
|---|--|

**Overall summary:** Although this route has a high number of passengers, it has a relatively low number of consultation responses, suggesting the proposals were largely acceptable. However, given the vulnerability of the routes passengers, changes to the timetable may have an impact.

**Possible changes to proposal:** None recommended.

71 Wrenbury – Nantwich

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

|   |  |                                       |   |
|---|--|---------------------------------------|---|
| <b>Annual passengers:</b><br>2,174 (35) | <b>Consultation responses:</b><br>7 (40) | <b>Social impact count:</b><br>0 (35) | <b>Assessment priority:</b><br>Not applicable |
|---|--|---------------------------------------|---|

**Overall summary:** A route with a low number of passengers (the service operates twice a day mostly for school children), a low social impact count, and too low a number of responses to provide a good sample.

**Possible changes to proposal:** None recommended.

## 72 Nantwich – Wrenbury – Whitchurch

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

|  |   |                                       |   |
|--|---|---------------------------------------|---|
| <b>Annual passengers:</b><br>17,392 (23) | <b>Consultation responses:</b><br>55 (29) | <b>Social impact count:</b><br>2 (26) | <b>Assessment priority:</b><br>Not applicable |
|--|---|---------------------------------------|---|

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

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

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

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

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

## 73 Nantwich – Audlem – Whitchurch

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

|               |                                |                             |                             |
|---------------|--------------------------------|-----------------------------|-----------------------------|
| <b>Annual</b> | <b>Consultation responses:</b> | <b>Social impact count:</b> | <b>Assessment priority:</b> |
|---------------|--------------------------------|-----------------------------|-----------------------------|

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

**Route H: Congleton Town Services**

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

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

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

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

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

78

Nantwich – Rode Heath/Scholar Green

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

|  |   |                                       |  |
|--|---|---------------------------------------|--|
| <b>Annual passengers:</b><br>23,415 (16) | <b>Consultation responses:</b><br>423 (2) | <b>Social impact count:</b><br>30 (2) | <b>Assessment priority:</b><br>2 from 24 |
|--|---|---------------------------------------|--|

**Used for:** While shopping is the top reason for using the service, the route is much more likely to be used for medical trips than other routes (63% Vs 44%).

**Used by:** More likely to be used by those with a limiting health problem / disability, living in rural areas, and in Alsager, Sandbach and Crewe.

**Overall summary:** Although this route is ranked 16<sup>th</sup> for the number of passengers, it is very highly ranked for the number of consultation responses, and its social impact count.

It is clear that this route is significantly used to access health services, including those at Scholar Green medical centre, and at Leighton Hospital. This is compounded by Rode Heath surgery recently closing, with patients transferred to Scholar Green medical centre. Evening and weekend services were felt to be essential, to enable attendance at both these medical centres.

**Possible changes to proposal:** The retention of evening and Saturday services were the key concerns raised during the consultation.

Note: During the consultation the commercially operated (i.e. not subsidised by the council) daytime parts of the 78 service between Coppenhall and Rode Heath were deregistered. To avoid the complete loss of the 78 service between Coppenhall and Rode Heath, the council has redirected the subsidy previously used to support the evening and Saturday 78 services to allow the weekday daytime 78 service to continue operating. These changes took effect from September 2017 with the 78 service currently operating weekdays between approximately 7am and 6pm. The changes to the commercial bus network during the consultation are considered as part of the revised proposals.



319

Sandbach – Holmes Chapel – Goostrey

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

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

37

Crewe – Sandbach – Middlewich – Winsford

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

|  |   |                                       |  |
|--|---|---------------------------------------|--|
| <b>Annual passengers:</b><br>10,313 (30) | <b>Consultation responses:</b><br>196 (6) | <b>Social impact count:</b><br>11 (9) | <b>Assessment priority:</b><br>4 from 24 |
|--|---|---------------------------------------|--|

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

|  |  |  |  |
|--|--|--|--|
| 8  | Sydney – Crewe – Wistaston Green                   |  |  |
| <p><b>The proposal – weekend and / or evening services cuts:</b> Evening and Sunday services would be withdrawn.</p>   |  |  |  |
| <p><b>Annual passengers:</b><br/>10,323 (29)</p>   | <p><b>Consultation responses:</b><br/>128 (13)</p> | <p><b>Social impact count:</b><br/>9 (10)</p>  | <p><b>Assessment priority:</b><br/>5 from 24</p> |
| <p><b>Used for:</b> Much more likely to be used 4+ times a week (65% Vs 32%), and more likely to be used at weekends, particularly on a Sunday. More likely to be used for shopping.</p>   |  | <p><b>Used by:</b> The most deprived residents in the borough, living in Crewe. Used by those less likely to have alternative transport available.</p> |  |
| <p><b>Overall summary:</b> The service is supported for a short period in weekday evenings. During these times the service is used by relatively few passengers, but the service does have a relatively very high proportion of responses, and high social impact count, indicating that</p> |  |  |  |

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

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

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

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

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

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

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

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

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

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

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

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

315 Congleton – Rode Heath

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

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

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

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

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

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

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

important than having high frequency services.

77 Congleton – Mow Cop – Kidsgrove

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

|  |   |                                       |  |
|--|---|---------------------------------------|--|
| <b>Annual passengers:</b><br>10,716 (28) | <b>Consultation responses:</b><br>94 (17) | <b>Social impact count:</b><br>9 (10) | <b>Assessment priority:</b><br>8 from 24 |
|--|---|---------------------------------------|--|

|  |  |
|--|--|
| <b>Used for:</b> Broadly used in-line with Cheshire East trends, the main purposes of route usage are for Shopping – Social – Medical reasons. | <b>Used by:</b> Mid-deprivation residents living in rural areas. |
|--|--|

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

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

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

SB1-3 Sandbach Town Services

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

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

10, 10A Macclesfield – Bollington

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

|   |  |   |   |
|---|--|---|---|
| <b>Annual passengers:</b><br>8,391 (33)   | <b>Consultation responses:</b><br>132 (12) | <b>Social impact count:</b><br>5 (18)   | <b>Assessment priority:</b><br>10 from 24 |
| <b>Used for:</b> More likely to be used in the evenings and at weekends by those responding, as compared other subsidised services, and more likely to be used to |  | <b>Used by:</b> More likely to be used by those under 60, and has a higher proportion of passengers living in the most affluent areas in Bollington and Macclesfield. |   |

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

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

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

6E Brookhouse – Leighton Hospital

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

**Annual passengers:**  
8,956 (32)

**Consultation responses:**  
65 (25)

**Social impact count:**  
8 (13)

**Assessment priority:**  
12 from 24

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

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

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

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

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

32 Sandbach – Crewe

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



would not be covered.

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

5, 6 Macclesfield – Weston Estate

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

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

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

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

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

99 Congleton – Macclesfield

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

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

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

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

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

300 Knutsford – Longridge

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

|  |   |                                       |   |
|--|---|---------------------------------------|---|
| <b>Annual passengers:</b><br>17,574 (22) | <b>Consultation responses:</b><br>47 (32) | <b>Social impact count:</b><br>1 (30) | <b>Assessment priority:</b><br>17 from 24 |
|--|---|---------------------------------------|---|

**Used for:** Mainly for accessing shopping, but also medical services and social activities.

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

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

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

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

## 12E Shavington – Leighton Hospital

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

|   |   |                                       |   |
|---|---|---------------------------------------|---|
| <b>Annual passengers:</b><br>1,904 (36) | <b>Consultation responses:</b><br>87 (20) | <b>Social impact count:</b><br>1 (30) | <b>Assessment priority:</b><br>18 from 24 |
|---|---|---------------------------------------|---|

**Used for:** More likely to be used 4+ times a week, and more likely to be used after 6pm during the week and on Sunday.

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

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

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

31 Crewe – Leighton Hospital – Winsford – Northwich

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

| Annual passengers: | Consultation responses: | Social impact count: | Assessment priority: |
|--------------------|-------------------------|----------------------|----------------------|
| 1,897 (37)         | 52 (30)                 | 2 (26)               | 19 from 24           |

**Used for:** The main reason for using this route was for medical purposes.

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

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

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

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

47 High Legh – Warrington

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

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

35 Altrincham – Warrington

**The proposal – service withdrawal:** Service 35 runs mainly outside of Cheshire East. Service 35 is partially funded by Cheshire East Council and we propose to withdraw the subsidy.

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

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

9 Macclesfield – Moss Rose (Circular)

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

|   |   |                                       |   |
|---|---|---------------------------------------|---|
| <b>Annual passengers:</b><br>2,797 (34) | <b>Consultation responses:</b><br>24 (36) | <b>Social impact count:</b><br>1 (30) | <b>Assessment priority:</b><br>22 from 24 |
|---|---|---------------------------------------|---|

**Used by:** More likely to be used by more deprived residents of CE, living in Macclesfield.

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

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

**Possible changes to proposal:** None recommended.

Little Bus

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

|                           |                                |                             |                             |
|---------------------------|--------------------------------|-----------------------------|-----------------------------|
| <b>Annual passengers:</b> | <b>Consultation responses:</b> | <b>Social impact count:</b> | <b>Assessment priority:</b> |
|---------------------------|--------------------------------|-----------------------------|-----------------------------|

|  |          |        |            |
|--|----------|--------|------------|
| Not available  | 122 (15) | 7 (14) | 23 from 24 |
| <p><b>Overall summary:</b> A route with a fairly high number of consultation responses, and an average social impact count. This route has been consulted on separately – see section 1.4 of this report for a summary of consultation feedback.</p> |          |        |            |
| <p><b>Possible changes to proposal:</b> See section 1.4.</p>   |          |        |            |

Crewe Flexirider

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

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



## Appendices

### Appendix 1 – Consultation background, methodology and number of responses

#### Background

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

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

#### The proposals

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

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

The proposals were to:

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

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

## Consultation methodology

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

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



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

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

These packs were distributed in the following places:

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

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

**Email** – Details of the consultation were emailed to:

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

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

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

### **Number of responses**

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

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

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

## Appendix 2 – Consultation respondent profiles

### Response counts by respondent demographics

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

| <b>Responses by medium</b> | <b>Count</b> | <b>%</b>    |
|----------------------------|--------------|-------------|
| Total online responses     | 1,589        | 42%         |
| Total paper responses      | 2,182        | 58%         |
| <b>Total</b>               | <b>3,771</b> | <b>100%</b> |

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

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

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

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

|              |              |             |
|--------------|--------------|-------------|
| Not answered | 237          | 6%          |
| <b>Total</b> | <b>3,771</b> | <b>100%</b> |

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

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

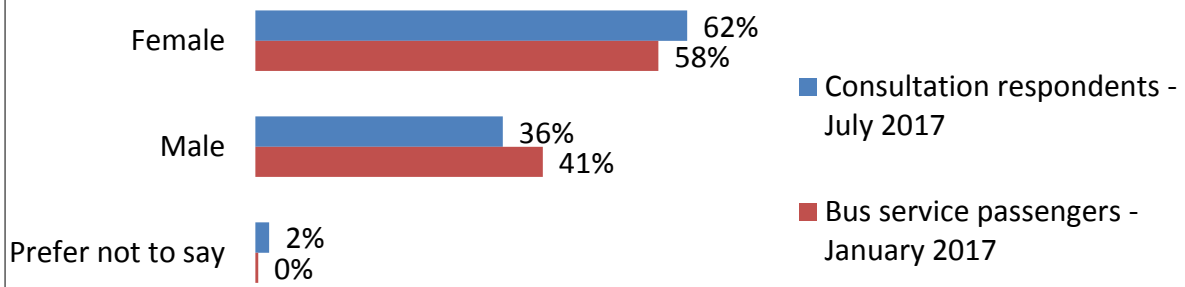
### **Demographic comparisons of consultation respondents Vs Bus passengers**

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

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

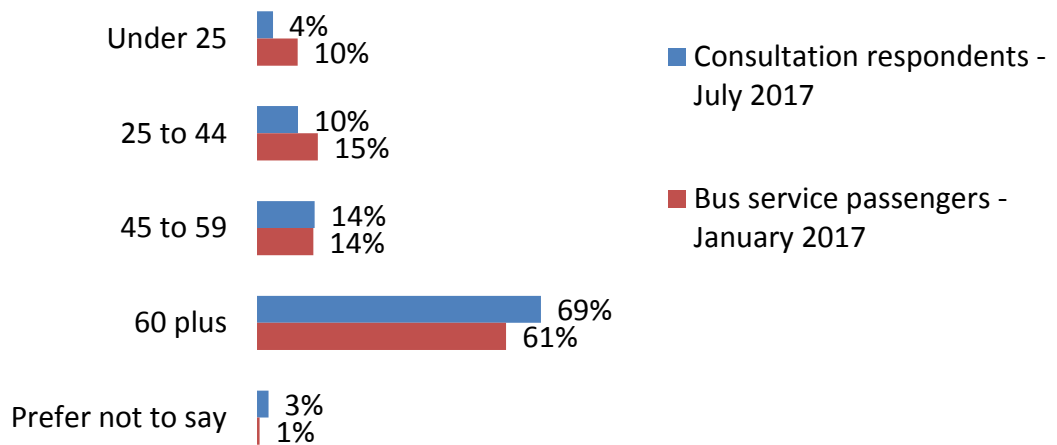
Comparisons in Figure 10 show us that the proportion of consultation respondents Vs bus passengers were very similar by gender – 62% of consultation respondents were female, compared to 58% of bus passengers who were female. This adds validity to the consultation results, suggesting respondents are reflective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

**Figure 10: Consultation respondents Vs Bus passengers, by gender**



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

**Figure 11: Consultation respondents Vs Bus passengers, by age**



### Appendix 3 – Route Assessment Matrices

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

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

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

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

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

Please note these figures should be treated as indicative only.

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

| Proposed change                      | Usage ( A )      | Number of consultation responses ( B ) | Response Coefficient ( = B / A x 100 ) |
|--------------------------------------|------------------|--|--|
| Route / Timetable changes            | 800,871          | 1,363                                  | 0.17                                   |
| Weekend and /or evening service cuts | 168,426          | 1,879                                  | 1.12                                   |
| Service withdrawn                    | 195,133          | 1,215                                  | 0.62                                   |
| <b>Total</b>                         | <b>1,164,430</b> | <b>4,457</b>                           |  |

\*Please note figures in this table exclude those for Little Bus and Crewe Flexirider

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

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

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

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



Category levels were assigned as follows.

For route usage:

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

For Response Coefficient:

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

For Social Impact Counts:

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

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

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

## Appendix 4 – Route specific stats

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

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

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

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

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

|                  | Ald E | Als | Aud | Boll | Bun  | Chel | Cong | Crewe | Dis | Goos | Hand | Has | Holm C | Knuts | Macc | Midd | Mobb | Nant | Poyn | Prest | Sand | Shav | Wilm | Wren |   |
|------------------|-------|-----|-----|------|------|------|------|-------|-----|------|------|-----|--------|-------|------|------|------|------|------|-------|------|------|------|------|---|
| All responses    | 1%    | 5%  | 2%  | 4%   | 1%   | 0%   | 14%  | 16%   | 0%  | 2%   | 1%   | 1%  | 2%     | 4%    | 9%   | 3%   | 0%   | 4%   | 10%  | 0%    | 12%  | 1%   | 4%   | 1%   |   |
| 38               | 0%    | 1%  | 0%  | 1%   | 0%   | 0%   | 55%  | 9%    | 0%  | 1%   | 0%   | 3%  | 0%     | 0%    | 11%  | 1%   | 0%   | 1%   | 0%   | 0%    | 17%  | 0%   | 0%   | 0%   |   |
| P1               | 0%    | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%    | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 0%   | 0%   | 0%   | 0%   | 100% | 0%    | 0%   | 0%   | 0%   | 0%   |   |
| 78               | 0%    | 34% | 1%  | 0%   | 0%   | 0%   | 0%   | 22%   | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 0%   | 1%   | 0%   | 10%  | 0%   | 0%    | 32%  | 0%   | 0%   | 1%   |   |
| 319              | 0%    | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%    | 0%  | 60%  | 0%   | 0%  | 36%    | 0%    | 0%   | 0%   | 0%   | 1%   | 0%   | 0%    | 4%   | 0%   | 0%   | 0%   |   |
| 56               | 0%    | 0%  | 0%  | 0%   | 100% | 0%   | 0%   | 0%    | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 0%   | 0%   | 0%   | 0%   | 0%   | 0%    | 0%   | 0%   | 0%   | 0%   |   |
| 75               | *     | *   | *   | *    | *    | *    | *    | *     | *   | *    | *    | *   | *      | *     | *    | *    | *    | *    | *    | *     | *    | *    | *    | *    | * |
| 79               | *     | *   | *   | *    | *    | *    | *    | *     | *   | *    | *    | *   | *      | *     | *    | *    | *    | *    | *    | *     | *    | *    | *    | *    | * |
| 83               | 0%    | 0%  | 7%  | 0%   | 52%  | 0%   | 0%   | 15%   | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 4%   | 0%   | 0%   | 22%  | 0%   | 0%    | 0%   | 0%   | 0%   | 0%   |   |
| 89               | *     | *   | *   | *    | *    | *    | *    | *     | *   | *    | *    | *   | *      | *     | *    | *    | *    | *    | *    | *     | *    | *    | *    | *    | * |
| 37               | 0%    | 1%  | 1%  | 0%   | 0%   | 0%   | 3%   | 8%    | 0%  | 0%   | 0%   | 5%  | 1%     | 0%    | 2%   | 32%  | 0%   | 1%   | 0%   | 0%    | 46%  | 1%   | 0%   | 0%   |   |
| 8                | 0%    | 1%  | 0%  | 0%   | 0%   | 0%   | 0%   | 99%   | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 0%   | 0%   | 0%   | 0%   | 0%   | 0%    | 0%   | 0%   | 0%   | 0%   |   |
| 315              | 0%    | 79% | 0%  | 0%   | 0%   | 0%   | 17%  | 0%    | 0%  | 0%   | 0%   | 2%  | 0%     | 0%    | 2%   | 0%   | 0%   | 0%   | 0%   | 0%    | 0%   | 0%   | 0%   | 0%   |   |
| 77               | 0%    | 0%  | 0%  | 0%   | 0%   | 0%   | 95%  | 0%    | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 5%   | 0%   | 0%   | 0%   | 0%   | 0%    | 0%   | 0%   | 0%   | 0%   |   |
| SB1-3            | 0%    | 0%  | 0%  | 0%   | 0%   | 0%   | 1%   | 0%    | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 0%   | 1%   | 0%   | 0%   | 0%   | 0%    | 98%  | 0%   | 0%   | 0%   |   |
| 10, 10A          | 0%    | 0%  | 0%  | 59%  | 0%   | 0%   | 1%   | 0%    | 0%  | 0%   | 1%   | 0%  | 0%     | 0%    | 39%  | 0%   | 0%   | 0%   | 0%   | 0%    | 0%   | 0%   | 0%   | 0%   |   |
| 392, 393         | 0%    | 0%  | 0%  | 10%  | 0%   | 0%   | 1%   | 0%    | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 8%   | 0%   | 0%   | 0%   | 81%  | 0%    | 0%   | 0%   | 0%   | 0%   |   |
| 130              | 9%    | 0%  | 0%  | 2%   | 0%   | 1%   | 6%   | 1%    | 0%  | 0%   | 14%  | 0%  | 0%     | 1%    | 29%  | 0%   | 0%   | 0%   | 0%   | 1%    | 0%   | 0%   | 35%  | 0%   |   |
| 6E               | 0%    | 4%  | 0%  | 0%   | 0%   | 0%   | 2%   | 86%   | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 0%   | 0%   | 0%   | 2%   | 0%   | 0%    | 2%   | 5%   | 0%   | 0%   |   |
| 73               | 0%    | 0%  | 75% | 0%   | 0%   | 0%   | 0%   | 0%    | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 2%   | 0%   | 0%   | 16%  | 0%   | 0%    | 0%   | 0%   | 0%   | 8%   |   |
| 1B               | 0%    | 1%  | 1%  | 1%   | 0%   | 0%   | 1%   | 81%   | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 0%   | 0%   | 0%   | 13%  | 0%   | 0%    | 2%   | 0%   | 0%   | 0%   |   |
| 42               | 0%    | 0%  | 0%  | 0%   | 0%   | 0%   | 29%  | 17%   | 0%  | 6%   | 0%   | 0%  | 22%    | 0%    | 1%   | 23%  | 0%   | 2%   | 0%   | 0%    | 1%   | 0%   | 0%   | 0%   |   |
| 88               | 11%   | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%    | 0%  | 1%   | 2%   | 0%  | 0%     | 31%   | 2%   | 0%   | 8%   | 0%   | 0%   | 0%    | 0%   | 0%   | 46%  | 0%   |   |
| 27, 27A, 27B     | 0%    | 0%  | 0%  | 1%   | 0%   | 15%  | 5%   | 0%    | 0%  | 0%   | 0%   | 0%  | 0%     | 41%   | 32%  | 0%   | 0%   | 0%   | 3%   | 0%    | 1%   | 0%   | 1%   | 0%   |   |
| 32               | 0%    | 5%  | 0%  | 0%   | 0%   | 0%   | 4%   | 11%   | 0%  | 0%   | 0%   | 4%  | 2%     | 0%    | 0%   | 0%   | 0%   | 0%   | 0%   | 0%    | 75%  | 0%   | 0%   | 0%   |   |
| 289              | 0%    | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 5%    | 0%  | 0%   | 0%   | 0%  | 0%     | 74%   | 11%  | 5%   | 0%   | 0%   | 0%   | 0%    | 0%   | 0%   | 5%   | 0%   |   |
| 51, 52, 53       | 0%    | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 2%    | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 0%   | 0%   | 0%   | 96%  | 0%   | 0%    | 0%   | 0%   | 0%   | 2%   |   |
| 200              | 9%    | 0%  | 0%  | 0%   | 0%   | 0%   | 9%   | 0%    | 0%  | 0%   | 6%   | 0%  | 0%     | 0%    | 6%   | 0%   | 0%   | 0%   | 3%   | 0%    | 0%   | 0%   | 66%  | 0%   |   |
| 99               | 0%    | 1%  | 0%  | 1%   | 0%   | 0%   | 83%  | 0%    | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 14%  | 0%   | 0%   | 0%   | 0%   | 0%    | 0%   | 0%   | 0%   | 0%   |   |
| 72               | 0%    | 0%  | 19% | 0%   | 0%   | 0%   | 0%   | 7%    | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 2%   | 0%   | 0%   | 12%  | 0%   | 0%    | 0%   | 0%   | 0%   | 60%  |   |
| 300              | 0%    | 0%  | 0%  | 0%   | 0%   | 0%   | 0%   | 0%    | 0%  | 0%   | 0%   | 0%  | 0%     | 100%  | 0%   | 0%   | 0%   | 0%   | 0%   | 0%    | 0%   | 0%   | 0%   | 0%   |   |
| 39               | 0%    | 0%  | 0%  | 0%   | 0%   | 0%   | 8%   | 24%   | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 0%   | 0%   | 0%   | 36%  | 0%   | 0%    | 0%   | 32%  | 0%   | 0%   |   |
| 5, 6             | 0%    | 0%  | 0%  | 0%   | 0%   | 0%   | 2%   | 31%   | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 63%  | 2%   | 0%   | 0%   | 0%   | 0%    | 0%   | 0%   | 2%   | 0%   |   |
| 31               | 0%    | 0%  | 3%  | 0%   | 0%   | 0%   | 12%  | 48%   | 0%  | 6%   | 0%   | 0%  | 0%     | 0%    | 6%   | 3%   | 0%   | 0%   | 0%   | 0%    | 21%  | 0%   | 0%   | 0%   |   |
| 12E              | 0%    | 1%  | 0%  | 0%   | 0%   | 0%   | 0%   | 70%   | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 3%   | 0%   | 0%   | 0%   | 0%   | 0%    | 1%   | 24%  | 0%   | 0%   |   |
| 47               | *     | *   | *   | *    | *    | *    | *    | *     | *   | *    | *    | *   | *      | *     | *    | *    | *    | *    | *    | *     | *    | *    | *    | *    | * |
| 35               | *     | *   | *   | *    | *    | *    | *    | *     | *   | *    | *    | *   | *      | *     | *    | *    | *    | *    | *    | *     | *    | *    | *    | *    | * |
| 90, 91, 92       | 0%    | 0%  | 0%  | 0%   | 0%   | 0%   | 96%  | 0%    | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 2%   | 0%   | 0%   | 0%   | 2%   | 0%    | 0%   | 0%   | 0%   | 0%   |   |
| 9                | 0%    | 0%  | 0%  | 0%   | 0%   | 0%   | 16%  | 11%   | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 74%  | 0%   | 0%   | 0%   | 0%   | 0%    | 0%   | 0%   | 0%   | 0%   |   |
| 11               | 0%    | 0%  | 0%  | 75%  | 0%   | 0%   | 0%   | 0%    | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 25%  | 0%   | 0%   | 0%   | 0%   | 0%    | 0%   | 0%   | 0%   | 0%   |   |
| 58               | 3%    | 0%  | 0%  | 10%  | 0%   | 3%   | 24%  | 0%    | 0%  | 0%   | 0%   | 0%  | 0%     | 3%    | 34%  | 0%   | 0%   | 0%   | 7%   | 0%    | 3%   | 0%   | 10%  | 0%   |   |
| 60               | *     | *   | *   | *    | *    | *    | *    | *     | *   | *    | *    | *   | *      | *     | *    | *    | *    | *    | *    | *     | *    | *    | *    | *    | * |
| 19               | 0%    | 0%  | 0%  | 0%   | 0%   | 0%   | 5%   | 0%    | 0%  | 0%   | 0%   | 0%  | 0%     | 0%    | 73%  | 0%   | 0%   | 0%   | 0%   | 23%   | 0%   | 0%   | 0%   | 0%   |   |
| 71               | *     | *   | *   | *    | *    | *    | *    | *     | *   | *    | *    | *   | *      | *     | *    | *    | *    | *    | *    | *     | *    | *    | *    | *    | * |
| Crewe Flexirider | *     | *   | *   | *    | *    | *    | *    | *     | *   | *    | *    | *   | *      | *     | *    | *    | *    | *    | *    | *     | *    | *    | *    | *    | * |
| Little Bus       | 4%    | 0%  | 0%  | 0%   | 0%   | 3%   | 10%  | 35%   | 1%  | 1%   | 1%   | 4%  | 0%     | 4%    | 5%   | 4%   | 4%   | 0%   | 1%   | 5%    | 14%  | 1%   | 3%   | 0%   |   |

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

## **Appendix 5 – A summary of all route specific open comments**

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

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

### **Comments made for routes being retained with changes**

#### **19 Macclesfield - Prestbury**

(15 comments)

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

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

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

#### **39 Nantwich – Wybunbury – Crewe**

(20 comments)

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

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

#### **1B Crewe – Nantwich**

(79 comments)

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

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

## **Impacted Groups**

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

## **The proposal could be a barrier to...**

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

## **Route Specifics**

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

## **Potential consequences of proposals**

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

## **Restrictions**

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

## **Other**

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

## 42 Crewe - Congleton

(136 comments)

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

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

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

### **58 Macclesfield – Forest Cottage – Burbage – Buxton**

(16 comments)

*‘Service 58 would be covered by proposed Route D2’*

*‘No changes to current 58 timetable’*

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

### **60 Macclesfield – Hayfield**

(8 comments)

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

*‘No changes to current 60 timetable’*

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

### **88 Knutsford – Wilmslow - Altrincham**

(136 comments)

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

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

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



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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

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

(55 comments)

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

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

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

## **Key concerns/comments**

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

## **Impacted Groups**

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

## **The proposal could be a barrier to...**

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

## **Potential consequences of proposals**

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

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

(46 comments)

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

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

### **P1 Middlewood – Poynton – Hazel Grove**

(226 comments)

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

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

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

## **Key concerns/comments**

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

## **Impacted Groups**

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

## **The proposal could be a barrier to...**

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

## **Potential consequences of proposals**

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

## **Other**

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

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

(154 comments)

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

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

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

## Potential consequences of proposals

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

### 11 Macclesfield – Kerridge

(40 comments)

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

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

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

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

#### Key concerns/comments

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

#### Impacted Groups

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

#### The proposal could be a barrier to...

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

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

### **Potential consequences of proposals**

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

### **Other**

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

### **51, 52, 53 Nantwich Town services**

(39 comments)

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

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

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

**The proposal could be a barrier to...**

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

**Potential consequences of proposals**

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

**71 Wrenbury – Nantwich**

(2 comments)

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

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

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

**72 Nantwich – Wrenbury – Whitchurch**

(34 comments)

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

*‘The service would operate approximately every two hours’*

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

**Key concerns/comments**

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



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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

### **73 Nantwich – Audlem – Whitchurch**

(49 comments)

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

*‘The service would operate approximately every two hours’*

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

### **Other**

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

### **90, 91, 92 Congleton (Beartown) Network**

(21 comments)

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

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

## Comments made for routes with proposed full or partial withdrawal

### 38 Crewe – Sandbach – Congleton – Macclesfield

(295 comments)

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

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

#### Key concerns/comments

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

#### Impacted Groups

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

#### The proposal could be a barrier to...

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

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

### **Potential consequences of proposals**

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

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

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

### **78 Nantwich – Rode Heath/Scholar Green**

(297 comments)

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

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

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

### **Key concerns/comments**

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

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

### **319 Sandbach – Holmes Chapel - Goostrey**

(110 comments)

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

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

### **Other**

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

### **37 Crewe – Sandbach – Middlewich – Winsford**

(107 comments)

*‘Evening services on weekdays and Saturday would be withdrawn’*

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

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

## **8 Sydney – Crewe – Wistaston Green**

(59 comments)

*'Evening and Sunday services would be withdrawn'*

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

## **Key concerns/comments**

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

## **Impacted Groups**

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

## **The proposal could be a barrier to...**

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

## **Potential consequences of proposals**

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

## **56 Tiverton - Nantwich**

(35 comments)

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



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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

## **75 Nantwich – Market Drayton**

(14 comments)

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

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

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

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

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

### **79 Nantwich – Hanley**

(5 comments)

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

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

### **83 Nantwich – Chester**

(43 comments)

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

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

#### **Key concerns/comments**

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

#### **Impacted Groups**

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

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

**The proposal could be a barrier to...**

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

**Potential consequences of proposals**

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

**89 Nantwich – Wrexham**

(3 comments)

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

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

**315 Congleton – Rode Heath**

(98 comments)

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

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

### **77 Congleton – Mow Cop – Kidsgrove**

(73 comments)

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

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

### **SB1, SB2, SB3 Sandbach Town Services**

(77 comments)

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

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

### **10, 10A Macclesfield – Bollington**

(85 comments)

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

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

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

### **130 Macclesfield – Wilmslow – Manchester**

(106 comments)

*Sunday services would be withdrawn.*

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

#### **Key concerns/comments**

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

#### **Impacted Groups**

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

#### **The proposal could be a barrier to...**

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

## Potential consequences of proposals

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

## 6, 6E Brookhouse – Leighton Hospital

(48 comments)

*'Weekday evening service 6E would be withdrawn'*

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

### Key concerns/comments

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

### Impacted Groups

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

### The proposal could be a barrier to...

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

## Potential consequences of proposals

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



## **32 Sandbach – Crewe**

(48 comments)

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

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

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

## **5, 6 Macclesfield – Weston Estate**

(34 comments)

*‘Sunday services would be withdrawn’*

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

## **200 Wilmslow – Manchester Airport**

(55 comments)

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

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

### **99 Congleton - Macclesfield**

(60 comments)

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

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

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

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

### **300 Knutsford – Longridge**

(35 comments)

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

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

**Key concerns/comment**

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

**Impacted groups**

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

**The proposal could be a barrier to...**

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

**Consequence of change**

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

**12, 12E Shavington – Leighton Hospital**

(42 comments)

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

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

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

## **31 Crewe – Leighton Hospital – Winsford - Northwich**

(35 comments)

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

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

### **Key concerns/comments**

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

### **Impacted Groups**

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

### **The proposal could be a barrier to...**

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

### **Potential consequences of proposals**

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

### **Other**

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

### **47 High Legh – Warrington**

(19 comments)

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

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

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

### **35 Altrincham – Warrington**

(12 comments)

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

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

### **9 Macclesfield – Moss Rose (Circular)**

(21 comments)

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

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

#### **Key concerns/comments**

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

#### **Impacted Groups**

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



**The proposal could be a barrier to...**

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

**Potential consequences of proposals**

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

**Little Bus**

(83 comments)

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

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

**Key concerns/comments**

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

**Impacted Groups**

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

**The proposal could be a barrier to...**

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

**Potential consequences of proposals**

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

**Crewe Flexirider**

(4 comments)

*'The Crewe Flexirider evening service would be withdrawn'*

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

## Appendix 6 – Newspaper articles relating to the consultation

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

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

## Appendix 7 – Public petitions raised as part of the consultation

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

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

## Appendix 8 – Social media activity relating to the consultation

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

### Twitter

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

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

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

### Facebook

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

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



**Appendix 4 – Recommended Network Route Details**

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

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



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

### Monday to Friday

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

### Saturday

|                                   |      |      |      |      |      |      |      |      |  |
|-----------------------------------|------|------|------|------|------|------|------|------|--|
| <b>Macclesfield Bus Station</b>   | 0820 | 0920 | 1020 | 1150 | 1250 | 1350 | 1520 | 1620 |  |
| Bond Street                       | 0824 | 0924 | 1024 | 1154 | 1254 | 1354 | 1524 | 1624 |  |
| Chester Rd/Ivy Rd                 | 0828 | 0928 | 1028 | 1158 | 1258 | 1358 | 1528 | 1628 |  |
| Broken Cross                      | 0831 | 0931 | 1031 | 1201 | 1301 | 1401 | 1531 | 1631 |  |
| <b>Whirley Barn Sandy Lane</b>    | 0834 | 0934 | 1034 | 1204 | 1304 | 1404 | 1534 | 1634 |  |
| St Austell Avenue                 | 0838 | 0938 | 1038 | 1208 | 1308 | 1408 | 1538 | 1638 |  |
| Fallibroome High School           | 0841 | 0941 | 1041 | 1211 | 1311 | 1411 | 1541 | 1641 |  |
| Prestbury Hall                    | 0845 | 0945 | 1045 | 1215 | 1315 | 1415 | 1545 | 1645 |  |
| <b>Prestbury, Parkhouse Drive</b> | 0848 | 0948 | 1048 | 1218 | 1318 | 1418 | 1548 | 1648 |  |
| <b>Prestbury, Parkhouse Drive</b> | 0850 | 0950 | 1050 | 1220 | 1320 | 1420 | 1550 | 1650 |  |
| Prestbury Hall                    | 0853 | 0953 | 1053 | 1223 | 1323 | 1423 | 1553 | 1653 |  |
| Fallibroome High School           | 0857 | 0957 | 1057 | 1227 | 1327 | 1427 | 1557 | 1657 |  |
| St Austell Avenue                 | 0900 | 1000 | 1100 | 1230 | 1330 | 1430 | 1600 | 1700 |  |
| <b>Whirley Barn Sandy Lane</b>    | 0903 | 1003 | 1103 | 1233 | 1333 | 1433 | 1603 | 1703 |  |
| Broken Cross                      | 0906 | 1006 | 1106 | 1236 | 1336 | 1436 | 1606 | 1706 |  |
| Chester Rd/Ivy Rd                 | 0909 | 1009 | 1109 | 1239 | 1339 | 1439 | 1609 | 1709 |  |
| Bond Street                       | 0914 | 1014 | 1114 | 1244 | 1344 | 1444 | 1614 | 1714 |  |
| <b>Macclesfield Bus Station</b>   | 0918 | 1018 | 1118 | 1248 | 1348 | 1448 | 1618 | 1718 |  |

### Route Description

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

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

Certain journeys extend to McCanns via Butley Lanes

### Seating Capacity

21

Low Decibel reversing device required.

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

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

| Route B | Crewe - Nantwich | Version for November 2017 Cabinet Paper |  |  |  |
|---------|------------------|---|--|--|--|
|---------|------------------|---|--|--|--|

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

PVR 1

#### Mondays to Friday

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

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

#### Saturday

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

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

#### Route Description

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

#### Journeys via Brine Leas and Malbank School

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

#### Seating Capacity

27

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

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

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

**Mondays to Friday**

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

|                                   |      |      |      |      |      |      |      |      |      |      |      |
|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| <b>Crewe, Bus Station</b>         | 0715 | 0845 | 0945 | 1045 | 1145 | 1245 | 1345 | 1445 | 1615 | 1645 | 1745 |
| Eagle Bridge Medical Centre       | 0720 | 0850 | 0950 | 1050 | 1150 | 1250 | 1350 | 1450 | 1620 | 1650 | 1750 |
| Morrisons, Bus Shelter            | 0724 | 0854 | 0954 | 1054 | 1154 | 1254 | 1354 | 1454 | 1624 | 1654 | 1754 |
| Frank Webb Avenue, Rolls Avenue   | 0729 | 0859 | 0959 | 1059 | 1159 | 1259 | 1359 | 1459 | 1629 | 1659 | 1759 |
| <b>Leighton Hospital</b>          | 0735 | 0905 | 1005 | 1105 | 1205 | 1305 | 1405 | 1505 | 1635 | 1705 | 1805 |
| Manor Park, Long Lane             | 0750 | 0920 | 1020 | 1120 | 1220 | 1320 | 1420 | 1520 | 1650 | 1720 | 1820 |
| Cledford, Turnpike                | 0755 | 0925 | 1025 | 1125 | 1225 | 1325 | 1425 | 1525 | 1655 | 1725 | 1825 |
| <b>Middlewich, Bull Ring</b>      | 0810 | 0931 | 1031 | 1131 | 1231 | 1331 | 1431 | 1531 | 1701 | 1731 | 1831 |
| Centurion Way                     | 0817 | 0936 | 1036 | 1136 | 1236 | 1336 | 1436 | 1536 | 1706 | 1736 | 1836 |
| <b>Holmes Chapel, London Road</b> | 0826 | 0943 | 1043 | 1143 | 1243 | 1343 | 1443 | 1543 | 1713 | 1743 | 1843 |
| Somerford                         | 0832 | 0953 | 1053 | 1153 | 1253 | 1353 | 1453 | 1553 | 1723 | 1753 | 1853 |
| West Heath, Delamere Road         | 0840 | 0959 | 1059 | 1159 | 1259 | 1359 | 1459 | 1559 | 1729 | 1759 | 1859 |
| <b>Congleton Fairground</b>       | 0855 | 1011 | 1111 | 1211 | 1311 | 1411 | 1511 | 1611 | 1741 | 1811 | 1905 |

**Saturday**

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

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

**Route Description**

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

**Seating Capacity** 35

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

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

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

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

**PVR 2**

**Monday to Saturday**

**Macclesfield-Hayfield**

|                               |      |      |       |       |       |       |       |       |       |       |       |      |      |      |
|-------------------------------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|
| Macclesfield, Bus Station     | 0710 | 0812 | 0850  | 0950  | 1050  | 1150  | 1250  | 1350  | 1450  | 1450  | 1550  | 1700 | 1750 | 1845 |
| Hurdsfield, Church            | 0717 | 0819 | 0857  | 0957  | 1057  | 1157  | 1257  | 1357  | 1457  | 1457  | 1557  | 1707 | 1757 | 1850 |
| Kerridge Rd Junction          | 0720 | 0822 | 0900  | 1000  | 1100  | 1200  | 1300  | 1400  | 1500  | 1500  | 1600  | 1710 | 1800 | 1853 |
| Rainow, Mount Pleasant        | 0722 | 0824 | 0902  | 1002  | 1102  | 1202  | 1302  | 1402  | 1502  | 1502  | 1602  | 1712 | 1802 | 1855 |
| Rainow, Smithy La             | 0724 | 0828 | 0904* | 1004* | 1104* | 1204* | 1304* | 1404* | 1504* | 1504* | 1604* | 1714 | 1804 | 1857 |
| The Highwayman                | 0728 |      | 0908  | 1008  | 1108  | 1208  | 1308  | 1408  | 1508  | 1508  | 1608  | 1718 | 1808 | 1901 |
| Charles Head                  | 0730 |      | 0910  | 1010  | 1110  | 1210  | 1310  | 1410  | 1510  | 1510  | 1610  | 1720 | 1810 | 1903 |
| Kettleshulme                  | 0733 |      | 0913  | 1013  | 1113  | 1213  | 1313  | 1413  | 1513  | 1513  | 1613  | 1723 | 1813 | 1906 |
| Taxal                         | 0737 |      | 0917  | 1017  | 1117  | 1217  | 1317  | 1417  | 1517  | 1517  | 1617  | 1727 | 1817 | 1910 |
| Horwich End, White Horse      | 0740 |      | 0920  | 1020  | 1120  | 1220  | 1320  | 1420  | 1520  | 1520  | 1620  | 1730 | 1820 | 1912 |
| Stoneheads                    |      |      |       |       |       |       |       |       |       |       |       |      |      |      |
| 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  |       | 1640  |      |      |      |
| Birch Vale, Grouse Hotel      | 0802 |      | 0942  |       | 1142  |       | 1342  |       | 1542  |       | 1642  |      |      |      |
| Hayfield, Bus Station         | 0805 |      | 0945  |       | 1145  |       | 1345  |       | 1545  |       | 1645  |      |      |      |

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

Codes      NS      Not Saturday      SCD      Schooldays Only      SSH Saturday & Schoolholidays

**Macclesfield-Buxton**

**PVR 1**

**Monday-Saturday**

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

**Monday-Saturday**

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

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

Seating Capacity      27

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

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



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

Monday to Friday (except Public Holidays)

|                                       | E1   | E1   | SCD  |      |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
|                                       |      |      | E1   | E1A  | E2   | E1B  | E2   | E1   | E2   | E1   | E1   | E2   | E1   | E2   | E1   | E1   |
| <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 | 1854 |
| Morley Green Church                   |      |      | 0737 |      |      | 0907 | 1007 | 1107 | 1207 | 1307 | 1407 | 1507 | 1607 | 1707 | 1807 | 1905 |
| <b>Wilmslow Bank Square Stop A</b>    |      |      | 0747 |      |      | 0917 | 1017 | 1117 | 1217 | 1317 | 1417 | 1517 | 1617 | 1717 | 1817 | 1914 |
| <b>Wilmslow Bank Square Stop A</b>    | 0640 |      | 0750 |      |      | 0920 | 1020 | 1120 | 1220 | 1320 | 1420 | 1520 | 1620 | 1720 | 1820 | 1915 |
| Wilmslow Rail Station                 | 0644 |      | 0754 |      |      | 0924 | 1024 | 1124 | 1224 | 1324 | 1424 | 1524 | 1624 | 1724 | 1824 | 1919 |
| Knolls Green, Bird In Hand            | 0657 |      | 0807 |      |      | 0937 | 1037 | 1137 | 1237 | 1327 | 1427 | 1527 | 1637 | 1737 | 1837 | 1932 |
| Small Lane Pepper Street              |      |      |      | 0805 |      |      |      |      |      |      |      |      |      |      |      |      |
| Hobcroft Lane Slade Lane              |      |      |      | 0808 |      |      |      |      |      |      |      |      |      |      |      |      |
| Mobberley CE Primary School           |      |      |      | 0813 |      |      |      |      |      |      |      |      |      |      |      |      |
| Mobberley Town Lane/Bucklow Ave       | 0701 |      | 0811 | 0818 |      | 0941 | 1041 | 1141 | 1241 | 1341 | 1441 | 1541 | 1641 | 1741 | 1841 | 1936 |
| <b>Knutford Bus Station Stand 3</b>   | 0710 |      | 0820 | 0825 |      | 0950 | 1050 | 1150 | 1250 | 1350 | 1450 | 1550 | 1650 | 1750 | 1850 | 1945 |
| <b>Knutford Bus Station Stand 3</b>   |      | 0745 |      |      | 0852 |      |      |      |      |      |      |      |      |      |      |      |
| <b>Knutford Academy</b>               |      |      |      | 0830 |      |      |      |      |      |      |      |      |      |      |      |      |
| Tabley Windmill                       |      |      |      |      | 0859 |      | 1059 |      | 1259 |      |      | 1559 |      | 1759 |      |      |
| Pickmere, Red Lion                    |      |      |      |      | 0905 |      | 1105 |      | 1305 |      |      | 1605 |      | 1805 |      |      |
| Wincham, Raynors Lane                 |      |      |      |      | 0908 |      | 1108 |      | 1308 |      |      | 1608 |      | 1808 |      |      |
| Lostock Gralam, Langford Road         |      |      |      |      | 0913 |      | 1113 |      | 1313 |      |      | 1613 |      | 1813 |      |      |
| Lostock Gralam, Crossroads            |      |      |      |      | 0918 |      | 1118 |      | 1318 |      |      | 1618 |      | 1818 |      |      |
| Northwich Railway Station             |      |      |      |      | 0923 |      | 1123 |      | 1323 |      |      | 1623 |      | 1823 |      |      |
| <b>Northwich, Watling Street</b>      |      |      |      |      | 0928 |      | 1128 |      | 1328 |      |      | 1628 |      | 1828 |      |      |
| <b>Knutford Bus Station</b>           |      | 0747 |      |      |      |      |      | 1154 |      | 1354 |      |      | 1654 |      |      |      |
| Knutsford Railway Station             |      |      |      |      |      | 0955 |      |      |      |      |      |      |      |      |      |      |
| Beggermans Lane                       |      |      |      |      |      |      |      | 1157 |      | 1357 |      |      | 1657 |      |      |      |
| Ollerton, Post Office                 |      | 0750 |      |      |      |      |      | 1202 |      | 1402 |      |      | 1702 |      |      |      |
| Whipping Stocks Inn                   |      | 0755 |      |      |      | 1002 |      | 1204 |      | 1404 |      |      | 1704 |      |      |      |
| Over Peover, Gate Inn                 |      | 0757 |      |      |      | 1010 |      | 1210 |      | 1410 |      |      | 1710 |      |      |      |
| Chefford, Station Road                |      | 0803 |      |      |      | 1014 |      | 1214 |      | 1414 |      |      | 1714 |      |      |      |
| Monks Heath, Traffic Lights           |      | 0807 |      |      |      | 1018 |      | 1218 |      | 1418 |      |      | 1718 |      |      |      |
| Macclesfield, Broken Cross            |      | 0811 |      |      |      | 1020 |      | 1220 |      | 1420 |      |      | 1720 |      |      |      |
| Macclesfield General Hospital         |      | 0813 |      |      |      | 1027 |      | 1227 |      | 1427 |      |      | 1727 |      |      |      |
| Churchill Way                         |      | 0820 |      |      |      | 1030 |      | 1230 |      | 1430 |      |      | 1730 |      |      |      |
| <b>Macclesfield Bus Station</b>       |      | 0825 |      |      |      | 1030 |      | 1230 |      | 1430 |      |      | 1730 |      |      |      |

|                                       | E1   | E2   | SCD  |      |      |      |    |      |      |      |      |      |      |      |      |      |      |      |
|---------------------------------------|------|------|------|------|------|------|----|------|------|------|------|------|------|------|------|------|------|------|
|                                       |      |      | E1   | E1   | E1   | E1   | E2 | E1   | E2   | E1B  | E2   | E1A  | E1   | E1   | E2   | E1   |      |      |
| <b>Macclesfield Bus Station</b>       |      |      | 0710 |      |      | 0830 |    |      | 1055 |      | 1255 |      | 1455 |      | 1745 |      |      |      |
| Churchill Way                         |      |      | 0713 |      |      | 0833 |    |      | 1058 |      | 1258 |      | 1458 |      | 1748 |      |      |      |
| Macclesfield General Hospital         |      |      | 0720 |      |      | 0840 |    |      | 1105 |      | 1305 |      | 1505 |      | 1755 |      |      |      |
| Macclesfield, Broken Cross            |      |      | 0722 |      |      | 0842 |    |      | 1107 |      | 1307 |      | 1507 |      | 1757 |      |      |      |
| Monks Heath, Traffic Lights           |      |      | 0726 |      |      | 0846 |    |      | 1111 |      | 1311 |      | 1511 |      | 1801 |      |      |      |
| Chefford, Station Road                |      |      | 0730 |      |      | 0850 |    |      | 1115 |      | 1315 |      | 1515 |      | 1805 |      |      |      |
| Over Peover, Gate Inn                 |      |      | 0736 |      |      | 0856 |    |      | 1121 |      | 1321 |      | 1521 |      | 1811 |      |      |      |
| Whipping Stocks Inn                   |      |      | 0738 |      |      | 0858 |    |      | 1123 |      | 1323 |      | 1523 |      | 1813 |      |      |      |
| Ollerton, Post Office                 |      |      | 0743 |      |      | 0903 |    |      | 1128 |      |      |      | 1528 |      | 1818 |      |      |      |
| Beggermans Lane                       |      |      |      |      |      |      |    |      |      |      | 1329 |      |      |      |      |      |      |      |
| Knutsford Rail Station                |      |      |      | 0746 |      | 0906 |    |      | 1131 |      |      |      | 1531 |      | 1821 |      |      |      |
| <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>Knutford Academy</b>               |      |      |      |      |      |      |    |      |      |      |      |      | 1530 |      |      |      |      |      |
| <b>Knutford Bus Station Stand 3</b>   |      | 0741 | 0748 |      |      | 0908 |    | 0935 | 1035 | 1135 | 1235 | 1335 | 1435 | 1535 | 1635 | 1735 | 1825 |      |
| <b>Knutford Bus Station Stand 3</b>   |      |      |      | 0715 | 0835 |      |    | 0944 | 1044 | 1144 | 1244 | 1344 | 1444 | 1542 | 1644 | 1744 | 1834 |      |
| Mobberley Town Lane/Bucklow Ave       |      |      |      |      |      |      |    |      |      |      |      |      |      | 1547 |      |      |      |      |
| Mobberley CE Primary School           |      |      |      |      |      |      |    |      |      |      |      |      |      | 1552 |      |      |      |      |
| Hobcroft Lane Slade Lane              |      |      |      |      |      |      |    |      |      |      |      |      |      | 1555 |      |      |      |      |
| Small Lane Pepper Street              |      |      |      |      |      |      |    |      |      |      |      |      |      |      |      |      |      |      |
| Knolls Green, Bird In Hand            |      |      |      | 0728 | 0848 |      |    | 0948 | 1048 | 1148 | 1248 | 1348 | 1448 |      | 1548 | 1648 | 1748 | 1838 |
| Wilmslow Rail Station                 |      |      |      | 0740 | 0900 |      |    | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 |      | 1600 | 1700 | 1800 | 1854 |
| <b>Wilmslow Bank Square Stop B</b>    |      |      |      | 0744 | 0904 |      |    | 1004 | 1104 | 1204 | 1304 | 1404 | 1504 |      | 1604 | 1704 | 1804 | 1854 |
| <b>Wilmslow Bank Square Stop B</b>    | 0638 |      |      | 0748 | 0908 |      |    | 1008 | 1108 | 1208 | 1308 | 1408 | 1508 |      | 1608 | 1708 | 1808 |      |
| Morley Green Church                   | 0648 |      |      | 0758 | 0918 |      |    | 1018 | 1118 | 1218 | 1318 | 1418 | 1518 |      | 1618 | 1718 | 1818 |      |
| Halebarns Hale Road/Rydal Drive       | 0700 |      |      | 0810 | 0930 |      |    | 1030 | 1130 | 1230 | 1330 | 1430 | 1530 |      | 1630 | 1730 | 1830 |      |
| <b>Altrincham Interchange Stand C</b> | 0710 |      |      | 0820 | 0940 |      |    | 1040 | 1140 | 1240 | 1340 | 1440 | 1540 |      | 1640 | 1740 | 1840 |      |

Saturdays

|                                     | E1   | E2   | E1B  | E2   | E1   | E2   | E1   | E2   | E1   | E2   | E1   | E1 |
|-------------------------------------|------|------|------|------|------|------|------|------|------|------|------|----|
|                                     |      |      |      |      |      |      |      |      |      |      |      |    |
| 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>Knutford Bus Station Stand 3</b> | 0850 | 0950 | 1050 | 1150 | 1250 | 1350 | 1450 | 1550 | 1650 | 1750 | 1850 |    |
| <b>Knutford 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 |      |    |
| <b>Knutford Bus Station</b>         |      |      |      |      |      |      |      |      |      |      |      |    |
| Knutsford Railway Station           | 0754 |      |      |      | 1154 |      | 1354 |      | 1554 |      |      |    |
| 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 |      |      |    |
| Chefford, Station Road              | 0809 |      | 1009 |      |      |      |      |      |      |      |      |    |

|                                       | E1   | E2   | E1   | E2   | E1   | E2   | E1B  | E2   | E1   | E2   | E1   |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| <b>Macclesfield Bus Station</b>       |      |      | 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 |
| <b>Northwich Watling Street</b>       |      | 0755 |      | 0955 |      | 1155 |      | 1355 |      | 1555 |      |
| Northwich Railway Station             |      | 0759 |      | 0959 |      | 1159 |      | 1359 |      | 1559 |      |
| Lostock Gtalam, Crossroads            |      | 0804 |      | 1004 |      | 1204 |      | 1404 |      | 1604 |      |
| Lostock Gtalam, Langford Road         |      | 0808 |      | 1008 |      | 1208 |      | 1408 |      | 1608 |      |
| Wincham Rayners lane                  |      | 0813 |      | 1013 |      | 1213 |      | 1413 |      | 1613 |      |
| Pickmere, Red Lion                    |      | 0816 |      | 1016 |      | 1216 |      | 1416 |      | 1616 |      |
| Tabley Windmill                       |      | 0823 |      | 1023 |      | 1223 |      | 1423 |      | 1623 |      |
| <b>Knutsford Bus Station Stand 3</b>  |      | 0831 | 0931 | 1031 | 1131 | 1231 | 1331 | 1431 | 1531 | 1631 | 1731 |
| <b>Knutsford Bus Station Stand 3</b>  | 0735 | 0835 | 0935 | 1035 | 1135 | 1235 | 1335 | 1435 | 1535 | 1635 | 1735 |
| Mobberley Town Lane/Bucklow Ave       | 0744 | 0844 | 0944 | 1044 | 1144 | 1244 | 1344 | 1444 | 1544 | 1644 | 1744 |
| Mobberley CE Primary School           |      |      |      |      |      |      |      |      |      |      |      |
| Hobcroft Lane Slade Lane              |      |      |      |      |      |      |      |      |      |      |      |
| Small Lane Pepper Street              |      |      |      |      |      |      |      |      |      |      |      |
| Knolls Green, Bird In Hand            | 0748 | 0848 | 0948 | 1048 | 1148 | 1248 | 1348 | 1448 | 1548 | 1648 | 1748 |
| Wilmslow Rail Station                 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 |
| <b>Wilmslow Bank Square Stop B</b>    | 0804 | 0904 | 1004 | 1104 | 1204 | 1304 | 1404 | 1504 | 1604 | 1704 | 1804 |
| <b>Wilmslow Bank Square Stop B</b>    | 0808 | 0908 | 1008 | 1108 | 1208 | 1308 | 1408 | 1508 | 1608 | 1708 | 1808 |
| Morley Green Church                   | 0818 | 0918 | 1018 | 1118 | 1218 | 1318 | 1418 | 1518 | 1618 | 1718 | 1818 |
| Halebarns Hale Road/Rydal Drive       | 0830 | 0930 | 1030 | 1130 | 1230 | 1330 | 1430 | 1530 | 1630 | 1730 | 1830 |
| <b>Altrincham Interchange Stand C</b> | 0840 | 0940 | 1040 | 1140 | 1240 | 1340 | 1440 | 1540 | 1640 | 1740 | 1840 |

**Route Description Northwich**

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

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

**Route Description Macclesfield**

**Outward**  
 Altrincham Interchange, Stamford New Road, Railway Street, Ashley Road, Hale Road, Hale Road, Wilmslow Road, Altrincham Road, Morley Green Road, Mobberley Road, Altrincham Road, Water Lane, Alderley Road, Green Lane, Swan Street, Station Road, Wilmslow Rail Station, Station Road, Manchester Road, Alderley Road, Bedells Lane, Chapel Lane, Moor Lane, Cumber Lane, Gravel Lane, Knutsford Road, Hall Lane, Town Lane, Knutsford Road, Mobberley Road, Manor Park North, Thorneyholme Drive, Mobberley Road, Hollow Lane, Brook Street, Adams Hill, Toft Road, Stanley Road, Bexton Road and Knutsford Bus Station, Bexton Road, Stanley Road, Adams Hill Brook Street, Chefford Road, A537, Ollerton, Seven Sisters Lane, A50, Whipping Stocks, Over Peover, Well Bank Lane, Mill Lane, Pepper Street, A537, Chefford Road, Broken Cross, Fallbroome 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, Fallbroome Road, Broken Cross, Chefford Road, A537, Pepper Street, Mill Lane, Well Bank Lane, Over Peover, Whipping Stocks, A50 Holmes Chapel Road, Seven Sisters Lane, Ollerton, A537 Chefford Road, Brook Street, Adams Hill, Stanley Road, Bexton Road, Knutsford Bus Station, Bexton Road, Toft Road then as reverse of outward route to Chapel Lane then Alderley Road, Manchester Road, Station Road, Wilmslow Rail Station, Station Road, Swan Street, Green Lane, Alderley Road, Water Lane then as reverse of outward route to Stamford New Road and Altrincham Interchange

**Seating Capacity 39**

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

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

Note: timetable is indicative and subject to change following receipt of tenders from operators. PVR 3

**Monday-Friday**

|   | F1   | F2   | F1   | F2   | F1   | F2   | F1   | F2   | F1   | F2   | F1   | F2   |
|---|------|------|------|------|------|------|------|------|------|------|------|------|
| <b>Macclesfield, Bus Station</b>            |      | 0710 | 0810 | 0925 | 1020 | 1125 | 1220 | 1325 | 1420 | 1520 | 1620 | 1740 |
| Churchill Way                               |      |      |      | 0928 | 1023 | 1128 | 1223 | 1328 | 1423 |      |      |      |
| Tytherington Badger Road                    |      |      | 0817 |      | 1028 |      | 1228 |      | 1428 |      | 1627 |      |
| Tytherington, Dorchester Way                |      | 0717 |      | 0933 |      | 1133 |      | 1333 |      | 1527 |      | 1747 |
| South West Avenue/Crossfield Road           |      | 0723 |      | 0939 |      | 1139 |      | 1339 |      | 1533 |      | 1753 |
| <b>Kerridge Bulls Head</b>                  |      |      | 0825 |      | 1036 |      | 1236 |      | 1436 |      | 1635 |      |
| <b>Bollington, Turners Arms</b>             |      | 0729 | 0833 | 0944 | 1044 | 1144 | 1244 | 1344 | 1444 | 1539 | 1643 | 1759 |
| Four Lane Ends, Miners Arms                 |      | 0740 | 0844 | 0955 | 1055 | 1155 | 1255 | 1355 | 1455 | 1550 | 1654 | 1810 |
| <b>Middlewood Green Lane</b>                | 0648 | 0748 | 0852 | 1003 | 1103 | 1203 | 1303 | 1403 | 1503 | 1558 | 1702 | 1818 |
| Hockley Post Office                         | 0653 | 0750 | 0854 | 1005 | 1105 | 1205 | 1305 | 1405 | 1505 | 1600 | 1704 | 1820 |
| <b>Poynton, Greymarsh Drive</b>             |      | 0757 | 0901 | 1010 | 1110 | 1210 | 1310 | 1410 | 1510 | 1606 | 1710 |      |
| Poynton Station                             | 0702 | 0802 | 0906 | 1014 | 1114 | 1214 | 1314 | 1414 | 1515 | 1611 | 1715 | 1829 |
| Hazel Grove Station                         | 0712 | 0813 | 0917 | 1023 | 1123 | 1223 | 1323 | 1423 | 1526 | 1622 | 1726 | 1840 |
| Dialstone Lane (for Stepping Hill Hospital) | 0717 | 0818 | 0922 | 1028 | 1128 | 1228 | 1328 | 1428 | 1531 | 1627 | 1731 | 1845 |
| <b>Stockport Bus Station</b>                | 0735 | 0835 | 0937 | 1043 | 1143 | 1243 | 1343 | 1443 | 1546 | 1645 | 1749 | 1900 |

|   | F2   | F2   | F1   | F2   | F1   | F2   | F1   | F2   | F1   | F2   | F1   | F2   |
|---|------|------|------|------|------|------|------|------|------|------|------|------|
| <b>Stockport Bus Station</b>                | 0645 | 0745 | 0850 | 0950 | 1050 | 1150 | 1250 | 1350 | 1450 | 1610 | 1720 | 1820 |
| Dialstone Lane (for Stepping Hill Hospital) | 0700 | 0800 | 0905 | 1005 | 1105 | 1205 | 1305 | 1405 | 1505 | 1625 | 1738 | 1835 |
| Hazel Grove Station                         | 0705 | 0805 | 0910 | 1010 | 1110 | 1210 | 1310 | 1410 | 1510 | 1630 | 1743 | 1840 |
| Poynton Station                             | 0714 | 0816 | 0919 | 1019 | 1119 | 1219 | 1319 | 1419 | 1521 | 1641 | 1754 | 1851 |
| <b>Poynton, Greymarsh Drive</b>             | 0718 | 0821 | 0924 | 1024 | 1124 | 1224 | 1324 | 1424 | 1526 | 1646 | 1759 | 1856 |
| Hockley Post Office                         | 0723 | 0826 | 0929 | 1029 | 1129 | 1229 | 1329 | 1429 | 1532 | 1652 | 1805 | 1902 |
| <b>Middlewood Green Lane</b>                | 0725 | 0828 | 0931 | 1031 | 1131 | 1231 | 1331 | 1431 | 1534 | 1654 | 1807 | 1907 |
| Four Lane Ends, Miners Arms                 | 0733 | 0836 | 0939 | 1039 | 1139 | 1239 | 1339 | 1439 | 1542 | 1702 | 1815 |      |
| <b>Bollington, Turners Arms</b>             | 0744 | 0847 | 0950 | 1050 | 1150 | 1250 | 1350 | 1450 | 1553 | 1713 | 1826 |      |
| Kerridge Bulls Head                         |      |      | 0958 |      | 1158 |      | 1358 |      | 1601 |      | 1834 |      |
| South West Avenue/Crossfield Road           | 0752 | 0855 |      | 1058 |      | 1258 |      | 1458 |      | 1721 |      |      |
| Tytherington, Dorchester Way                | 0758 | 0901 |      | 1104 |      | 1304 |      | 1504 |      | 1727 |      |      |
| Tytherington, Badger Road                   |      |      | 1006 |      | 1206 |      | 1406 |      | 1609 |      | 1842 |      |
| Churchill Way                               |      |      | 1012 |      | 1109 |      | 1212 |      | 1309 |      | 1412 | 1509 |
| <b>Macclesfield, Bus Station</b>            | 0805 | 0908 | 1015 | 1112 | 1215 | 1312 | 1415 | 1512 | 1617 | 1734 | 1849 |      |

**Saturday**

|   | F2   | F1   | F2   | F1   | F2   | F1   | F2   | F1   | F2   | F1   |
|---|------|------|------|------|------|------|------|------|------|------|
| <b>Macclesfield, Bus Station</b>            | 0720 | 0820 | 0925 | 1020 | 1125 | 1220 | 1325 | 1420 | 1525 | 1620 |
| Churchill Way                               |      |      | 0928 | 1023 | 1128 | 1223 | 1328 | 1423 | 1528 |      |
| Tytherington Badger Road                    |      | 0827 |      | 1028 |      | 1228 |      | 1428 |      | 1628 |
| Tytherington, Dorchester Way                | 0727 |      | 0933 |      | 1133 |      | 1333 |      | 1533 |      |
| South West Avenue/Crossfield Road           | 0733 |      | 0939 |      | 1139 |      | 1339 |      | 1539 |      |
| <b>Kerridge Bulls Head</b>                  |      | 0835 |      | 1036 |      | 1236 |      | 1436 |      | 1636 |
| <b>Bollington, Turners Arms</b>             | 0739 | 0843 | 0944 | 1044 | 1144 | 1244 | 1344 | 1444 | 1544 | 1644 |
| Four Lane Ends, Miners Arms                 | 0750 | 0854 | 0955 | 1055 | 1155 | 1255 | 1355 | 1455 | 1555 | 1655 |
| <b>Middlewood Green Lane</b>                | 0758 | 0902 | 1003 | 1103 | 1203 | 1303 | 1403 | 1503 | 1603 | 1703 |
| Hockley Post Office                         | 0800 | 0904 | 1005 | 1105 | 1205 | 1305 | 1405 | 1505 | 1605 | 1705 |
| <b>Poynton, Greymarsh Drive</b>             | 0805 | 0909 | 1010 | 1110 | 1210 | 1310 | 1410 | 1510 | 1610 | 1710 |
| Poynton Station                             | 0809 | 0913 | 1014 | 1114 | 1214 | 1314 | 1414 | 1514 | 1614 | 1714 |
| Hazel Grove Station                         | 0818 | 0922 | 1023 | 1123 | 1223 | 1323 | 1423 | 1523 | 1623 | 1723 |
| Dialstone Lane (for Stepping Hill Hospital) | 0823 | 0927 | 1028 | 1128 | 1228 | 1328 | 1428 | 1528 | 1628 | 1723 |
| <b>Stockport Bus Station</b>                | 0838 | 0942 | 1043 | 1143 | 1243 | 1343 | 1443 | 1543 | 1643 | 1743 |

|   | F2   | F1   | F2   | F1   | F2   | F1   | F2   | F1   | F2   | F1   |
|---|------|------|------|------|------|------|------|------|------|------|
| <b>Stockport Bus Station</b>                | 0750 | 0850 | 0950 | 1050 | 1150 | 1250 | 1350 | 1450 | 1550 | 1650 |
| Dialstone Lane (for Stepping Hill Hospital) | 0805 | 0905 | 1005 | 1105 | 1205 | 1305 | 1405 | 1505 | 1605 | 1705 |
| Hazel Grove Station                         | 0810 | 0910 | 1010 | 1110 | 1210 | 1310 | 1410 | 1510 | 1610 | 1710 |
| Poynton Station                             | 0819 | 0919 | 1019 | 1119 | 1219 | 1319 | 1419 | 1519 | 1619 | 1719 |
| <b>Poynton, Greymarsh Drive</b>             | 0824 | 0924 | 1024 | 1124 | 1224 | 1324 | 1424 | 1524 | 1624 | 1724 |
| Hockley Post Office                         | 0829 | 0929 | 1029 | 1129 | 1229 | 1329 | 1429 | 1529 | 1629 | 1729 |
| <b>Middlewood Green Lane</b>                | 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 |
| <b>Bollington, Turners Arms</b>             | 0850 | 0950 | 1050 | 1150 | 1250 | 1350 | 1450 | 1550 | 1650 | 1750 |
| Kerridge Bulls Head                         |      | 0958 |      | 1158 |      | 1358 |      | 1558 |      | 1758 |
| South West Avenue/Crossfield Road           | 0858 |      | 1058 |      | 1258 |      | 1458 |      | 1658 |      |
| Tytherington, Dorchester Way                | 0904 |      | 1104 |      | 1304 |      | 1504 |      | 1704 |      |
| Tytherington, Badger Road                   |      | 1006 |      | 1206 |      | 1406 |      | 1606 |      | 1806 |
| Churchill Way                               |      | 1012 | 1109 | 1212 | 1309 | 1412 | 1509 |      |      |      |
| <b>Macclesfield, Bus Station</b>            | 0912 | 1015 | 1112 | 1215 | 1312 | 1415 | 1512 | 1615 | 1712 | 1815 |

**Route Description**

**Route F1**

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

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

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

**Route F2**

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

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

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

**Seating Capacity**

21-23

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

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

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

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

PVR 2

| Monday, Wednesday, Friday | G1 Nantwich-Wrenbury school time service |      |      |      |      |      |      |        |      |      |      |      |
|---------------------------|--|------|------|------|------|------|------|--------|------|------|------|------|
|                           | G2 Nantwich-Wrenbury Circular            |      |      |      |      |      |      |        |      |      |      |      |
|                           | SCD                                      | SH   |      |      |      |      |      |        | SCD  | SH   |      |      |
| Nantwich Bus Station      | 0735                                     | 0735 | 0845 | 1015 | 1115 | 1245 | 1415 |        | 1505 | 1505 | 1620 | 1725 |
| Malbank School            |  |      |      |      |      |      |      |        | 1515 |      |      |      |
| Acton Church              |  |      |      |      |      |      |      |        | 1520 |      |      |      |
| Swanley                   |  |      |      |      |      |      |      |        | 1522 |      |      |      |
| Nantwich Millfields       | 0740                                     | 0740 | 0850 | 1020 | 1120 | 1250 | 1420 |        | 1510 | 1625 | 1730 |      |
| Ravensmoor Farmers Arms   | 0743                                     | 0743 | 0853 |      | 1123 | 1253 |      |        | 1525 | 1513 | 1628 | 1733 |
| Sound Common Lane         |  |      |      |      | 1128 | 1258 |      |        |      | 1518 | 1633 | 1738 |
| Aston Crossroads          |  |      |      |      | 1133 | 1303 |      |        |      | 1523 | 1638 | 1743 |
| Wrenbury Station          |  |      |      |      | 1135 | 1305 |      |        | 1531 | 1525 | 1640 | 1745 |
| Wrenbury Pinsley View     | 0751                                     | 0751 | 0901 |      | 1137 | 1307 |      |        | 1533 | 1527 | 1642 | 1747 |
| Gauntons Bank             |  |      | 0908 |      | 1144 | 1314 |      |        |      |      | 1649 |      |
| Marbury The Swan          |  |      | 0912 |      | 1148 | 1318 |      |        |      |      | 1653 |      |
| Wrenbury Pinsley View     | 0751                                     | 0751 | 0921 |      | 1157 | 1327 |      |        |      |      | 1702 |      |
| Wrenbury Station          | 0753                                     | 0753 | 0923 |      |      |      |      |        | 1535 |      |      |      |
| Aston Crossroads          | 0755                                     | 0755 | 0923 |      |      |      |      |        |      |      |      |      |
| Sound Common Lane         | 0800                                     | 0800 | 0928 |      |      |      |      |        | via  |      |      |      |
| Ravensmoor Farmers Arms   | 0805                                     | 0805 | 0933 |      | 1205 | 1335 |      | Audlem | 1535 | 1710 | 1755 |      |
| Nantwich Millfields       |  | 0808 | 0936 | 1020 | 1208 | 1338 | 1420 |        | 1538 | 1713 | 1758 |      |
| Swanley                   | 0808                                     |      |      |      |      |      |      |        |      |      |      |      |
| Acton Church              | 0815                                     |      |      |      |      |      |      |        |      |      |      |      |
| Malbank School            | 0818                                     |      |      |      |      |      |      |        |      |      |      |      |
| Nantwich Bus Station      | 0823                                     | 0813 | 0941 | 1025 | 1213 | 1343 | 1425 |        | 1613 | 1543 | 1718 | 1803 |

| Monday, Wednesday, Friday  | G3 Nantwich-Audlem-Whitchurch |      |      |      |      |      |      |      |      |      |      |      |      |
|----------------------------|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
|                            |                               | SCD  | SH   |      |      |      |      |      |      | SCD  | SH   |      |      |
| Nantwich Bus Station       | 0745                          | 0845 | 0915 | 0945 | 1115 | 1315 | 1345 |      | 1510 | 1515 | 1625 | 1725 | 1825 |
| Nantwich, Railway Station  | 0749                          | 0849 | 0919 | 0949 | 1119 | 1319 | 1349 |      | 1514 | 1519 | 1629 | 1729 | 1829 |
| Delamere Road              |                               | 0854 | 0924 | 0954 | 1124 | 1324 | 1354 |      | 1519 | 1524 | 1634 | 1734 |      |
| The Pike                   |                               | 0859 | 0929 | 0959 | 1129 | 1329 | 1359 |      | 1524 | 1529 | 1639 | 1739 |      |
| Brine Leas School          |                               |      |      |      |      |      |      |      | 1527 |      |      |      |      |
| Hankelow, White Lion PH    | 0801                          |      | 0941 |      | 1141 | 1341 |      |      | 1541 | 1541 | 1651 | 1751 | 1841 |
| Buerton, Festival Avenue   | 0806                          |      | 0946 |      | 1146 | 1346 |      |      | 1546 | 1546 | 1656 | 1756 |      |
| Audlem, St James Church    | 0811                          |      | 0951 |      | 1151 | 1351 |      |      | 1551 | 1551 | 1701 | 1801 | 1846 |
| Lightwood Green            |                               |      | 0954 |      | 1154 | 1354 |      |      |      |      |      |      |      |
| Burleydam Combermere Arms  |                               |      | 0957 |      | 1157 | 1357 |      |      |      |      |      |      |      |
| Broughall                  |                               |      | 1000 |      | 1200 | 1400 |      |      |      |      |      |      |      |
| Whitchurch Railway Station |                               |      | 1003 |      | 1203 | 1403 |      |      |      |      |      |      |      |
| Whitchurch Bus Station     |                               |      | 1008 |      | 1208 | 1408 |      |      |      |      |      |      |      |
| Whitchurch Bus Station     |                               | SCD  | SH   |      | 1010 | 1210 |      |      | 1410 |      |      |      |      |
| Whitchurch Railway Station |                               |      |      |      | 1013 | 1213 |      |      | 1413 |      |      |      |      |
| Broughall                  |                               |      |      |      | 1016 | 1216 |      |      | 1416 |      |      |      |      |
| Burleydam Combermere Arms  |                               |      |      |      | 1019 | 1219 |      |      | 1419 |      |      |      |      |
| Lightwood Green            |                               |      |      |      | 1022 | 1222 |      |      | 1422 |      |      |      |      |
| Audlem, St James Church    | 0811                          | 0811 |      |      | 1026 | 1226 |      |      | 1426 | 1547 | 1551 | 1701 | 1801 |
| Buerton, Festival Avenue   |                               |      |      |      | 1031 | 1231 |      |      | 1431 | 1552 |      |      |      |
| Hankelow, White Lion PH    | 0816                          | 0816 |      |      | 1036 | 1236 |      |      | 1436 | 1557 | 1556 | 1706 | 1806 |
| Brine Leas School          | 0825                          | 0825 |      |      |      |      |      |      |      |      |      |      |      |
| The Pike                   |                               |      | 0859 | 0959 | 1048 | 1248 | 1359 | 1448 |      |      | 1608 |      |      |
| Delamere Road              |                               |      | 0904 | 1004 | 1053 | 1253 | 1404 | 1453 |      |      | 1613 |      |      |
| Nantwich, Railway Station  | 0828                          | 0828 | 0909 | 1009 | 1058 | 1258 | 1409 | 1458 | 1609 | 1618 | 1718 | 1818 |      |
| Malbank School             | 0835                          |      |      |      |      |      |      |      |      |      |      |      |      |
| Nantwich Bus Station       | 0840                          | 0833 | 0913 | 1013 | 1102 | 1302 | 1413 | 1502 | 1613 | 1622 | 1722 | 1822 |      |

|                         | G1   |                            | Nantwich-Wrenbury school time service |      |      |        |      |      |      |
|-------------------------|------|----------------------------|---------------------------------------|------|------|--------|------|------|------|
|                         | G2   | Nantwich-Wrenbury Circular |                                       |      |      |        |      |      |      |
| Tuesday & Thursday      | SCD  | SH                         |                                       |      |      | SCD    | SH   |      |      |
| Nantwich Bus Station    | 0735 | 0735                       | 0845                                  | 1115 | 1245 | 1505   | 1505 | 1620 | 1725 |
| Malbank School          |      |                            |                                       |      |      | 1515   |      |      |      |
| Acton Church            |      |                            |                                       |      |      | 1520   |      |      |      |
| Swanley                 |      |                            |                                       |      |      | 1522   |      |      |      |
| Nantwich Millfields     | 0740 | 0740                       | 0850                                  | 1120 | 1250 |        | 1510 | 1625 | 1730 |
| Ravensmoor Farmers Arms | 0743 | 0743                       | 0853                                  | 1123 | 1253 | 1525   | 1513 | 1628 | 1733 |
| Sound Common Lane       |      |                            |                                       | 1128 | 1258 |        | 1518 | 1633 | 1738 |
| Aston Crossroads        |      |                            |                                       | 1133 | 1303 |        | 1523 | 1638 | 1743 |
| Wrenbury Station        |      |                            |                                       | 1135 | 1305 | 1531   | 1525 | 1640 | 1745 |
| Wrenbury Pinsley View   | 0751 | 0751                       | 0901                                  | 1137 | 1307 | 1533   | 1527 | 1642 | 1747 |
| Gauntons Bank           |      |                            | 0908                                  | 1144 | 1314 |        |      | 1649 |      |
| Marbury The Swan        |      |                            | 0912                                  | 1148 | 1318 |        |      | 1653 |      |
| Wrenbury Pinsley View   | 0751 | 0751                       | 0921                                  | 1157 | 1327 |        |      | 1702 |      |
| Wrenbury Station        | 0753 | 0753                       | 0923                                  |      |      | 1535   |      |      |      |
| Aston Crossroads        | 0755 | 0755                       | 0923                                  |      |      |        |      |      |      |
| Sound Common Lane       | 0800 | 0800                       | 0928                                  |      |      | via    |      |      |      |
| Ravensmoor Farmers Arms | 0805 | 0805                       | 0933                                  | 1205 | 1335 | Audlem | 1533 | 1710 | 1755 |
| Nantwich Millfields     |      | 0808                       | 0936                                  | 1208 | 1338 |        | 1536 | 1713 | 1758 |
| Swanley                 | 0808 |                            |                                       |      |      |        |      |      |      |
| Acton Church            | 0815 |                            |                                       |      |      |        |      |      |      |
| Malbank School          | 0818 |                            |                                       |      |      |        |      |      |      |
| Nantwich Bus Station    | 0823 | 0813                       | 0941                                  | 1213 | 1343 | 1613   | 1541 | 1718 | 1803 |

|                            | G3   |      | Nantwich-Audlem-Whitchurch |      |      |      |      |      |      |      |
|----------------------------|------|------|----------------------------|------|------|------|------|------|------|------|
|                            | SCD  | SH   |                            |      |      | SCD  | SH   |      |      |      |
| Nantwich Bus Station       | 0745 | 0845 | 0915                       | 1115 | 1315 | 1510 | 1515 | 1625 | 1725 | 1825 |
| Nantwich, Railway Station  | 0749 | 0849 | 0919                       | 1119 | 1319 | 1514 | 1519 | 1629 | 1729 | 1829 |
| Delamere Road              |      | 0854 | 0924                       | 1124 | 1324 | 1519 | 1524 | 1634 | 1734 |      |
| The Pike                   |      | 0859 | 0929                       | 1129 | 1329 | 1524 | 1529 | 1639 | 1739 |      |
| Brine Leas School          |      |      |                            |      |      | 1527 |      |      |      |      |
| Hankelow, White Lion PH    | 0801 |      | 0941                       | 1141 | 1341 | 1541 | 1541 | 1651 | 1751 | 1841 |
| Buerton, Festival Avenue   | 0806 |      | 0946                       | 1146 | 1346 | 1546 | 1546 | 1656 | 1756 |      |
| Audlem, St James Church    | 0811 |      | 0951                       | 1151 | 1351 | 1551 | 1551 | 1701 | 1801 | 1846 |
| Lightwood Green            |      |      | 0954                       | 1154 | 1354 |      |      |      |      |      |
| Burleydam Combermere Arms  |      |      | 0957                       | 1157 | 1357 |      |      |      |      |      |
| Broughall                  |      |      | 1000                       | 1200 | 1400 |      |      |      |      |      |
| Whitchurch Railway Station |      |      | 1003                       | 1203 | 1403 |      |      |      |      |      |
| Whitchurch Bus Station     |      |      | 1008                       | 1208 | 1408 |      |      |      |      |      |

|                            | SCD  | SH   |      |      |      | SCD  | SH   |      |      |      |
|----------------------------|------|------|------|------|------|------|------|------|------|------|
| Whitchurch Bus Station     |      |      |      | 1010 | 1210 | 1410 |      |      |      |      |
| Whitchurch Railway Station |      |      |      | 1013 | 1213 | 1413 |      |      |      |      |
| Broughall                  |      |      |      | 1016 | 1216 | 1416 |      |      |      |      |
| Burleydam Combermere Arms  |      |      |      | 1019 | 1219 | 1419 |      |      |      |      |
| Lightwood Green            |      |      |      | 1022 | 1222 | 1422 |      |      |      |      |
| Audlem, St James Church    | 0811 | 0811 |      | 1026 | 1226 | 1426 | 1547 | 1551 | 1701 | 1801 |
| Buerton, Festival Avenue   |      |      |      | 1031 | 1231 | 1431 | 1552 |      |      |      |
| Hankelow, White Lion PH    | 0816 | 0816 |      | 1036 | 1236 | 1436 | 1557 | 1556 | 1706 | 1806 |
| Brine Leas School          | 0825 | 0825 |      |      |      |      |      |      |      |      |
| The Pike                   |      |      | 0859 | 1048 | 1248 | 1448 |      | 1608 |      |      |
| Delamere Road              |      |      | 0904 | 1053 | 1253 | 1453 |      | 1613 |      |      |
| Nantwich, Railway Station  | 0828 | 0828 | 0909 | 1058 | 1258 | 1458 | 1609 | 1618 | 1718 | 1818 |
| Malbank School             | 0835 |      |      |      |      |      |      |      |      |      |
| Nantwich Bus Station       | 0840 | 0833 | 0913 | 1102 | 1302 | 1502 | 1613 | 1622 | 1722 | 1822 |

|                         | G2   |      | Nantwich-Wrenbury Circular |      |      |      |      |  |  |
|-------------------------|------|------|----------------------------|------|------|------|------|--|--|
|                         | SCD  | SH   |                            |      |      | SCD  | SH   |  |  |
| Nantwich Bus Station    | 0735 | 0845 | 1115                       | 1245 | 1505 | 1620 | 1725 |  |  |
| Malbank School          |      |      |                            |      |      |      |      |  |  |
| Acton Church            |      |      |                            |      |      |      |      |  |  |
| Swanley                 |      |      |                            |      |      |      |      |  |  |
| Nantwich Millfields     | 0740 | 0850 | 1120                       | 1250 | 1510 | 1625 | 1730 |  |  |
| Ravensmoor Farmers Arms | 0743 | 0853 | 1123                       | 1253 | 1513 | 1628 | 1733 |  |  |
| Sound Common Lane       |      |      | 1128                       | 1258 | 1518 | 1633 | 1738 |  |  |
| Aston Crossroads        |      |      | 1133                       | 1303 | 1523 | 1638 | 1743 |  |  |
| Wrenbury Station        |      |      | 1135                       | 1305 | 1525 | 1640 | 1745 |  |  |
| Wrenbury Pinsley View   | 0751 | 0901 | 1137                       | 1307 | 1527 | 1642 | 1747 |  |  |
| Gauntons Bank           |      | 0908 | 1144                       | 1314 |      | 1649 |      |  |  |
| Marbury The Swan        |      | 0912 | 1148                       | 1318 |      | 1653 |      |  |  |
| Wrenbury Station        | 0753 | 0921 | 1157                       | 1327 |      | 1702 |      |  |  |
| Aston Crossroads        | 0755 | 0923 |                            |      |      | 1704 |      |  |  |
| Sound Common Lane       | 0800 | 0928 |                            |      |      | 1709 |      |  |  |
| Ravensmoor Farmers Arms | 0805 | 0933 | 1205                       | 1335 | 1533 | 1714 | 1753 |  |  |
| Nantwich Millfields     | 0808 | 0936 | 1208                       | 1338 | 1536 | 1717 | 1756 |  |  |
| Swanley                 |      |      |                            |      |      |      |      |  |  |
| Acton Church            |      |      |                            |      |      |      |      |  |  |
| Malbank School          |      |      |                            |      |      |      |      |  |  |
| Nantwich Bus Station    | 0813 | 0941 | 1213                       | 1343 | 1541 | 1722 | 1801 |  |  |

**G3 Nantwich-Audlem-Whitchurch**

**Saturday**

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

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

**G4 Nantwich-Bunbury-Bulkeley Circular**

**Tuesday**

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

**G5 Nantwich-Bunbury-Tiverton- Circular**

**Thursday, Saturday**

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

**Route Description**

**Route G1/G2**

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

Certain journeys operate via the reverse of this route.

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



**Route G2A Millfields**

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

**Route G1 PM School Journey**

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

**Route G3**

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

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

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

Certain journeys divert into Brine Leas School

**Route G4**

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

**Route G5**

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

**Seating Capacity**

27

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

|   |   |                  |
|---|---|------------------|
| Route reference number  | H1, H2, H3  |                  |
| Status  | Final   |                  |
| Locations linked by service   | Congleton-Bromley Estate; Congleton-Mossley;<br>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>Changes from Consulted Route</b>   |   |                  |
| No changes proposed.  |   |                  |
| <b>Summary of route</b>   |   |                  |
| Half hourly weekday and Saturday Congleton town services using the present route and timetable of the 90, 91 and 92 services. |   |                  |

|                |                                 |  |
|----------------|---------------------------------|--|
| <b>Route H</b> | <b>Congleton Local Services</b> | <b>Version for November 2017 Cabinet Paper</b> |
|----------------|---------------------------------|--|

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

PVR 2

### H1 Congleton-Bromley Estate

#### Monday-Saturday

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

### H2 Congleton-Mossley

#### Monday-Saturday

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

### H3 Congleton-Buglawton

#### Monday-Saturday

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

#### Route Descriptions

##### Service H1

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

##### Service H2

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

##### Service H3

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

#### Seating Capacity

27

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

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

|                   |                |   |   |
|-------------------|----------------|---|---|
| Route J1, J2 & J3 | J1<br>J2<br>J3 | Leighton Hospital - Sandbach - Alsager - Rode Heath - Scholar Green - Congleton<br>Sandbach - Holmes Chapel - Twemlow Green - Sandbach<br>Sandbach - Cookesmere Lane / Sandbach - Sandbach / Sandbach - Elworth | Version for November 2017 Cabinet Paper |
|-------------------|----------------|---|---|

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

PVR 3

**Mondays to Fridays (excluding Public Holidays)**

|                                     | SCD  | SH   |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|------|
| <b>Leighton Hospital</b>            |      |      | 0745 | 0845 | 1045 | 1245 | 1445 | 1545 | 1715 |
| Coppenhall, Eight Farmers           |      |      | 0749 | 0849 | 1049 | 1249 | 1449 | 1549 | 1719 |
| Ettiley Heath, Salt Line Way        |      |      | 0758 | 0858 | 1058 | 1258 | 1458 | 1558 | 1728 |
| Sandbach, Railway Station           |      |      | 0802 | 0902 | 1102 | 1302 | 1502 | 1602 | 1732 |
| <b>Sandbach, The Commons</b>        |      |      | 0808 | 0908 | 1108 | 1308 | 1508 | 1608 | 1738 |
| Malins Bank, Crown Drive            |      |      | 0815 | 0915 | 1115 | 1315 | 1515 | 1615 | 1745 |
| Hassall Green, Canal Bridge         |      |      | 0819 | 0919 | 1119 | 1319 | 1519 | 1619 | 1749 |
| Pkemer Road, Bedford Crescent       |      |      |      | 0925 | 1125 | 1325 | 1525 | 1625 |      |
| Cranberry Lane, Close Lane          |      |      |      | 0931 | 1131 | 1331 | 1531 | 1631 |      |
| <b>Alsager, Bank Corner</b>         | 0735 | 0735 | 0829 | 0937 | 1137 | 1337 | 1537 | 1637 | 1759 |
| Linley Road, Barratt Road           |      |      |      | 0943 | 1143 | 1343 | 1543 |      |      |
| Greengate Avenue, Bratteswood Drive |      |      |      | 0947 | 1147 | 1347 | 1547 |      |      |
| <b>Rode Heath, Heath Avenue</b>     | 0743 | 0743 | 0837 | 0951 | 1151 | 1351 | 1551 | 1645 | 1807 |
| Scholar Green, Meade Avenue         | 0752 | 0752 |      | 1000 | 1200 | 1400 | 1600 |      |      |
| Kidsgrove                           | 0800 | 0800 |      | 1008 | 1208 | 1408 | 1608 |      |      |
| Whitehill Kidsgrove Health Centre   | 0804 | 0804 |      | 1013 | 1213 | 1413 | 1613 |      |      |
| Dales Green Corner                  | 0806 | 0806 |      | 1017 | 1217 | 1417 | 1617 |      |      |
| Mow Cop Bank                        | 0810 | 0810 |      | 1019 | 1219 | 1419 | 1619 |      |      |
| Scholar Green, Stone Chair Lane     | 0812 |      |      |      |      |      |      |      | 1815 |
| Kent Green Wharf                    |      | 0812 |      | 1021 | 1221 | 1421 | 1621 |      |      |
| Asbury Church                       | 0820 | 0821 |      | 1029 | 1229 | 1429 | 1629 |      |      |
| <b>Congleton High School</b>        | 0825 |      |      |      |      |      |      |      |      |
| Ullswater Road                      |      | 0824 |      | 1032 | 1232 | 1432 | 1632 |      |      |
| <b>Congleton Fairground</b>         | 0835 | 0831 |      | 1040 | 1240 | 1440 | 1640 |      |      |

**Monday to Friday**

|                                     |      |      |      | SH   | SCD  |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| <b>Congleton Fairground</b>         |      |      | 0845 | 1045 | 1245 | 1445 | 1455 | 1710 |
| Ullswater Road                      |      |      | 0853 | 1053 | 1253 | 1453 |      | 1718 |
| <b>Congleton High School</b>        |      |      |      |      |      |      | 1510 |      |
| Asbury Church                       |      |      | 0856 | 1056 | 1256 | 1456 | 1515 | 1721 |
| Kent Green Wharf                    |      |      | 0904 | 1104 | 1304 | 1504 |      | 1729 |
| Scholar Green, Stone Chair Lane     | 0740 |      |      |      |      |      | 1523 |      |
| Mow Cop Bank                        |      |      | 0906 | 1106 | 1306 | 1506 | 1525 | 1731 |
| Dales Green Corner                  |      |      | 0908 | 1108 | 1308 | 1508 | 1527 | 1733 |
| Whitehill Kidsgrove Health Centre   |      |      | 0912 | 1112 | 1312 | 1512 | 1531 | 1737 |
| Kidsgrove                           |      |      | 0916 | 1116 | 1316 | 1516 | 1534 | 1741 |
| Scholar Green, Meade Avenue         |      |      | 0924 | 1124 | 1324 | 1524 | 1541 | 1749 |
| <b>Rode Heath, Heath Avenue</b>     | 0748 | 0838 | 0933 | 1133 | 1333 | 1533 | 1550 | 1648 |
| Greengate Avenue, Bratteswood Drive |      |      | 0937 | 1137 | 1337 | 1537 | 1554 |      |
| Linley Road, Barratt Road           |      |      | 0941 | 1141 | 1341 | 1541 | 1558 |      |
| <b>Alsager, Bank Corner</b>         | 0756 | 0846 | 0947 | 1147 | 1347 | 1547 | 1604 | 1656 |
| Cranberry Lane, Close Lane          |      |      | 0953 | 1153 | 1353 | 1553 | 1612 |      |
| Pkemer Road, Bedford Crescent       |      |      | 0959 | 1159 | 1359 | 1559 | 1618 |      |
| Hassall Green, Canal Bridge         | 0805 | 0855 | 1005 | 1205 | 1405 | 1605 | 1624 | 1705 |
| Malins Bank, Crown Drive            | 0809 | 0859 | 1009 | 1209 | 1409 | 1609 | 1628 | 1709 |
| <b>Sandbach, The Commons</b>        | 0816 | 0906 | 1016 | 1216 | 1416 | 1516 | 1616 | 1635 |
| Sandbach, Railway Station           | 0823 |      | 1023 | 1223 | 1423 | 1523 | 1623 | 1642 |
| Ettiley Heath, Salt Line Way        | 0827 |      | 1027 | 1227 | 1427 | 1527 | 1627 | 1646 |
| Coppenhall, Eight Farmers           | 0836 |      | 1036 | 1236 | 1436 | 1536 | 1636 | 1653 |
| <b>Leighton Hospital</b>            | 0840 |      | 1040 | 1240 | 1440 | 1540 | 1640 | 1657 |

Code SCD Schooldays Only SH Schoolholidays

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

**Mondays to Fridays (excluding Public Holidays)**

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

**J3 Sandbach-Cookesmere Lane**

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

|                        |      |      |      |
|------------------------|------|------|------|
| <b>Sandbach Common</b> | 0950 | 1150 | 1350 |
| Cookesmere Lane        | 0954 | 1154 | 1354 |
| Belmont Avenue         | 0956 | 1156 | 1356 |
| <b>Sandbach Common</b> | 1000 | 1200 | 1400 |

**J3 Sandbach-Sandbach Heath**

|                            |      |      |      |      |
|----------------------------|------|------|------|------|
| <b>Sandbach Common</b>     | 0933 | 1133 | 1233 | 1333 |
| Manor Park                 | 0938 | 1138 | 1238 | 1338 |
| Sandbach Heath, Heath Road | 0941 | 1141 | 1241 | 1341 |
| <b>Sandbach Common</b>     | 0948 | 1148 | 1248 | 1348 |

**J3 Sandbach-Elworth Circular**

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

**Route J1 Route Description**

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

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

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

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

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

**Route J2 Route Description**

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

**Route J3 Route Description - Sandbach-Cookesmere Lane**

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

**Route J3 Route Description - Sandbach-Sandbach**

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

**Route J3 Route Description - Sandbach-Elworth**

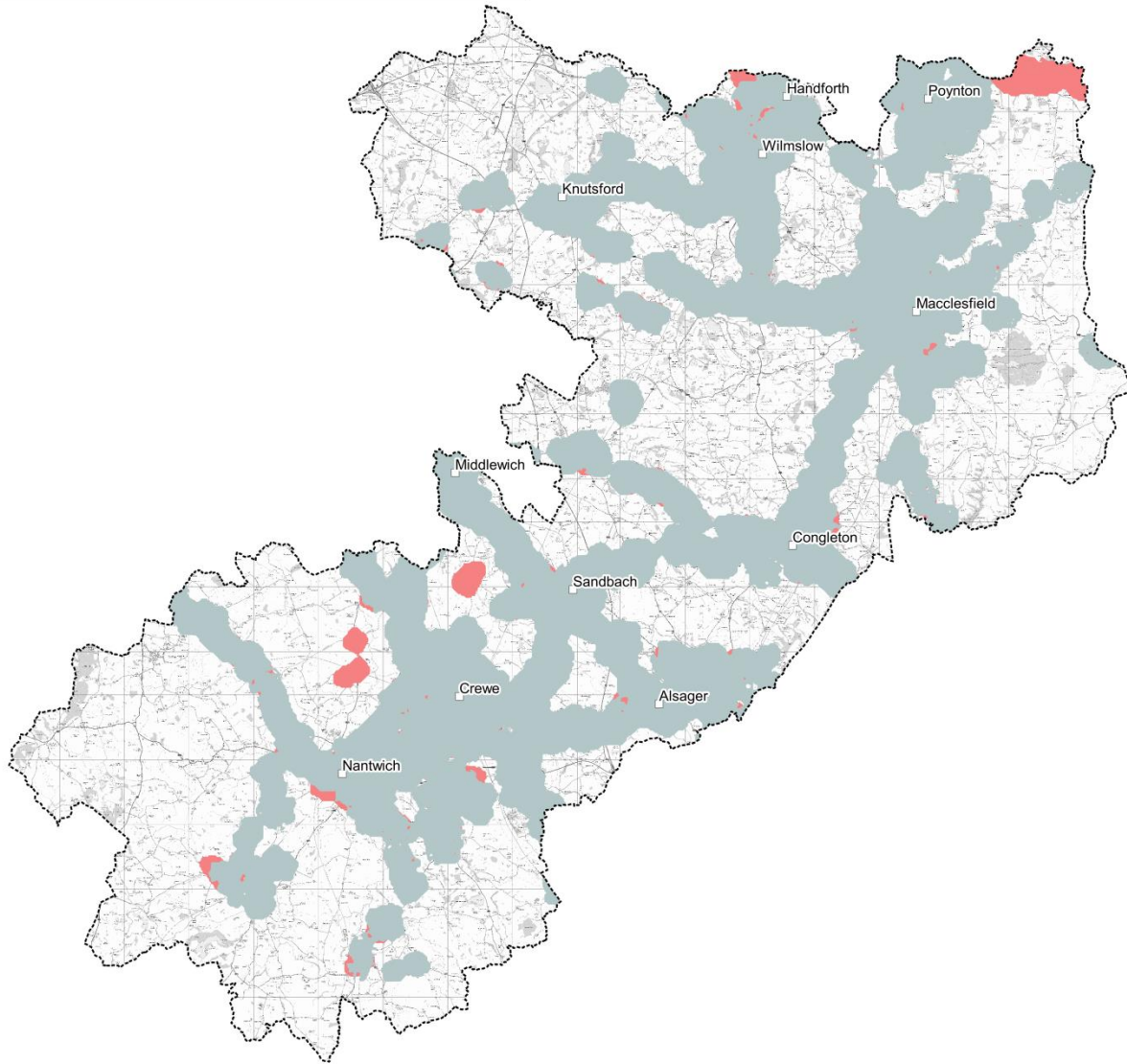
The Commons, Congleton Road, Hightown, Middlewich Road, Abbey Road, Elworth Road, Station Road, London Road, St Peters Rise, Lawton Way (clockwise), Grange Way, Middlewich Road, Hightown, Congleton Road, The Commons.

Seating Capacity

27

**Appendix 5 – Accessibility Mapping of Options**

**Bus Accessibility: Current Scenario v Recommended - AM Peak**

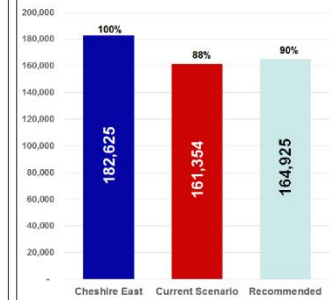


**Supported Bus Service Review**

**AM Peak**

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

Residential Addresses Served - AM Peak



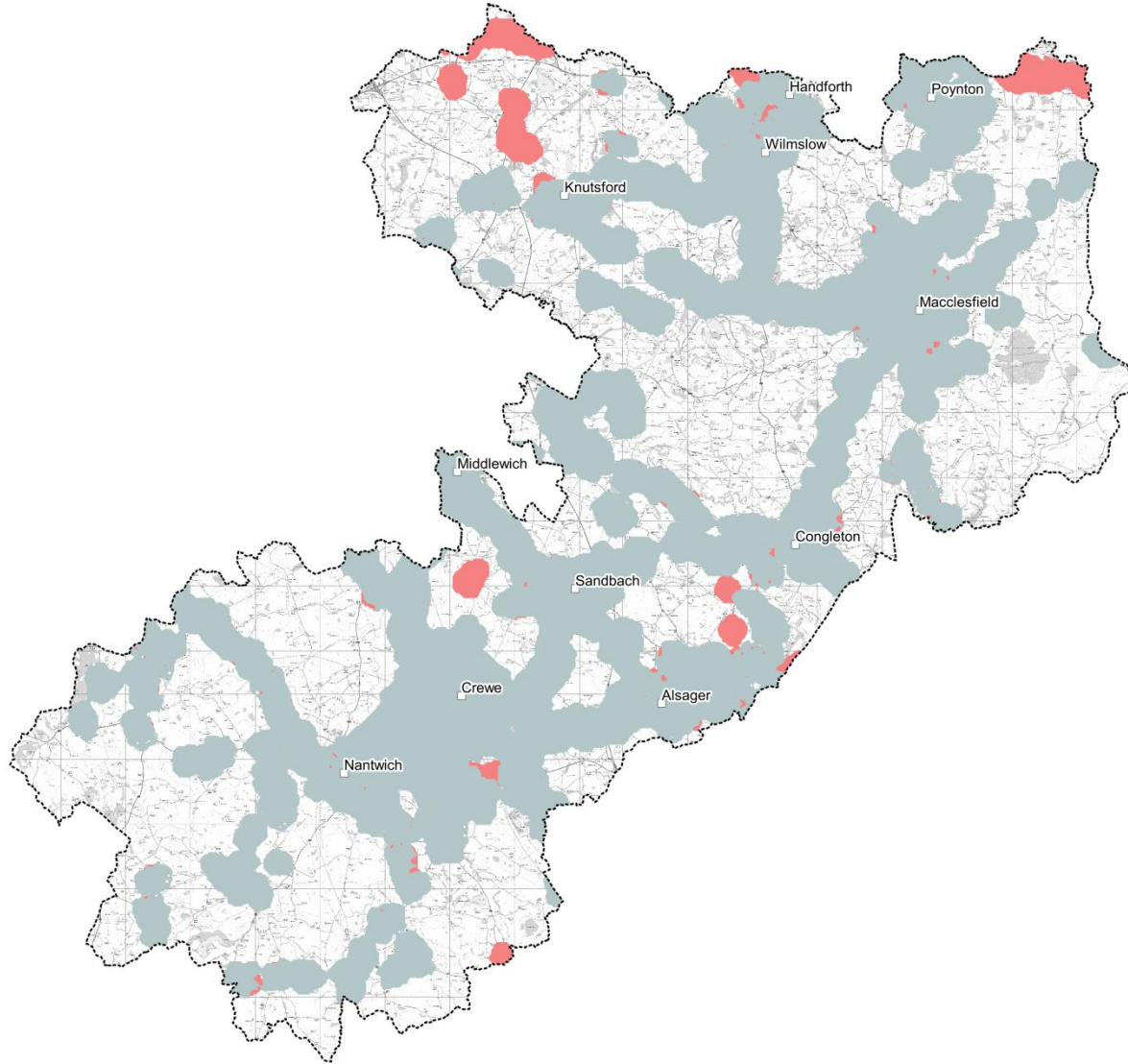
**Legend:**

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





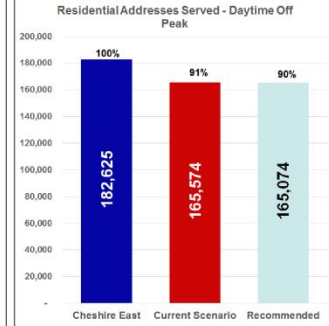
**Bus Accessibility: Current Scenario v Recommended - Daytime Off Peak**



**Supported Bus Service Review**

**Daytime Off Peak**

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

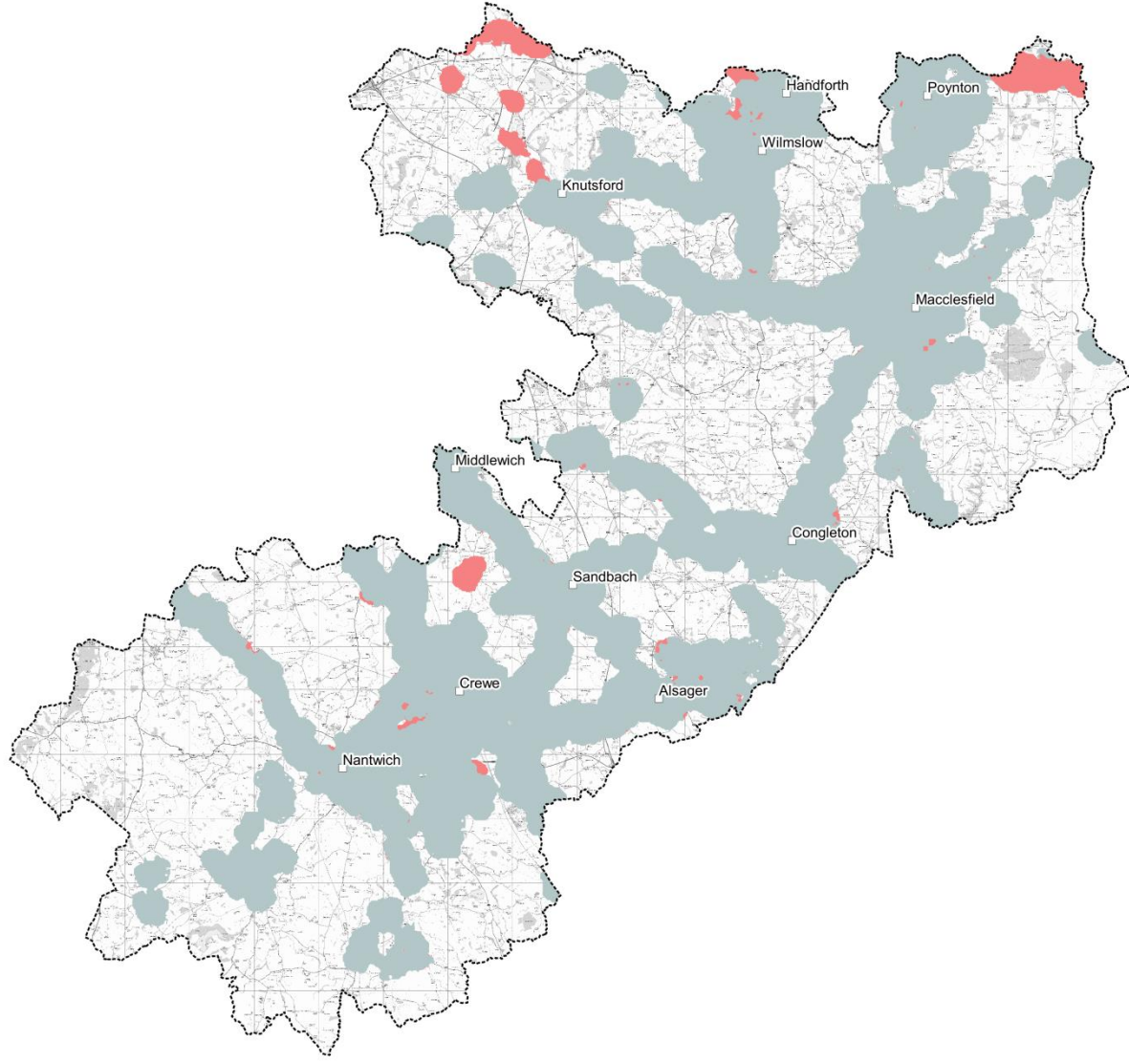


**Legend:**

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



**Bus Accessibility: Current Scenario v Recommended - PM Peak**

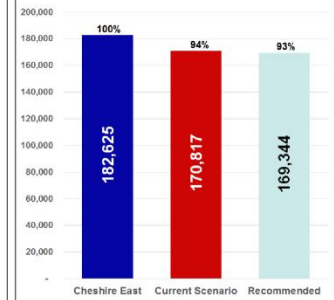


**Supported Bus Service Review**

**PM Peak**

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

Residential Addresses Served - PM Peak

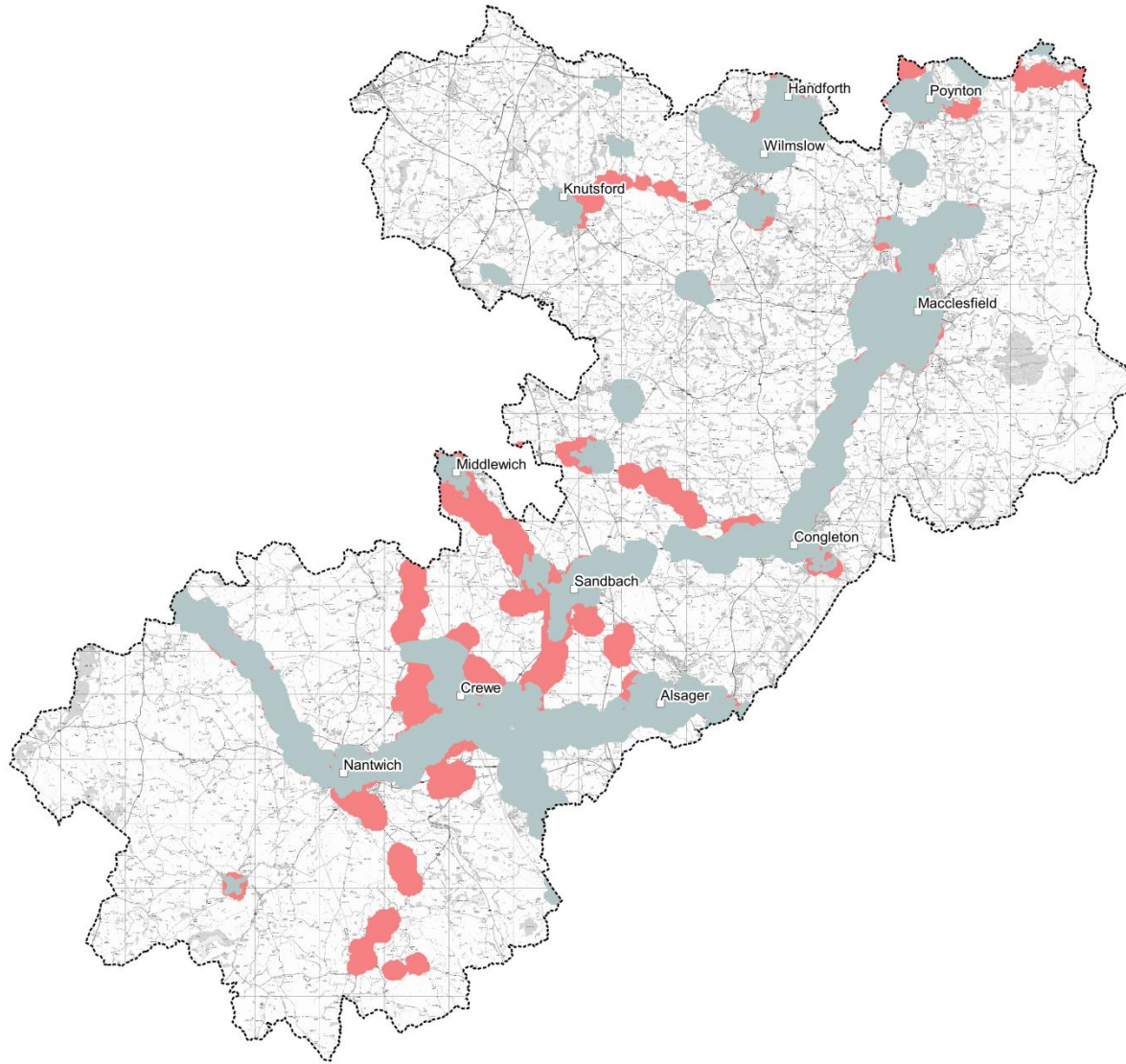


**Legend:**

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



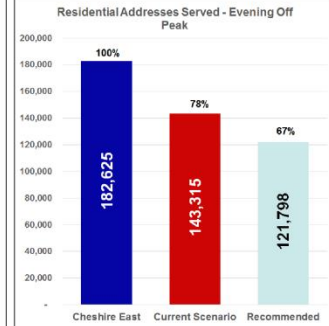
**Bus Accessibility: Current Scenario v Recommended - Evening Peak**



**Supported Bus Service Review**

**Evening Peak**

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

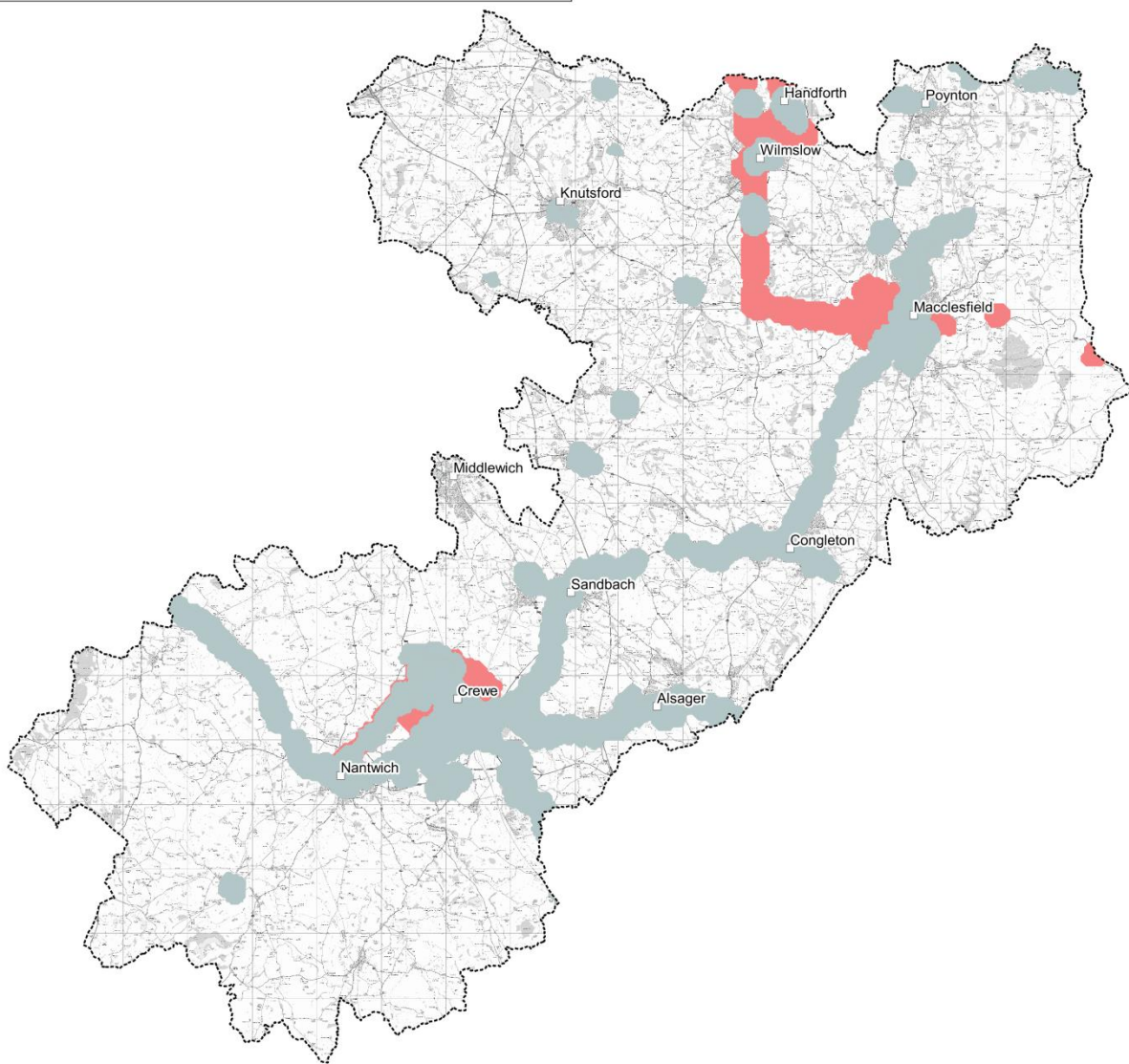


**Legend:**

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



**Bus Accessibility: Current Scenario v Recommended - Sunday Service**

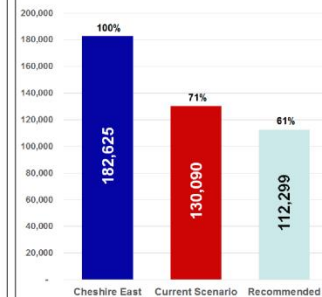


**Supported Bus Service Review**

**Sunday Service**

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

Residential Addresses Served - Sunday



**Legend:**

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



**Appendix 6 – Social Impact Assessment**

## CHESHIRE EAST COUNCIL

### Appendix 6 – Impact Assessment - DRAFT

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

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

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

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

#### Assumptions/Sensitives/Risks.

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

#### Environmental Assessment

##### Description and scale of Environmental Impacts.

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

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

#### Assumptions/Sensitives/Risks.

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

#### Health Assessment

##### Description and scale of Health Impacts.

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

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

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

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

**Assumptions/Sensitives/Risks.**

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

**Social Assessment**

**Description and scale of Social Impacts.**

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

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

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

**Assumptions/Sensitives/Risks.**

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



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

DRAFT

**Appendix 7 – Project Programme Summary**

Version for Cabinet Report

| Appendix - Bus Service Review Project Plan                           | 2016/17  |     |     | 2017/18 |     |      |      |     |      |     |     |     | 2018/19 |     |     |       |     |      |      |     |      |     |     |     |
|--|--|-----|-----|---------|-----|------|------|-----|------|-----|-----|-----|---------|-----|-----|-------|-----|------|------|-----|------|-----|-----|-----|
|  | Q4   |     |     | Q1      |     |      | Q2   |     |      | Q3  |     |     | Q4      |     |     | Q1    |     |      | Q2   |     |      | Q3  |     |     |
|  | Jan  | Feb | Mar | April   | May | June | July | Aug | Sept | Oct | Nov | Dec | Jan     | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
| Project Board meetings (monthly)                                     | Governance   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Environment & Overview Scrutiny Committee                            | Governance   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Cabinet Decisions (Following steps subject to Cabinet approval)      | Governance   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
|  | Consultation   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Develop consultation material & questionnaire for approval           | Consultation   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| 10 week consultation period  | Consultation   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
|  | Analysis of Consultation Responses & Develop Cabinet Recommendations |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Headline consultation results  | Analysis of Consultation Responses & Develop Cabinet Recommendations |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Full consultation analysis   | Analysis of Consultation Responses & Develop Cabinet Recommendations |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Develop recommendations for Cabinet on proposed changes & mitigation | Analysis of Consultation Responses & Develop Cabinet Recommendations |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| November Cabinet decision  | Analysis of Consultation Responses & Develop Cabinet Recommendations |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
|  | Mitigation Strategy  |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Develop mitigation strategy  | Mitigation Strategy  |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Develop and deliver mitigation measures                              | Mitigation Strategy  |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
|  | Communications Strategy  |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Publication of the decision and implementation plans                 | Communications Strategy  |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
|  | Implementation   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Set up for tendering   | Implementation   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| New tender process   | Implementation   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Evaluate   | Implementation   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Contract Award   | Implementation   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Statutory bus service registration periods                           | Implementation   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Implementation date - 1st April                                      | Implementation   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |
| Little Bus Changes   | Implementation   |     |     |         |     |      |      |     |      |     |     |     |         |     |     |       |     |      |      |     |      |     |     |     |

**Appendix 8 – Equality Impact Assessment**

EQUALITY IMPACT ASSESSMENT FORM



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

Section 1: Description

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

OFFICIAL

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

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

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

#### **Consultation Period**

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

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

- Completion of a paper or electronic survey with a supporting information booklet setting out the proposals;
- Attending staffed events which were organised across the borough in the 11 key service centres and principle towns. Two additional staffed events were also organised at Disley and Rode Heath. The staffed events also gave residents the option to discuss the proposals, find out more information, or have assistance in completing a survey form;
- Email; and
- Focus Groups with disability groups.

OFFICIAL

Key stakeholders and other groups were notified of the consultation including which could be impacted disproportionately or have a different outcome as a result of implementing the proposals. Full details of the consultation are provided in the Consultation Summary Report which is included as an Appendix to the Cabinet Report.

In total 3,959 consultation responses were received. This has led to a robust analysis of the changes to subsidised buses within the borough. Responses have been analysed to inform the development of the Consulted Network into the final Recommended Network.

#### **Recommended Network**

From the consultation responses and evidence base used to develop the network, the Council has identified the Recommended Network which consists of 17 sub-routes to cover the borough. The 8 key routes (A – H) include:

- A – Macclesfield – Prestbury;
- B – Crewe – Shavington – Nantwich;
- C – Crewe – Leighton Hospital – Middlewich – Holmes Chapel – Congleton;
- D1 – Macclesfield – Hayfield;
- D2 – Macclesfield – Buxton;
- E1 – Altrincham – Wilmslow – Knutsford – Macclesfield;
- E2 – Altrincham – Wilmslow – Knutsford – Northwich;
- F1 – Macclesfield – Bollington – Poynton – Hazel Grove - Stockport;
- F2 – Macclesfield - Kerridge – Poynton – Hazel Grove - Stockport;
- G1 – Nantwich – Wrenbury Circular;
- G2 - Nantwich – Audlem – Whitchurch;
- G3 - Nantwich – Bunbury – Bulkeley Circular;
- G4 - Nantwich – Bunbury – Tiverton Circular;
- H – Congleton (Beartown) Town Service.
- J1 - Leighton Hospital – Sandbach – Alsager – Rode Heath – Scholar Green – Congleton;
- J2 - Sandbach – Goostrey; and
- J3 - Sandbach Town services.

OFFICIAL



**EQUALITY IMPACT ASSESSMENT FORM**

|   |   |
|---|---|
|   | Further information on the changes from the consultation which has influenced the Recommended Network is outlined in Appendix 1 of the Cabinet Report.  |
| Who are the main stakeholders?<br>(eg general public, employees, Councillors, partners, specific audiences) | <p>The identified main stakeholders are as follows:</p> <ul style="list-style-type: none"> <li>• Users of the affected bus services and flexible transport including vulnerable groups (Older people, IMD, Disability);</li> <li>• Cheshire East tax payers;</li> <li>• Community &amp; volunteer groups;</li> <li>• Members;</li> <li>• Employer organisations;</li> <li>• Schools and educational establishments;</li> <li>• Bus operators;</li> <li>• Town and Parish Councils;</li> <li>• Partner organisations and volunteers; and</li> <li>• Neighbouring local authorities.</li> </ul> |

**Section 2: Initial screening**

|   |   |
|---|---|
| <p><b>Who is affected?</b><br/><b>(This may or may not include the stakeholders listed above)</b></p> | <p>All residents of Cheshire East as the subsidised bus services are available to all and therefore potentially all elements of the community are affected. There are over one million supported bus trips per year within Cheshire East, demonstrating the potential extent of impact the Bus Review could cause.</p> <p><b>Pre-Consultation</b><br/>During the pre-consultation period of the review, mapping was undertaken to highlight the areas which could be affected by the implementation of the Preferred Network which would result in residents not having access to public transport.</p> <p>The table below indicates the number of residential addresses within 60 minutes public transport travelling time of a key service centre or principal town within Cheshire East in various time periods. The modelling has been updated with the improvements made in the Recommended Network.</p> |
|---|---|

OFFICIAL

EQUALITY IMPACT ASSESSMENT FORM

|  | Scenario  | Number of Residential Address Output Areas Within 60 minutes Bus Travel Time of a Key Service Centre and/or Principal Town |                   |                     |
|--|---|--|-------------------|---------------------|
|  |   | Jan 2017 Situation   | Consulted Network | Recommended Network |
|  | Weekday Morning Peak (06:00 – 09:00)  | 164,962  | 161,354           | 164,925             |
|  | Weekday Afternoon Peak (16:00 – 19:00)  | 165,574  | 161,481           | 165,074             |
|  | Weekday Off-Peak Period (09:30 – 16:00)   | 170,817  | 163,642           | 169,344             |
|  | Weekday Evening Period (19:00 – 23:00)  | 143,315  | 121,798           | 121,798             |
|  | Sunday (09:30 – 16:00)  | 130,090  | 112,299           | 112,299             |
| There are presently 182,625 residential addresses within Cheshire East.  |   |  |                   |                     |
| Plots showing areas no longer having access to a bus service are included as appendices to the Cabinet Report. |   |  |                   |                     |
| <b>Who is intended to benefit and how?</b>   | <p>The Supported Bus Service Review has looked to review the network using the objectives described above. The review has looked to maximise access to bus services throughout the borough to allow residents to continue to be able to reach key services.</p> <p>As noted previously, the proposed network is targeted to save £1.576m from the supported bus budget from 2018/19 which would be of benefit to Cheshire East taxpayers.</p> |  |                   |                     |
| <b>Could there be a different impact or outcome for some groups?</b>   | <p>Earlier versions of the EIA identified disparity on the impacts on the following groups:</p> <ul style="list-style-type: none"> <li>• Older groups;</li> <li>• Disabled;</li> <li>• Religion;</li> <li>• Pregnancy and maternity; and</li> <li>• Sex.</li> </ul>   |  |                   |                     |
| <b>Does it include making decisions based on individual characteristics, needs or</b>                          | No  |  |                   |                     |

OFFICIAL

**EQUALITY IMPACT ASSESSMENT FORM**

|  |   |  |   |   |   |                              |   |   |   |  |
|--|---|--|---|---|---|------------------------------|---|---|---|--|
| <b>circumstances?</b>  |   |  |   |   |   |                              |   |   |   |  |
| <b>Are relations between different groups or communities likely to be affected? (eg will it favour one particular group or deny opportunities for others?)</b>   |   | Following the Council's withdrawal of subsidy, if bus operators decide to stop operating the service this is inevitably an unpopular and unwelcome development which may impact on relations between local communities, as well as between the Council and communities. The impact on protected characteristics is examined below. |   |   |   |                              |   |   |   |  |
| <b>Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?</b>   |   | The review is aiming to preserve or improve public transport access as much as possible. A higher proportion of public transport users are: older people; younger people; have a life long limiting illness or disability. The effect on these groups is considered below.   |   |   |   |                              |   |   |   |  |
| <b>Is there an actual or potential negative impact on these specific characteristics? (Please tick)</b>  |   |  |   |   |   |                              |   |   |   |  |
| <b>Age</b>   | Y   |  | <b>Marriage &amp; civil partnership</b> |   | N | <b>Religion &amp; belief</b> | Y |   |   |  |
| <b>Disability</b>  | Y   |  | <b>Pregnancy &amp; maternity</b>        | Y |   | <b>Sex</b>                   | Y |   |   |  |
| <b>Gender reassignment</b>   |   | N  | <b>Race</b>                             |   | N | <b>Sexual orientation</b>    |   | N   |   |  |
| <b>What evidence do you have to support your findings? (quantitative and qualitative) Please provide additional information that you wish to include as appendices to this document, i.e., graphs, tables, charts</b>  |   |  |   |   |   |                              |   | <b>Consultation/involvement carried out</b> |   |  |
| To show the progression of this EIA, the evidence in this section is split into evidence available prior to the consultation (i.e. evidence used to develop the proposals) and evidence gathered during the consultation. The sources of data used are as described in the sections above. |   |  |   |   |   |                              |   |   |   |  |
| <b>Age</b>   | <b>Pre-consultation</b>   |  |   |   |   |                              |   |   |   |  |
|  | The on board questionnaires show that 53.6% of respondents were aged 65 and over, compared to census figures showing 19.3% of all Cheshire East residents to be aged 65 and over. This mirrors national bus usage figures which show bus usage to be proportionally higher amongst older people. The proportion of respondents aged over 65 is also similar to previous surveys in Cheshire East. The proposals also affect the Little Bus flexible transport service with the vast majority of users being older people. |  |   |   |   |                              |   |   | Y |  |

OFFICIAL

**EQUALITY IMPACT ASSESSMENT FORM**

|   | The implications of the Supported Bus Service Review on home to school transport services have also been fully assessed. For the Consulted Network, 123 pupils currently eligible for travel assistance are provided with a bus pass to travel on one of the supported local bus services which are proposed to be withdrawn. As alternative transport would be provided, impacts are likely to be minimal.   |          |        |          |  |  |  |  |  |
|---|---|----------|--------|----------|--|--|--|--|--|
|   | <b>Consultation Period</b>  |          |        |          |  |  |  |  |  |
|   | When responding to the consultation, respondents were asked to identify their age. The responses show that 69% of respondents were aged over 60.  | Y        |        |          |  |  |  |  |  |
| <b>Disability</b>                       | <b>Pre-consultation</b>   |          |        |          |  |  |  |  |  |
|   | Data from the census shows that 82% of Cheshire East residents consider themselves to have no limiting health problems or disability. Previous surveys however indicate that a disproportionate proportion of Cheshire East bus users (54%) have a long standing illness, disability or infirmity with over four in five of these people said it limited their activities in some way.<br><br>Changes to the Little Bus service are also part of the proposals with membership to the Little Bus scheme permitted for residents unable to access a scheduled bus service through disability. Of the trips taken on the Little Bus service in 2016, 12.3% of users were 'aided' (i.e. required assistance to travel from the vehicle to their front door) and 5.6% of users used a wheelchair. | Y        |        |          |  |  |  |  |  |
|   | <b>Consultation Period</b>  |          |        |          |  |  |  |  |  |
|   | The responses to the consultation indicated that over 39% of respondents considered that their day-to-day activities are limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months.  | Y        |        |          |  |  |  |  |  |
| <b>Gender reassignment</b>              | This policy is not expected to have any greater impact on this group than it does on the general public.  |          | N      |          |  |  |  |  |  |
| <b>Marriage &amp; civil partnership</b> | This policy is not expected to have any greater impact on this group than it does on the general public.  |          | N      |          |  |  |  |  |  |
| <b>Pregnancy &amp; maternity</b>        | <b>Pre-consultation</b>   |          |        |          |  |  |  |  |  |
|   | The proposals could affect people using the bus to travel to maternity or natal facilities, in particular to Leighton Hospital and Macclesfield District General Hospital. The following bus services provide access to these hospitals:  | Y        |        |          |  |  |  |  |  |
|   | <table border="1"> <thead> <tr> <th>Bus</th> <th>Change</th> <th>Hospital</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>   | Bus      | Change | Hospital |  |  |  |  |  |
| Bus                                     | Change  | Hospital |        |          |  |  |  |  |  |
|   |   |          |        |          |  |  |  |  |  |

EQUALITY IMPACT ASSESSMENT FORM

|                            |   |  |  |   |
|----------------------------|---|--|--|---|
|                            | <b>Service</b>  |  |  |   |
|                            | 6, 6E   | Weekday evening service would be withdrawn. The last bus from Leighton Hospital would be at 17:44pm (Bus Service 6).   | Leighton Hospital                      |   |
|                            | 12E   | The first Sunday service would be withdrawn. The first bus on a Sunday would be 12:23pm (Leighton Hospital to Shavington), and 12:52pm (Shavington to Leighton Hospital)   | Leighton Hospital                      |   |
|                            | 27  | Incorporated into Route E. The service would remain two-hourly and would follow the same route as at present.  | Macclesfield District General Hospital |   |
|                            | 31  | Last evening bus from Crewe to Northwich would be withdrawn.   | Leighton Hospital                      |   |
|                            | 42  | Incorporated into Route C. The service would remain hourly but with the final bus starting at 17:15.   | Leighton Hospital                      |   |
|                            | 78  | The consultation was to withdraw evening and Saturday services along the route.<br>During the consultation the commercially operated (i.e. not subsidised by the Council) daytime parts of the 78 service between Coppenhall and Rode Heath were deregistered. To avoid the complete loss of the 78 service between Coppenhall and Rode Heath, the Council has redirected the subsidy previously used to support the evening and Saturday 78 services to allow the weekday daytime 78 service to continue operating. These changes took effect from September 2017 with the 78 service currently operating weekdays between approximately 7am and 6pm. | Leighton Hospital                      |   |
|                            | 130   | Sunday services withdrawn.   | Macclesfield District General Hospital |   |
| <b>Consultation Period</b> |   |  |  |   |
|                            | The consultation included sending details of the proposals to ante-natal and maternity classes to understand potential impacts. No formal consultation responses were received and the consultation responses showed that less than 1% of respondents were pregnant, on maternity leave or returning from maternity leave. This policy is thus not expected to have |  |  | N |

OFFICIAL

**EQUALITY IMPACT ASSESSMENT FORM**

|                              |  |   |   |
|------------------------------|--|---|---|
|                              | any greater impact on this group than it does on the general public.   |   |   |
| <b>Race</b>                  | This policy is not expected to have any greater impact on this group than it does on the general public.   |   | N |
| <b>Religion &amp; belief</b> | <b>Pre-consultation</b>  |   |   |
|                              | <p>The Consulted Network would no longer support any services on a Sunday. The policy may therefore have a greater effect on religious groups which worship on a Sunday compared to other days of the week. In total, approximately 60 places of worship have been identified as being along the routes of Sunday services affected by the bus review.</p> <p>The on-board questionnaires asked respondents why they were travelling, with “travelling to/from religious worship” one of the options available. Of the respondents to the on-board questionnaire, 13 people responded that they were travelling to/from worship whilst travelling on a Sunday.</p>   | Y |   |
|                              | <b>Consultation Period</b>   |   |   |
|                              | <p>All respondents to the consultation were asked to identify their religion. A summary of the responses is as follows:</p> <ul style="list-style-type: none"> <li>• 60% were Christian;</li> <li>• 18% answered None;</li> <li>• 13% preferred not to say; and</li> <li>• 8% did not answer the question.</li> </ul> <p>During the consultation, the proposals were sent to places of worship along bus routes which would be withdrawn on a Sunday. No formal representations were received. The consultation also asked respondents to identify what journey purposes they used each bus service for. In total, 4% of responses were received identifying that the respondent used a bus for travelling for religious worship, of which 45 responses were for services which would no longer operate on a Sunday.</p> <p>Given the low number of passengers using services proposed for withdrawal on a Sunday, the policy is likely to have a marginal impact on religions and beliefs which have days of worship on a Sunday.</p> |   | N |
| <b>Sex</b>                   | <b>Pre-consultation</b>  |   |   |
|                              | The on-board questionnaires recorded that 57.7% of respondents were female, compared to 51% across the whole population of Cheshire East. Given the higher usage amongst females, reductions to the supported bus network would have a proportionally higher effect on the female population.  | Y |   |

**EQUALITY IMPACT ASSESSMENT FORM**

|   |  |   |   |
|---|--|---|---|
|   | <b>Consultation Period</b>   |   |   |
|   | The consultation period identified that 58% of respondents were female, 33% male, 2% of respondents preferred not to say and 8% did not answer the question. Given the higher proportion of females using bus services, it is likely that females will be disproportionately affected by the Supported Bus Service Review proposals. | Y |   |
| <b>Sexual orientation</b>                               | This policy is not expected to have any greater impact on this group than it does on the general public.   |   | N |
| <b>Proceed to full impact assessment? (Please tick)</b> |  |   |   |
|   | YES  |   |   |

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

DRAFT

OFFICIAL

**Section 3: Identifying impacts and evidence**

This section identifies if there are impacts on equality, diversity and cohesion, what evidence there is to support the conclusion and what further action is needed

| Protected characteristics | Is the policy (function etc....) likely to have an adverse impact on any of the groups?<br><br>Please include evidence (qualitative & quantitative) and consultations   | Are there any positive impacts of the policy (function etc....) on any of the groups?<br><br>Please include evidence (qualitative & quantitative) and consultations  | Please rate the impact taking into account any measures already in place to reduce the impacts identified<br><b>High:</b> Significant potential impact; history of complaints; no mitigating measures in place; need for consultation<br><b>Medium:</b> Some potential impact; some mitigating measures in place, lack of evidence to show effectiveness of measures<br><b>Low:</b> Little/no identified impacts; heavily legislation-led; limited public facing aspect | Further action (only an outline needs to be included here. A full action plan can be included at Section 4)                               |
|---------------------------|---|--|---|---|
| Age                       | <p><b>Pre-consultation</b></p> <p>Withdrawals of Council support for certain services may result in bus services ceasing to operate or operating in a different way, which may have a disproportionate impact on older people. The reduction in the number of vehicles on the Little Bus flexible transport service may also affect users (mainly older residents) if demand cannot be met.</p> | <p>Concessionary bus pass data has been incorporated into the Council's needs based support criteria for the redesign.</p> <p>The Consulted Network looked to maximise the coverage of the supported bus network during the daytime and on Saturdays, the times when older people are more likely to travel.</p> <p>The budget for the Little Bus flexible</p> | High  | Gather further data from consultation survey on impact for older people during consultation period. Explore possibilities for mitigation. |

OFFICIAL



EQUALITY IMPACT ASSESSMENT FORM

|                            |   |  |        |  |
|----------------------------|---|--|--------|--|
|                            |   | transport has been reduced proportionally in line with the reduction for scheduled supported bus services. The Preferred Option includes the opportunity for concessionary bus pass holders to be charged for using the service. |        |  |
| <b>Consultation Period</b> |   |  |        |  |
|                            | <p>The consultation responses highlighted the potential isolation, particularly for older age groups. The effects associated with each route are set out in the Consultation Summary Report however particular impacts were identified in areas which would have no public transport coverage as a result of the proposals.</p> <p>The impacts of reducing the number of Little Bus vehicles has also been identified, with particular impacts including no longer being able to undertake social activities, access to shopping facilities and general isolation identified.</p> | None   | High   | Continue to explore possibilities of refining the proposals especially in rural areas.   |
| <b>Recommended Network</b> |   |  |        |  |
|                            | <p>The Recommended Network has looked to improve the proposals as a result of responses from the consultation period. The revised proposals include amendments to routes and an additional route which would provide coverage in areas which</p>  | <p>As a result of the proposals, some passengers may have expanded route choices. For examples residents in Rode Heath would now have direct access to Leighton Hospital.</p>  | Medium | <p>Review demand on the Little Bus service as a result of the changes and implement demand management actions where necessary.</p> |

**EQUALITY IMPACT ASSESSMENT FORM**

|                   |  |  |      |   |
|-------------------|--|--|------|---|
|                   | <p>would otherwise have no public transport access including Rode Heath, Goostrey, Sandbach town services and rural areas around Nantwich.</p> <p>The changes to the Little Bus option will also be deferred for six months (until November 2018) to allow changes in demand as a result of implementing the proposed changes to be taken into account when finalising the proposals for managing the service.</p> |  |      |   |
| <b>Disability</b> | <b>Pre-consultation</b>  |  |      |   |
|                   | <p>Previous consultations have shown that people with disabilities make up a disproportionately high number of bus users. Withdrawal of services may leave residents isolated with no alternative travel options. The reduction in the number of Little Bus flexible transport vehicles may also lead to insufficient vehicles to meet demand.</p>   | <p>The location of concessionary bus pass holders has been incorporated into the Council's needs based support criteria for the redesign.</p> <p>Concessionary bus pass holders can use the Little Bus Flexible transport service as well.</p> | High | <p>Gather further data from the consultation survey on impact and alternatives for people with disabilities during consultation period. Explore possibilities for mitigation.</p> |
|                   | <b>Consultation Period</b>   |  |      |   |
|                   | <p>The consultation identified particular concerns with isolation. As for older persons above, particular concerns were identified regarding isolation and not being able to access key services. The impacts of</p>   | None   | High | <p>Further investigation into the feasibility of and options for extending bus coverage and methods for managing the Little Bus service.</p>                                      |

**EQUALITY IMPACT ASSESSMENT FORM**

|                            |   |  |        |  |
|----------------------------|---|--|--------|--|
|                            | reducing the number of Little Bus vehicles has also been identified, with particular impacts including no longer being able to undertake social activities, access to shopping facilities and general isolation identified.   |  |        |  |
| <b>Recommended Network</b> |   |  |        |  |
|                            | <p>As above for the impact on older people, the proposals have been revised to increase coverage across the borough.</p> <p>The changes to the Little Bus option will also be deferred for six months (until November 2018) to allow changes in demand as a result of implementing the proposed changes to be taken into account when finalising the proposals for managing the service.</p> <p>April 2018 until November 2018, when a review of the service will take place.</p> | As a result of the proposals, some passengers may have expanded route choices. For examples residents in Rode Heath would now have direct access to Leighton Hospital. | Medium | Review demand on the Little Bus as a result of the Recommended Network and implement mitigation actions where necessary. |
| <b>Gender reassignment</b> | <b>Pre-consultation</b>   |  |        |  |
|                            | This policy is not expected to have any greater impact on this group than it does on the general public.  | None   | Low    | None   |
|                            | <b>Consultation Period</b>  |  |        |  |
|                            | This policy is not expected to have any greater impact on this group than it does on the general public.  | None   | Low    | None   |

OFFICIAL

**EQUALITY IMPACT ASSESSMENT FORM**

|   |   |      |        |      |
|---|---|------|--------|------|
|   | <b>Recommended Network</b>  |      |        |      |
|   | This policy is not expected to have any greater impact on this group than it does on the general public.  | None | Low    | None |
| <b>Marriage &amp; civil partnership</b> | <b>Pre-consultation</b>   |      |        |      |
|   | This policy is not expected to have any greater impact on this group than it does on the general public.  | None | Low    | None |
|   | <b>Consultation Period</b>  |      |        |      |
|   | This policy is not expected to have any greater impact on this group than it does on the general public.  | None | Low    | None |
|   | <b>Recommended Network</b>  |      |        |      |
|   | This policy is not expected to have any greater impact on this group than it does on the general public.  | None | Low    | None |
| <b>Pregnancy and maternity</b>          | <b>Pre-consultation</b>   |      |        |      |
|   | The pre-consultation outlined a potential impact on this group from people using supported bus services to access maternity and natal facilities. | None | Medium | None |
|   | <b>Consultation Period</b>  |      |        |      |
|   | During the consultation no specific impacts on this group were identified.  | None | Low    |      |

OFFICIAL

**EQUALITY IMPACT ASSESSMENT FORM**

|                              |   |      |        |      |
|------------------------------|---|------|--------|------|
|                              | <b>Recommended Network</b>  |      |        |      |
|                              | This policy is not expected to have any greater impact on this group than it does on the general public.  | None | Low    | None |
| <b>Race</b>                  | <b>Pre-consultation</b>   |      |        |      |
|                              | This policy is not expected to have any greater impact on this group than it does on the general public.  | None | Low    | None |
|                              | <b>Consultation Period</b>  |      |        |      |
|                              | This policy is not expected to have any greater impact on this group than it does on the general public.  | None | Low    | None |
|                              | <b>Recommended Network</b>  |      |        |      |
|                              | This policy is not expected to have any greater impact on this group than it does on the general public.  | No   | Low    | None |
| <b>Religion &amp; belief</b> | <b>Pre-consultation</b>   |      |        |      |
|                              | Whilst the review would affect all religions and beliefs equally, the withdrawal of Sunday services could affect people whose day of worship is a Sunday, in comparison to those who worship on other days of the week. | None | Medium | None |
|                              | The on-board questionnaire showed the number of people travelling to/from a   |      |        |      |

OFFICIAL

**EQUALITY IMPACT ASSESSMENT FORM**

|                            |   |      |        |   |
|----------------------------|---|------|--------|---|
|                            | place of religious worship is relatively low and the policy is thus likely to have a marginal impact.   |      |        |   |
| <b>Consultation Period</b> |   |      |        |   |
|                            | The responses from the questionnaires indicated that 4% of respondents used the bus services to access places of worship, with 45 of these involving services operating on a Sunday. No responses were received from places of worship contacted as part of the consultation. | None | Low    | None  |
| <b>Recommended Network</b> |   |      |        |   |
|                            | Overall, taking into consideration the evidence base findings and consultation responses, the impact on religious groups practicing on a Sunday is likely to be minor, affecting relatively few passengers.   | None | Low    | None  |
| <b>Sex</b>                 | <b>Pre-consultation</b>   |      |        |   |
|                            | As set out above, a higher proportion of bus users are female and consequently any reduction in bus service provision may have a greater effect on women.   | None | Medium | Gather further data from consultation survey on impact. Explore possibilities for mitigation. |
| <b>Consultation Period</b> |   |      |        |   |
|                            | The consultation responses outline that there is a higher proportion of female  | None | Medium | Explore data from consultation period and explore possibilities for                           |

**EQUALITY IMPACT ASSESSMENT FORM**

|   |  |      |        |             |
|---|--|------|--------|-------------|
|   | respondents (58%) to male respondents (33%), with 2% of respondents preferring not to say and 8% not answering the question. This indicates that there may be a greater effect on women than on men if the Preferred Option was implemented. |      |        | mitigation. |
| <b>Recommended Network</b>  |  |      |        |             |
|   | The Recommended Network has looked to maximise coverage across the borough and costs for evening services will be obtained as part of the procurement. This will thus look to reduce the potential negative impact on both men and women.    | None | Medium | None        |
| <b>Sexual orientation</b>   | <b>Pre-consultation</b>  |      |        |             |
|   | This policy is not expected to have any greater impact on any group than it does on the general public.  | None | Low    | None        |
|   | <b>Consultation Period</b>   |      |        |             |
|   | This policy is not expected to have any greater impact on any group than it does on the general public.  | None | Low    | None        |
|   | <b>Recommended Network</b>   |      |        |             |
|   | This policy is not expected to have any greater impact on any group than it does on the general public.  | None | Low    | None        |
| <b>Is this project due to be carried out wholly or partly by contractors? If yes, please indicate how you have ensured that the partner organisation complies with equality</b> |  |      |        |             |

legislation (e.g. tendering, awards process, contract, monitoring and performance measures)

#### Section 4: Review and conclusion

**Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed**

With the Recommended Network in place, the EIA has identified medium impacts on older, disabled and female groups.

The consultation on the Consulted Network outlined that 28% of respondents used their bus services 2 – 3 times a week, with one third (32%) were using them 4 times a week. The most popular time to travel on services was Monday to Friday before 6pm with 87% of respondents travelling on their route at this time. In addition to this, the main purpose of respondent’s journeys was for shopping/services (67%), leisure/social (49%) and medical/healthcare (43%). Only 14% of respondents used their routes for travelling to work, 7% used them for education and 4% used them to travel to/from a place of worship.

The consultation also highlighted that 76% of respondents stated that they do not have alternative transport available if they could not use their bus route. The consultation also outlined that 491 of the consultation respondents were members of Little Bus. Of which, a large proportion (89%) had no alternative means of transport available to them if they could not use Little Bus. Reducing the number of Little Bus vehicles could therefore have a large negative impact on those who rely on this service.

The Recommended Network improves the coverage across the borough to reduce key impacts identified during the consultation including isolation and lack of access to key services. Public transport coverage across the borough would be approximately 99% of present levels during the weekday daytimes.

The proposals would also delay any changes to the Little Bus service for six months to allow any changes in demand to be identified and appropriate management measures put in place.

| Specific actions to be taken to reduce, justify or remove any adverse impacts                                    | How will this be monitored? | Officer responsible | Target date     |
|--|-----------------------------|---------------------|-----------------|
| Undertake monitoring of Little Bus service to determine changes in demand and develop demand management methods. | Usage of Little Bus service | RM / TSS            | From April 2018 |



EQUALITY IMPACT ASSESSMENT FORM

|  |   |             |  |
|--|---|-------------|--|
|  |   |             |  |
|  |   |             |  |
|  |   |             |  |
| <b>When will this assessment be reviewed?</b>  | Following implementation of the proposals.                    |             |  |
| <b>Are there any additional assessments that need to be undertaken in relation to this assessment?</b> | Assessment of usage of Little Bus service as described above. |             |  |
|  |   |             |  |
| <b>Lead officer signoff</b>  |   | <b>Date</b> |  |
| <b>Head of service signoff</b>   |   | <b>Date</b> |  |

Please publish this completed EIA form on your website

OFFICIAL

**This page is intentionally left blank**