Public Document Pack



Cabinet Agenda

Date: Tuesday, 9th May, 2017

Time: 2.00 pm

Venue: Committee Suite 1, 2 & 3, Westfields, Middlewich Road,

Sandbach CW11 1HZ

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

It should be noted that Part 1 items of Cabinet meetings are webcast and the recording of the webcast will remain available for public viewing on the Council's website.

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

1. Apologies for Absence

2. **Declarations of Interest**

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

3. Public Speaking Time/Open Session

In accordance with Procedure Rules Nos.11 and 35 a period of 10 minutes is allocated for members of the public to address the meeting on any matter relevant to the work of the body in question. Individual members of the public may speak for up to 5 minutes but the Chairman or person presiding will decide how the period of time allocated for public speaking will be apportioned where there are a number of speakers. Members of the public are not required to give notice to use this facility. However, as a matter of courtesy, a period of 24 hours' notice is encouraged.

Members of the public wishing to ask a question at the meeting should provide at least three clear working days' notice in writing and should include the question with that notice. This will enable an informed answer to be given.

Please contact Paul Mountford, Executive Democratic Services Officer

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E-Mail: paul.mountford@cheshireeast.gov.uk

4. Questions to Cabinet Members

A period of 20 minutes is allocated for questions to be put to Cabinet Members by members of the Council. Notice of questions need not be given in advance of the meeting. Questions must relate to the powers, duties or responsibilities of the Cabinet. Questions put to Cabinet Members must relate to their portfolio responsibilities.

The Leader will determine how Cabinet question time should be allocated where there are a number of Members wishing to ask questions. Where a question relates to a matter which appears on the agenda, the Leader may allow the question to be asked at the beginning of consideration of that item.

5. **Minutes of Previous Meeting** (Pages 5 - 14)

To approve the minutes of the meeting held on 11th April 2017.

6. **Bentley Masterplan and Development Framework** (Pages 15 - 116)

To consider a report on the Development Framework and Masterplan produced by Bentley Motors and the outcome of recent consultation with local residents and stakeholders.

7. **A500 Dualling** (Pages 117 - 124)

To consider a report which highlights the findings of the recent informal stakeholder consultation on the proposed dualling of the single carriageway section of the A500 between the M6 and Crewe and Nantwich. The report recommends a preferred option for the scheme and seeks approval to undertake the further work necessary to submit a planning application and to develop the Outline Business Case.

8. Poynton Relief Road - Approval to Proceed with the Compulsory Purchase of Land Required to Deliver the Scheme and Approval to Negotiate and Settle the Terms of a Legal Agreement with Adlington Golf Centre (Pages 125 - 158)

To consider a report recommending the use of compulsory purchase powers to acquire land for the construction of the Poynton Relief Road.

9. Bus Service Review - Proposals for Consultation (Pages 159 - 218)

To consider a report which recommends a preferred option for a supported bus network as the basis for a 10 week period of public consultation.

10. **Delivery of Town Centre Regeneration Scheme for Congleton - The Mills** (Pages 219 - 228)

To consider a report which seeks authority for the conditional sale of two Council land assets in Congleton town centre to facilitate the comprehensive development of the town centre site.

11. **Shared Fostering Service** (Pages 229 - 238)

To consider a report which seeks approval to progress the development of a shared fostering service for Cheshire East alongside Warrington, Halton and Cheshire West and Chester.

12. **5-year ICT Investment Programme 2017** (Pages 239 - 264)

To consider a report which recommends the strategic engagement of Microsoft as a Cloud migration partner to support ICT Services.

13. Food Waste Collection, Organic Waste Treatment Solution (Pages 265 - 276)

To consider a proposal to bring to final tender the procurement for the collection and treatment of food waste as a part of the garden waste bin recycling scheme.

THERE ARE NO PART 2 ITEMS



CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Cabinet**held on Tuesday, 11th April, 2017 at Committee Suite 1,2 & 3, Westfields,
Middlewich Road, Sandbach CW11 1HZ

PRESENT

Councillor Rachel Bailey (Chairman) Councillor D Brown (Vice-Chairman)

Councillors P Bates, J Clowes, L Durham, J P Findlow and D Stockton

Members in Attendance

Councillors C Andrew, Rhoda Bailey, S Edgar, D Flude, M Grant, G Hayes, N Mannion, A Moran, M Parsons, J Saunders, M Warren and G Williams

Officers in Attendance

Kath O'Dwyer, Mark Palethorpe, Nigel Moorhouse, Andrew Ross, Mark Wheelton, Ralph Kemp, Suzanne Antrobus, Lucia Scally and Paul Mountford

Apologies

Councillors A Arnold and P Groves

117 **DECLARATIONS OF INTEREST**

There were no declarations of interest.

118 PUBLIC SPEAKING TIME/OPEN SESSION

The Chairman welcomed Will Bloor, the Head of Sandbach School, and Sarah Burns, Head Teacher of Sandbach School. Will had taken part in a demonstration in Sandbach against the Government's proposals for schools funding in Cheshire East, and had been invited to address the Cabinet. Will spoke about how the opportunities provided by the school had changed his life and turned him into a confident young man. He stressed the importance of fairer funding for schools in Cheshire East and the need for schools to provide a fully rounded education and not just adequate training. In this respect, he felt that the Government's education policy in Cheshire East was fundamentally wrong. He thanked Cabinet for giving him the opportunity to speak at the meeting on behalf of the children of Cheshire East.

The Leader commented that she and others had met the Minister for Education in early January to discuss the issue of school funding. The consultation period had now ended and the outcome was awaited. With the permission of Will Bloor and Sarah Burns, she would write again to the Minister to say that Will had attended today's Cabinet meeting and had

spoken eloquently on fairer funding and the value of a rounded education. The Deputy Leader suggested that a copy of Will's speech could be appended to the letter.

Sue Helliwell referred to local authorities' responsibilities towards town centres as set out in the NPPF and asked if the Council would resurface the car park behind the parade of shops in Sandbach Road South, Alsager. The Deputy Leader and Portfolio Holder for Highways and Infrastructure responded that the maintenance of Council-owned/managed Car Parks was based on an Asset Management approach which sought to ensure the right treatment at the right time. Whilst Fairview Car Park was not currently scheduled for re-surfacing, the Council would keep the car park surface in a safe and serviceable condition. The car park would be monitored on a six-monthly basis and Sue Helliwell would be notified of any proposed works.

Cllr Jonathan Parry, Middlewich Town Council, commented that in five years the proposed Middlewich bypass had gone from a 'shovel ready' project to one that was now requiring significant additional investment and a fresh process of consultation and planning. He asked what contingencies there were to ensure that the road would be in place by 2020 if the request to the government was unsuccessful. He also asked if a weight limit would be introduced on Lewin Street in conjunction with the bypass opening to ensure the use of the new bypass. The Deputy Leader and Portfolio Holder for Highways and Infrastructure said that he would respond under consideration of the agenda item and would provide the questioner with a written copy of his response.

There were a number of other speakers who wished to speak in relation to specific items on the agenda and the Chairman agreed to allow them to speak when the items were considered.

119 QUESTIONS TO CABINET MEMBERS

Councillor N Mannion asked for an update on the Council's pilot schemes in Crewe and Macclesfield in relation to the problem of verge parking. He also referred to a Local Government Association proposal that the powers of the London Boroughs in relation to dangerous and anti-social parking should be extended to the highway network outside Greater London. He asked for the Portfolio Holder's views on the matter. The Deputy Leader and Portfolio Holder for Highways and Infrastructure responded that the highways and parking team were currently examining suitable sites for the pilot schemes and were considering alternative solutions for addressing verge parking. He also welcomed the proposal by the LGA and was prepared to consider incorporating appropriate measures into the Council's policies. He undertook to give a further update at the next Cabinet meeting.

Councillor D Flude asked for confirmation that discussions were taking place between Cheshire East Council and the Police and Fire Services

about new stations in Crewe. The Portfolio Holder for Communities and Health confirmed that discussions had taken place with the Police regarding Crewe, but not the Fire Service.

Councillor Flude also asked a question on behalf of Councillor L Jeuda who had been unable to attend the meeting. It concerned a report by Independent Age which found that seven of the eight worst local authorities for care home quality in England were in the north-west. She asked the Portfolio Holder to comment on the position in Cheshire East. The Portfolio Holder for Adult Care and Integration responded that Cheshire East was one of the better performing authorities in the north-west. She was awaiting the authority specific report by Independent Age and would study it carefully. She undertook to give an update to a future meeting.

120 MINUTES OF PREVIOUS MEETING

RESOLVED

That the minutes of the meeting held on 14th March 2017 be approved as a correct record.

In relation to Minute 109 and a question raised by Councillor N Mannion regarding the Council's policy on the use of its land for hunting, the Portfolio Holder for Adult Care and Integration reported that the Council did have a policy on hunting and did not support hunting on its land. She undertook to let Councillor Mannion know where he could find the Council's policy.

121 CHILD SEXUAL EXPLOITATION (CSE) TASK AND FINISH GROUP

Cabinet considered the report of the Child Sexual Exploitation Task and Finish Group, its findings, conclusions and recommendations.

Councillor Rhoda Bailey, Chairman of the Task and Finish Group, spoke in relation to the report. She also acknowledged the contribution of the Group's former chairman, the late Councillor Phil Hoyland.

RESOLVED

That

- 1. the Task and Finish Group's report be received; and
- 2. a response be made to the Task and Finish Group's recommendations as set out in the report.

122 SYRIAN VULNERABLE PERSON RELOCATION AND UNACCOMPANIED ASYLUM SEEKING CHILDREN UPDATE

Cabinet considered an update report on the work carried out by the Council and its partners to welcome refugee families under the Syrian Vulnerable Person Relocation (SPVR) programme and the Unaccompanied Asylum Seeking Children (UASC) programme. The Council had agreed in September 2016 to welcome up to five refugee families to Cheshire East and this had been achieved.

At the Chairman's invitation, the Reverend Helen Byrne and Judith Mayer of Refugees Welcome outlined the work they had done in partnership with the Council and others with regard to the refugee families in Cheshire East. They felt that the partnership had worked well and thanked those Council officers who had been involved. They asked that the Council leave its doors open to the possibility of welcoming more families in due course but for now thanked the Council for enabling the programme to become a reality.

RESOLVED

That

- 1. the contents of the report be noted and the actions that have already taken place regarding UASC and SVPR be endorsed;
- 2. further requests of assistance from either the Home Office or the NW Strategic Migration Partnership be responded to appropriately, having due regard to the wider demands on services, the allocation of resources and the overall regional picture, by the respective officer leads: the Strategic Director of Adult Social Care and Health and the Director of Children's Social Care for UASC in conjunction with the Cabinet Members for Communities and Health and Children and Families; and
- 3. the work of partners, especially the faith community and local providers of UASC support, be recognised and appreciated by the Council.

123 CONNECTING COMMUNITIES - CONNECTED TO VOLUNTARY, COMMUNITY AND FAITH SECTOR

Cabinet considered a report on how the Council planned to connect with the Voluntary, Community and Faith sector across Cheshire East. The aim was to ensure that the VCF sector had a voice and could influence what the Council did, and to support the sector to work with the Council to deliver services and activities to vulnerable and deprived communities.

At the Chairman's invitation, Roger Millns of Audlem and District Community Action, who was present with three colleagues, outlined the work of the charitable trust in providing welfare support and social activity

for older people who may be vulnerable or socially isolated. He stressed the importance of having an effective commissioning framework in place for the VCF sector.

RESOLVED

That Cabinet

- notes that following a competitive process, a contract for VCF Infrastructure support has been awarded to Cheshire East Council for Voluntary Service (CVS) for a term of three years commencing on 1 April 2017;
- 2. agrees to the development of a VCF Commissioning Framework which will be formalised following consultation and will be presented to Cabinet for final approval prior to implementation in September 2017;
- 3. agrees to the VCF Commissioning framework being embedded into the delivery of commissioning frameworks across the Council;
- agrees to the promotion of the benefits of volunteering and the VCF sector and the recognition of the value it plays in building resilient communities; and
- 5. commits to working with the VCF sector and listening to their views about the needs of communities, especially protected characteristics to influence service provision.

124 MIDDLEWICH EASTERN BYPASS

Cabinet considered the Outline Business Case for Middlewich Eastern Bypass for submission to the Department for Transport.

In response to the question asked by Middlewich Town Councillor Jonathan Parry during public speaking time, the Deputy Leader and Portfolio Holder for Highways and Infrastructure commented that due to a continued lack of progress with the scheme the Council had taken control of the delivery of the bypass in 2015 and had since undertaken an intense programme of works, making significant progress. The approach had been supported by a successful bid for DfT funding. The outline business case demonstrated that the new scheme represented high value for money. With regard to Lewin Street, the Portfolio Holder was prepared to consider a weight restriction when the bypass was open.

RESOLVED

That Cabinet

 notes and endorses the submission of the Outline Business Case for Middlewich Eastern Bypass to the Department for Transport;

- agrees that the Outline Business Case demonstrates that the proposed scheme (Preferred Option) fulfils the strategic objectives of the bypass, and that these can reasonably be considered to be affordable, achievable and value-for-money at this stage of project development;
- authorises the Executive Director of Place, in consultation with the Portfolio Holder for Highways & Infrastructure, to make all necessary arrangements for the preparation of a Planning Application for the preferred route option, it being anticipated that this application will be submitted to the Planning Authority towards the end of 2017;
- 4. authorises the Executive Director of Place, in consultation with the Chief Operating Officer (Section 151 officer) and the Portfolio Holder for Highways & Infrastructure, to agree a funding strategy for the project, especially the local funding contributions, in accordance with the funding requirements set out in the report; and
- notes that future reports will be received on the outcome of the bid for grant funding from DfT and the submission of a planning application for the project.

125 SYDNEY ROAD REPLACEMENT BRIDGE

Cabinet considered a report on accommodation works required to enable the delivery of Sydney Road Replacement Bridge.

RESOLVED

That

- 1. the Executive Director of Place be authorised, in consultation with the Director of Legal Services, in advance of the determination of the planning application to:
 - (a) negotiate and approve the terms of an agreement with Scottish Power to undertake the design and delivery for the diversion of the 132KV power cable;
 - (b) negotiate and approve the terms of an agreement with statutory undertakers to divert their services to enable the construction of the replacement bridge; and
 - (c) negotiate and approve the terms of an agreement with Network Rail Infrastructure Projects (NRIP) to undertake accommodation works, advance works to include the cable diversion route and Overhead Line Equipment (OLE) modifications to enable the replacement of the bridge structure; and

2. the Director of Legal Services be authorised to execute all necessary legal documents to give effect to the above agreements.

126 CREWE GREEN ROUNDABOUT IMPROVEMENTS - INCREASE TO FUNDING PROVISION

Cabinet considered a report on progress with the pre-construction phase of the Crewe Green Roundabout improvements scheme and an update on the estimated scheme cost. The report sought approval to vary the budget for the scheme and to proceed with the procurement process.

RESOLVED

That

- Council be recommended to approve a supplementary capital estimate of £2.5m (intended to be partially funded by the Council's award through the National Productivity Investment Fund) to meet the forecast cost of the scheme;
- 2. the total budget for the scheme costs (including risk) as outlined in the Project Funding Table shown at Appendix 1 be approved;
- the Executive Director of Place be authorised, in consultation with the Portfolio Holder for Highways and Infrastructure, to enter into the construction phase of the works; and
- 4. the Executive Director of Place be authorised, in consultation with the Portfolio Holder for Highways and Infrastructure, to proceed with all necessary technical work, including finalising detailed design and agreement of a final target cost for the works, land assembly, investigation and conduct of diversions of statutory undertakers' apparatus to enable the highway works to be delivered.

127 HIGHWAY SERVICE CONTRACT PROCUREMENT

Cabinet considered a report on the proposed procurement strategy for the next Highway Services Contract.

The Deputy Leader and Portfolio Holder for Highways and Infrastructure reported that the Corporate Overview and Scrutiny Committee had considered the report at its meeting on 6th April 2017 and had resolved that the report be received and that the work undertaken so far in respect of the procurement of the new Highway Service Contract be supported.

At the Chairman's invitation, Councillor G Williams spoke about the work of the cross party member panel appointed to make representations to the Portfolio Holder on priorities for the contract.

RESOLVED

That

- the Strategic Aims and Contract Objectives for the next Highway Services Contract as set out in Section 4.3 and 4.4 of the report be approved;
- 2. the Procurement Strategy for the next Highway Service Contract be approved to include:
 - An Integrated Services Contract model.
 - A full 15 year contract period with a pre-defined mid-term break clause (Year 8) linked to the performance framework and an upper limit on individual schemes through the Contract of £5M.
 - A Competitive Procedure with Negotiation as the procurement route.
- 3. it be noted that all the recommendations have been informed by the cross-party Member Panel and the procurement route by Corporate Overview and Scrutiny Committee;
- 4. the Executive Director for Place be authorised, in consultation with the Portfolio Holder for Highways and Infrastructure, to commence the process for procuring a new Highway Services Contract for the Council, including finalising its scope;
- 5. it be noted that following completion of the tender process, Cabinet will be requested to approve the award of contract to the preferred bidder; and
- 6. Cabinet places on record its thanks to the Highways Team for their work on the several projects considered at today's meeting.

128 PUBLIC SPACE PROTECTION ORDER - POYNTON SPORTS CLUB

Cabinet considered a report on a proposed public space protection order in relation to Poynton Sports Club.

The Portfolio Holder for Communities and Health reported that two more orders for other locations were in preparation and that the process for introducing such orders in future would be brought down to six months.

RESOLVED

That Cabinet

 notes the content of the report, including the draft order and supporting evidence in relation to the application and the outcome of public consultation;

- having considered the prohibitions of the draft order, agrees the implementation of a Public Space Protection Order (PSPO) from 1st May 2017; and
- 3. approves the amendments to the Council's procedure in determining the level of authority required to approve any future PSPO applications.

129 INDOOR AND BUILT FACILITY STRATEGY & PLAYING PITCH STRATEGY 2030

Cabinet considered a report setting out the background and strategic context to the delivery of the Cheshire East Indoor and Built Facility Strategy and the Cheshire East Playing Pitch Strategy, which would both support the Stronger Communities and Sustainable Environment elements of the Cheshire East Local Plan and be used, where appropriate, in the determination of planning applications.

At the invitation of the Chairman, Debbie Jamieson spoke in relation to the report. She supported the proposal to put the sports strategies out to consultation but went on to suggest that some actions could be taken now to ensure that the needs and opportunities identified in the report contributed to the Local Plan before it was signed off in the autumn and to ensure that developer contributions in relation to strategic sites were realised.

It was stressed that the strategies would be working documents as well as forming an essential part of the Local Plan and would be adapted over time as required.

RESOLVED

That

- 1. the Cheshire East Council Playing Pitch and Indoor and Built Facilities Strategies be approved for consultation purposes; and
- 2. authority be delegated to the Chief Operating Officer, in consultation with the Portfolio Holder for Communities and Health, to finalise and publish the strategies, taking account of the representations received.

The meeting commenced at 2.00 pm and concluded at 4.00 pm

Councillor Rachel Bailey (Chairman)



Cheshire East Council

Cabinet

Date of Meeting: 9th May 2017

Report of: Frank Jordan – Executive Director of Place

Subject/Title: Bentley Masterplan and Development Framework

Portfolio Holder: Cllr Don Stockton, Regeneration

1. Report Summary

- 1.1 Bentley Motors is an iconic and internationally recognised British brand that has been based at its headquarters at Pyms Lane in Crewe for more than 70 years. Employing more than 4,000 people, the site is also Crewe's largest single employer, making it a central feature of both the local and sub-regional economy. The site also accounts for over £1bn of UK exports each year.
- 1.2 A Development Framework and Masterplan (Appendix 1) has been developed which seeks to set out the long term aspirations of Bentley Motors, and how they may be achieved in spatial terms.
- 1.3 The Masterplan seeks to set out the important design, development and planning policy considerations which will be used in the determination of future planning applications relating to the Bentley site.
- 1.4 At Cabinet in December 2016, it was agreed to consult on a draft of the vision in order to inform future planning applications and determine whether the Council would endorse the Development Framework and Masterplan.
- 1.5 This consultation has concluded and consultation report has been prepared (Appendix 2). It has demonstrated that there is local support for the growth of Bentley Motors, but the consultation has also highlighted a range of concerns from the local community.
- 1.6 As a result of the consultation the Development Framework and Masterplan has been strengthened to reflect many of the concerns raised during the consultation. However, further considerations will need to be factored into any future planning application or other approvals processes to deliver the vision.

2. Recommendation

2.1 Cabinet is recommended to endorse the Development Framework and Masterplan produced by Bentley Motors, as the basis of their future ambitions in Crewe.

3. Other Options Considered

3.1 The following options have been considered as alternatives to that recommendation:

Option	Reason for Discounting
Reject endorsement of Development Framework and Masterplan	The endorsement by the Council will ensure that the Masterplan is a material consideration in planning, and will make it more likely to attract future investment by the company with a subsequent benefit to the local economy.
	The endorsement of the Bentley Motors Development Framework and Masterplan does not restrict the authority in carrying out its duties through the planning system, including the right to refuse future application proposals relating to the scope of this plan.

4. Reasons for Recommendation

- 4.1 The Bentley Development Framework and Masterplan has been through a comprehensive consultation process, which has highlighted a range of issues which need to be taken into account by Bentley Motors if they are to pursue their vision of a campus environment.
- 4.2 The endorsement of the Bentley Motors Development Framework and Masterplan does not at a later date prevent the Authority, through its planning duties, from exercising its right to refuse future planning application proposals relating to the scope of this plan. Any planning application will also need to have regard to wider policy implications and guidance related to the strategic development of Crewe and surrounding area.
- 4.3 The consultation process has highlighted a range of issues and concerns regarding the vision of the Development Framework and Masterplan. These issues will need to be addressed once the full detail is available following submission of a planning application. More respondents support than object to the vision of a 'campus', and a substantial majority of respondents support the growth of Bentley Motors.
- 4.4 As a result of the consultation, there have been the following changes to strengthen the Development Framework and Masterplan:
 - Process: Additional clarity has been provided around the status of the Masterplan and its process, in order to clarify that there is a detailed planning and highways process that must be undertaken before any changes can be made.
 - Drivers: Additional information has been provided under the drivers for change to demonstrate the need for a flexible and adaptable space.

- Highways: Further narrative to demonstrate an understanding of the traffic pinch points identified through the consultation, and inclusion of the Marshfield Estate in the mitigation map.
- Car Parking: Statement from Bentley Motors that they are working to minimise the occurrences of off-site parking and reduce the impact on surrounding neighbourhoods.
- Sustainable transport: Further detail is provided of Bentley's aspirations to support sustainable transport.
- Phasing: Additional clarity is provided around the shorter and longer terms solutions proposed.
- 4.5 Other concerns raised within the Consultation Report (Appendix 2) will need to be considered as part of any future planning application or other approvals required to deliver the vision. This report has been shared with Bentley Motors and relevant Council departments.

5. Background

- 5.1 The Pyms Lane site is home to all of Bentley's operations including design, research and development, engineering, and production, and has benefitted from significant investment by the company in recent years. In addition to investment in the site itself, Bentley has supported the development of its workforce and relationships with the local community; establishing strong links with the local schools and colleagues and being a prime sponsor of Crewe Engineering and Design University Technical College (UTC). They also utilise more than 80 suppliers within a 50 mile radius of the site.
- 5.2 The Bentley Development Framework and Masterplan details the vision of Bentley Motors Ltd to create an industrial 'campus' in Crewe to safeguard and support future growth.
- 5.3 In order for Cheshire East Council to decide whether to endorse this vision, a consultation was required. This consultation would enable local residents and stakeholders to state their views on the vision, and also input into Bentley Motors' plans at an early pre-planning stage.
- 5.4 The consultation was over a 6 week timescale between the 3rd January 2017 and 14th February 2017. During this consultation 369 formal submissions were received using the printed questionnaire and an additional 10 letters received.
- 5.5 In addition to the consultation, local councillors held a local community meeting and submitted a written response to the consultation. All points raised in the letter and questionnaires resulting from this meeting have been included in the consultation analysis.
- 5.6 Given the early stage of development of this vision, the consultation asked two quantitative questions on the principles of the campus and growth of Bentley Motors, and importantly allowed for an open response to ensure that all issues were captured. Overall the consultation showed that;

- 70% of respondents indicated that they would tend to support or strongly support the growth of Bentley Motors.
- 48% of respondents supported the creation of the campus, whilst 39% objected. This response was polarised between those strongly supporting and strongly objecting.
- 5.7 Submissions were broadly positive in supporting the growth of Bentley Motors, however the majority of responses outlined the following issues:
 - Congestion due to development of the Bentley campus and closure of parts of Pyms Lane and Sunnybank Road.
 - Continued provision of sustainable travel to and around the Bentley Site, including provision and safety of walkers and cyclists.
 - Parking by Bentley employees on neighbouring residential streets.
 - Phasing of road closures with other improvements or works across Crewe.
 - Impact on emergency vehicle access within and around the site.
 - Access to household waste and recycling facilities.
- 5.8 All comments have been reviewed and responded to in the consultation report and has resulted in a number of changes being made to the Development Framework. The consultation report has been provided to Bentley Motors to inform any future planning applications made for the site.

6. Wards Affected and Local Ward Members

6.1 The site is located within Crewe St Barnabas Ward.

7. Implications of Recommendation

7.1 **Policy implications**

- 7.1.1 The Framework is fully aligned with the Local Plan Strategy, as well as the National Planning Policy Framework and retained Crewe and Nantwich Borough Plan as appropriate. The Framework is also cognisant of the ambitions set out in the Government's Strategy for the automotive industry, 'Driving Success A Strategy for Growth and Sustainability in the UK Automotive Sector' (2013) and the Industrial Strategy Green paper (2017).
- 7.1.2 The Framework is also complementary to the following corporate policies:
 - The Council's Three Year Plan
 - o Outcome 2: Cheshire East has a strong and resilient economy
 - Priority 1: Local Economic Development
 - Change Project 1.3 Investment to support business growth.
 - Ambition for All: Sustainable Communities Strategy 2010-2025:
 Priority 2 Create conditions for business growth
 - Harness emerging growth opportunities;
 - o Create a climate attractive to business investment.

In delivery of the Masterplan consideration will be give to maximise opportunities to meet Priority 5 - Ensure a sustainable future, though sustainable transport access and enhancement of open space.

7.2 Legal Implications

7.2.1 There are no immediate legal implications arising from Cabinet approving the recommendation of this report. The endorsement of the Bentley Development Framework and Masterplan does not predetermine any future approvals required to deliver Bentley Motors vision, such as those required through the planning system.

7.3 Financial Implications

7.3.1 As the delivery of the Masterplan progresses, there will be financial implications related to Cheshire East assets within the proposed campus. These will be subject to separate future negotiations and approvals.

7.4 Equality Implications

7.4.1 The recommendation does not have any direct equality implications.

7.5 Rural Community Implications

7.5.1 The recommendation does not have any unique implications for rural communities.

7.6 Human Resources Implications

7.6.1 The recommendation does not have any direct human resources implications.

7.7 Public Health Implications

7.7.1 The recommendation does not have any direct public health implications.

7.8 Implications for Children and Young People

7.8.2. The recommendations do not have any direct implications on children and young people.

7.9 Other Implications (Please Specify)

7.9.1 There are unlikely to be any other implications other than those identified above.

8 Risk Management

The following risks have been identified:

Risk	Mitigation
Changes to the highway network that form part of the Masterplan could cause disruption to the network and to local residents. Significant future development in this area of Crewe will add strain to the highway network	Highways modelling has been undertaken to ensure the correct level of mitigation is put in place before any significant changes to the network are put in place, this modelling will need to be reviewed in light of any detailed planning application submitted by Bentley Motors. A package of highways improvement works has been put forward to build resilience in the network; this includes two new highways routes to support development and growth in north west Crewe.
Lack of coordination with the other key development sites in Crewe	The Project Board overseeing delivery of the Masterplan included stakeholders from Spatial Planning and the Council's Development Company Engine of the North – this ensured a coordinated approach to delivery of the Masterplan. Going forward the vision for Bentley will require incorporation into regeneration activity in Crewe.
Conflict between Household Waste site and ambition for western gateway to the Bentley campus.	The Council will work with Bentley Motors to reduce the impact of the site on the ambitions for the campus.

9 Access to Information/Bibliography

Further information can be found at the following sources:

- Appendix 1 – Bentley Development Framework and Masterplan

- Appendix 2 – Consultation Report

10 Contact Information

Contact details for this report are as follows:-

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BENTLEY MOTORS DRAFT DEVELOPMENT FRAMEWORK AND MASTERPLAN



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BENTLEY MOTORS DRAFT DEVELOPMENT FRAMEWORK AND MASTERPLAN

1. INTRODUCTION

Bentley Motors is an iconic and internationally recognised British brand that has been based at its headquarters in Crewe for more than 70 years. Bentley's headquarters is an advanced manufacturing site that is home to Bentley's life cycle of operations including design, research and development, engineering and production.

The Crewe site employs more than 4,000 people and is Crewe's largest single employer; representing a significant driver of the wider North West economy and leader in UK luxury car manufacturing. It is now critical that Bentley is able to develop its Crewe site to create a headquarters that can maintain a global competitive edge, realise Bentley's vision to design and build new model lines and meet the needs of a modern integrated advanced manufacturing business.

THE BENTLEY MOTORS DEVELOPMENT FRAMEWORK AND MASTERPLAN

This Development Framework and Masterplan has been prepared to provide a framework which will underpin the development and support a vision for the future growth of Bentley in Crewe. It has full regard to adopted and emerging local planning policies, national planning policy and the surrounding site context. In summary, this document:

- 1. Presents a vision for the future development of Bentley's Crewe site, and sets out the context that will underpin this growth;
- 2. Sets out the important design and development considerations, planning policy and processes for the determination of future planning applications at Bentley;
- 3. Provides the rationale and drivers for the growth of Bentley's Crewe site; and
- 4. Provides a Masterplan which articulates the expansion of the Bentley's Crewe site into the future.

The Development Framework and Masterplan is intended to underpin the 'principles' of the future growth of the Bentley site. The masterplan itself does not provide any approvals, but forms a material consideration for future planning applications, including any planning application proposing the stopping up of Pyms Lane or Sunnybank Road. In line with usual planning procedures, these future detailed planning applications will be subject to technical assessment, including transport impact assessments, and will be required to undertake consultation with the local community.

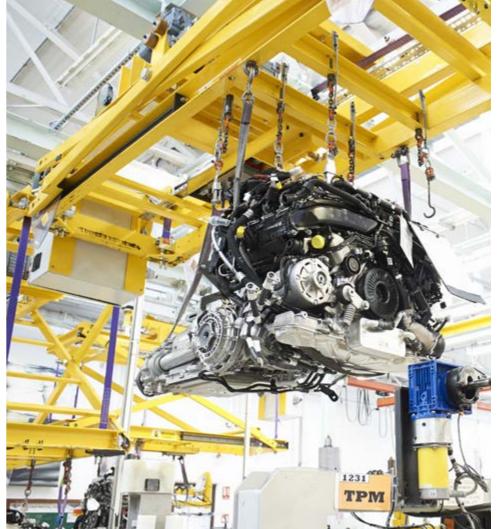
BENTLEY IN CREWE

Bentley began car production in Crewe in 1946 and the site remains at the heart of Bentley's global business. Since Bentley's acquisition by the Volkswagen Group in 1998, investment in Bentley's Crewe site has seen the number of employees in Crewe rise from 1,500 in 1998 to more than 4,000 today.

In 2013, Bentley announced that it would proceed with the development of the world's first ultra-luxury Sports Utility Vehicle ("SUV") at its Crewe site, the company's fourth model line. The SUV created around 1,000 jobs across the UK and secured an investment of more than £800 million at the Crewe Headquarters.

As part of this business growth, Bentley is investing a further £40 million into its Crewe site as part of a phased expansion that will see the development of a new Engineering Technical Centre, Design Building and Business Building adjacent to its manufacturing operation. These new facilities could house 1,300 Bentley engineers and be integral in bringing future product to the market.

Bentley's investment demonstrates its ongoing commitment to Crewe, the region and the UK manufacturing sector. It is now imperative that the Crewe site has the scope to be adapted and extended in order to maintain Bentley's success and secure jobs and inward investment into Crewe for the long term.



Bentley Car Production



Proposed Bentley Campus (Source: Google Maps)

DRIVERS FOR CHANGE

The Bentley site in Crewe has developed organically for the last 70 years. Due to recent growth and a successful new model line, Bentley has exciting expansion plans that have led to focus on assessing, rationalising and planning for the future of the Crewe site.

An assessment of the current site against Bentley's vision for the future has led to the identification of a number of operational issues that require a review of the existing site configuration. This review of the existing site has been driven by the following:

- 1. The need to expand existing operations including, the development of new manufacturing, technical and design floorspace to deliver Bentley's growth plans;
- 2. In line with similar manufacturers world-wide, and locally in places such as Alderley Park and Hurdsfield, there is a need to provide modern and flexible manufacturing, design and business space through developing a 'campus' that is adaptable to the needs of a cutting edge advanced manufacturing business. This will allow Bentley to more quickly respond to its future requirements and keep pace with new technologies.
- 3. A lack of physical connectivity that separates the core manufacturing activities (south of Pyms Lane) and the future Engineering Technical Centre, Design Centre and Business building engineering, design and business uses (north of Pyms Lane). Pyms Lane creates a significant barrier between these elements of the site that restrict(s) the flow of people, goods, services, materials and overall efficiency across the site;
- 4. Increased requirements for security;
- A wider disconnect across the current site hampered by the existing road network and a lack of accessibility and permeability. The site is currently split into 3 parts by two roads (Pyms Lane and Sunnybank Road);
- 6. The need to identify new areas of car parking to support the expansion of the site and potential new jobs;
- 7. The presence of non-contributory uses close to the site which limit or impede Bentley's on-site operations, such as the Council Waste and Recycling Facility that borders Pyms Lane and Middlewich Road and CHK Holdings PLC (to the north of Pyms Lane). These uses will prevent the realisation of the vision for an integrated internal campus and prevent the expansion of Bentley's operations; and
- 8. A vision to better showcase Bentley's history to customers and the public by developing a flagship Bentley Car Museum at the Crewe site.

BENTLEY MOTORS DRAFT DEVELOPMENT FRAMEWORK AND MASTERPLAN

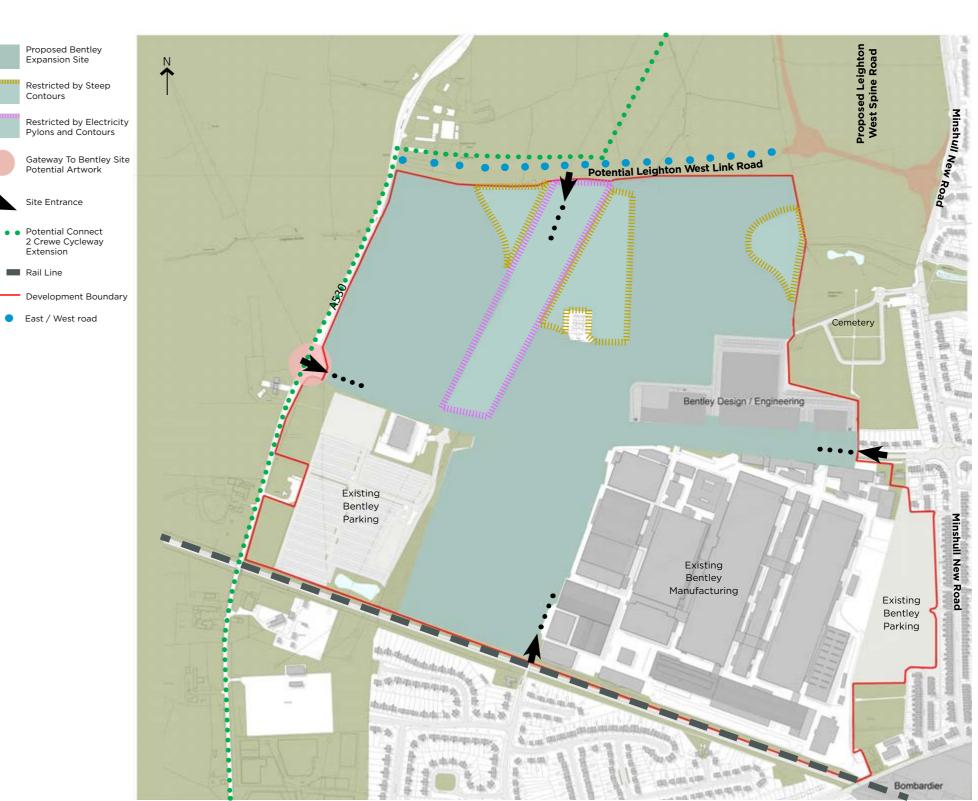
1. INTRODUCTION

THE OPPORTUNITY

Bentley is committed to remaining a quintessentially British brand that is recognised globally for quality, innovation and luxury. To support this, Bentley must develop its Crewe Headquarters into a site that can support the company's ambitious growth aspirations and deliver Bentley's new product lines. The Crewe Headquarters must seamlessly integrate Bentley's traditional manufacturing operations with its innovative design, engineering, research and development and business sectors. To achieve this integration, the Crewe site must be fully integrated and connected as part of a single working site; in order to facilitate increased communication, the sharing and fostering of ideas.

Bentley's vision illustrates its long term commitment to Crewe and the North West. Planned expansion, along with challenges in the current site, provide a unique opportunity to develop a holistic plan to support the future development of the Bentley site at Crewe. The Masterplan for the site seeks to create an internal campus where manufacturing, design, research and development and engineering operations are fully integrated within a single site with seamless connectivity that enables the efficient flow of people, goods and services. This Development Framework and Masterplan for the Crewe site has been developed to deliver a rationalised operational site that is more efficient, secure and productive; can grow and expand in line with Bentley's aspirations; and will generate significant new investment in the local economy. The core components of the Masterplan will deliver:

- New modern manufacturing expansion land to increase the capacity of existing manufacturing operations and support growth;
- Technical Flexible and adaptable technical, engineering and design space that will enhance Bentley's research and development capabilities and support Bentley's position at the cutting edge of advanced manufacturing;
- A self-contained internal Bentley site, achieved via the closure and redevelopment of Pyms Lane (this does not include the closure of the eastern most part of Pyms Lane that is accessed by 12 existing dwellings and Ashbank Court) and Sunnybank Road north of the railway, to improve production efficiency and security within the site;
- Better internal connectivity and permeability across the site to improve the flow of people, materials and products:
- New car parking and ancillary development to support the growth of the site, potential new jobs and further alleviate parking pressure on local streets;
- An aspiration to create a Bentley Car Museum that will showcase the history of the iconic Bentley brand and increase visitation and tourism in Crewe and the region; and
- An ambition to relocate the existing Waste and Recycling Centre and current CHK Holdings PLC to allow for future expansion of the site northwards. The relocation of these uses would deliver a fully integrated and internal site that is secure and fully under the control of Bentley.



BENEFITS TO CREWE AND THE REGION



The growth and development of the Bentley site will deliver exceptional benefits to Crewe and the region; generating employment growth, attracting inward investment and supporting the expanding innovation, advanced manufacturing and knowledge based industries in Cheshire East. It is a driver of the Crewe High Growth City agenda and is key element of Crewe becoming the Gateway to the Northern Powerhouse. Realising Bentley's vision in Crewe will support:

- The growth aspirations of Crewe as a key driver in the Northern Gateway Development Zone, driven by the advanced manufacturing sector and the arrival of a new HS2 hub in Crewe;
- A more efficient, secure and productive Bentley site that can realise the company's aspirations for growth;
- Investment in knowledge based industries and advanced manufacturing;
- New jobs for Crewe and the region;
- Significant inward investment into the region;
- Flow on investment and job creation in the supply chain; and
- An apsiration for a new Bentley Museum that will increase tourism to Crewe and the region.

Crewe Market Hall



Bentley Motors is a global brand that is synonymous with British innovation and manufacturing. Bentley has been manufacturing its cars in Crewe since 1946, where it has utilised the highly skilled local workforce and developed into an integral part of the local community. Today, Bentley employs more than 4,000 workers in Crewe and feeds a supply chain of more than 80 companies in the local area. Bentley is crucial to the local economy and has recently demonstrated its commitment to the region by investing £800 million in developing its brand new luxury SUV, the Bentley Bentayga, at Crewe.

BENTLEY IN CREWE

1946-1998

BENTLEY: EARLY HISTORY

BENTLEY IS

FOUNDED

In 1919, Bentley's founder W.O. Bentley established Bentley Motors at 16 Conduit Street, London; before moving operations to Oxgate Lane, Cricklewood and producing the first Bentley car, the EXP 1, in 1919. In 1931, Bentley was acquired by Rolls-Royce and production moved to Nightingale Road in Derby, where production spanned six years.

CRFWF

FACTORY BUILT

BENTLEY IN CREWE

The Crewe factory was built in 1938 to manufacture the Merlin engine, which powered the Spitfire and Hurricane fighters, as well as the Lancaster Bomber. At its peak in 1943 around 10,000 people were employed at the site, with 26,065 engines built between 1938 and 1946. Car production commenced at Crewe in 1946 and the first Bentley to roll off the production line was the Mark V1.

Crewe provided Bentley with unrivalled access to a local community of highly skilled engineers and mechanics who had migrated to the region. This saw the rapid rise of both the Bentley brand at Crewe between the 1950s and 1980s, which required the continual expansion of its factory operations to meet new demand.

By the late 1980's, the global success of Bentley was characterised by the popularity of models such as the Mulsanne and the Continental. In 1998, Bentley was acquired by the Volkswagen Group which served to add resources, new technologies and even greater impetus to the momentum of the Bentley renaissance.

Volkswagen's acquisition of Bentley led to a £500 million investment in the Crewe site and the development of a new Bentley. This investment underlined Bentley's commitment to Crewe and its intention to maintain a thoroughly British bloodline. Following this and subsequent investments, employee numbers in Crewe have grown significantly, from 1,500 in 1998 to more than 4,000 today.

In November 2015 the Bentayga, the first ever Bentley SUV, left the production line in Crewe. The car is part of a £800 million investment programme and the project has created 1,500 UK jobs over the four year development period since the initial concept stage; and reaffirmed Bentley's commitment to Crewe and the region.

Today, the Crewe site produces approximately 10,000 cars each year. Bentley has continued to invest in world-class manufacturing facilities, including a state of the art 7,500 sgm Body-in-White facility that opened in 2010 and a new Business Building, proposed Engineering Technical Centre and Design Centre.



BENTLEY + VOLKSWAGEN: SIGNIFICANT GROWTH IN CREWE

1920s 3-litre



1950s Bentley R-Type

INVESTMENT IN THE COMMUNITY

In addition to its direct investment in Crewe and its status as a key employer in the region, Bentley is a major investor in the local community. Bentley supports and advocates a number of education, training and volunteer programmes in Crewe, including:

Training & Talent Development

Bentley offers extensive training programmes, from improving technical expertise to personal skills and self-management. Bentley's trainee programmes support and develop talent for the future and have been awarded with National Training Awards by the Skills Funding Agency.

Apprenticeships

Bentley has offered apprenticeships to the local community for over four decades as well as development programmes for graduates and undergraduate placements. 2015 saw the largest intake of trainees in the company's history, with 63 apprentices being recruited.

UTC Crewe

Bentley Motors is playing a pivotal role in a new University Technical College, opened in Crewe in September 2016. This new College offers an exciting and inspiring education for young people seeking a pathway to employment and further education. At the Crewe Engineering and Design UTC, students are able to draw on expertise from a range of partners to ensure the academic and practical learning activities. The collaboration with UTC Crewe forms the next step in Bentley's focus on talent development and continuous improvement.

Community Engagement

Bentley works collaboratively with local charities and is proud to be a founder of the Cheshire Community Foundation. The Foundation manages the Bentley Fund, focusing on projects working with health, education, children and social deprivation located within 20 miles of Bentley's Crewe site. Established in 2012, the Bentley Fund has invested £100,000 in supporting more than 20 grassroots community organisations.

Recently Bentley has partnered with the Care2Save Charitable Trust and St Luke's Hospice based in Winsford to work on two innovative fundraising campaigns. The company has donated two Bentley Continental GTs in order to raise funds to support palliative care in Cheshire and throughout the world.

As part of the trainee programmes at Bentley all Apprentices, Industrial Placement Students and Graduates are asked to volunteer in the local community. In 2015 over 140 trainees participated, volunteering a combined total of over 800 hours to four community projects. Bentley is also working with Cheshire Connect to match skilled Bentley colleagues with local charities that can benefit from their expertise.

South Cheshire College

Bentley apprentices learn their craft at a dedicated apprenticeship training facility based at training provider Total People within South Cheshire College. Bentley is providing its own experts who are customising the curriculum for the programme with focus on trim, wood, paint and mechatronics.

Rotary

July 2016 saw the inauguration of the Bentley Cheshire Rotary Club. With support from Bentley and the local Crewe and Nantwich Weaver Rotary Club, the Bentley Cheshire Rotary Club is run by Bentley volunteers. The club brings together likeminded people from the across the company to make a positive impact in the local community.

SUPPLY CHAIN

Bentley benefits from having an integrated production and logistics approach, and results in the majority of its key components being manufactured in Crewe. The incorporation of a logistics centre adjacent to the main production hall has also reduced parts handling by around 30%, saving £3.5 million per year in the process and eliminating thousands of deliveries by road.

As part of its supply chain, Bentley currently supports more than 80 suppliers that are located within a 50 mile radius of the factory. This indirect investment in the local community is critical to the vitality and operation of businesses in the local area.

BENTLEY'S FACTS AND FIGURES

- Employs 4000 People
- Produces around 10,000 handcrafted cars each year. Around 90% of the cars (over £1billion worth) are exported, creating valuable income for the UK.
- Bentley has 700 suppliers from 32 countries and six continents. 82 suppliers are located within a 50 mile radius of the factory. A good piece of the supply chain is located near Crewe which has a hugely positive economic impact on the local area.
- Each Bentley car is unique and it takes from 104 hours up to 399 hours to build a Bentley from start to finish, depending on the model. The Mulsanne takes 399 hours to finish and 200 of these are dedicated to hand crafting the interior. Bentley's dedication to keeping this British tradition alive creates a high demand for manual labour, as these processes are not replaced by machines. This in turn creates significant employment in the local area, and will continue to generate new jobs as production volumes increase.
- Over the four year period from the initial concept stage of the Bentayga over 1,500 UK jobs have been created.
- In 2013 Bentley installed over 20,000 roof mounted solar PV panels. They have the ability to produce enough power to cover over 1,200 households or up to 40% of Bentley's power demand. The solar panels utilises an area of 3.45 hectares of otherwise unused roof space. The initiative increases the use of renewable energy sources, reduces yearly CO2 emission by over 2,500 tonnes, and relieves strain on the local power network.



Crewe Engineering & Design UTC



Bentayg

BENTLEY MOTORS DRAFT DEVELOPMENT FRAMEWORK AND MASTERPLAN

3. STRATEGIC CONTEXT

As the largest town in south Cheshire, Crewe is already the area's primary population centre, with a population of 83,000, and is a major economic hub. Its 5,000 businesses include concentrations of professional services, distribution and logistics, and advanced engineering built on its rich car manufacturing and rail heritage.

GROWTH ASPIRATIONS FOR CREWE

Crewe evolved around the growth of the railways in the early 1830s, with the opening of the station in 1837 and the first works in 1840. As a result, the population grew dramatically from around 1,800 inhabitants in 1837 to 40,000 by 1871. Although the end of the 19th century witnessed a slowing down of growth in the railway industry, Crewe retained its rail-industry expertise and importance as a major rail junction and centre for locomotive building and repair.

Today, the town is recognised as a hub of advanced rail and automotive manufacturing, and is home to major international and national firms such as Bentley Motors, OSL Rail, Bombardier and Chevron Racing. The town is a hot spot for the automotive sector in Cheshire East which employs over 4.5 times more than the average for England and Wales².

Established as a major railway hub, Crewe remains a significant railway interchange on the West Coast Main Line with over 2.65 million passengers changing trains per year . On 30th November 2015, the UK Government announced its decision to route the section of HS2 to Manchester via Crewe with an investment of £5 billion to deliver the section from Fradley to Crewe; with an HS2 hub station at Crewe six years earlier than planned. By capturing the wider economic benefits for the Northern Gateway Development Zone area spanning Cheshire East, Cheshire West & Chester and North Staffordshire, the HS2 superhub is expected to create over 120,000 new jobs over a 25-year period across this new economic zone⁴.

A core principle of Cheshire East Council's planning policy and strategic vision is the development of Crewe as a 'High Growth City', which identifies the town as a spatial priority and core location for growth⁵. As part of the 'High Growth City' concept, the Council's vision is that by 2030, as a gateway to the Northern Powerhouse, Crewe will be a nationally significant economic centre; one of the leading advanced engineering and manufacturing centres in England; and a sought-after place to live and do business in the UK. Crewe will be recognised for its 360° connectivity, vibrant and diverse knowledge based economy; high quality communication and sustainable transport linkages; many physical development opportunities; attractive heritage, environmental and cultural assets that contribute to liveability; and its high quality image and perception generated through strong leadership⁶.

SUB-REGIONAL CONTEXT

Crewe's 360° transport connectivity and its established business base places it at the heart of ambitions to grow the sub-regional economy in Cheshire and Warrington and wider Northern Gateway Development Zone. The Cheshire and Warrington LEP's Strategic Economic Plan recognises that Crewe is a focal point and hub for regional connectivity and provides an unrivalled opportunity for growth and economic development.

With 4.9 million people within one hour's travel of the town, future subregional growth is focused on the potential provided by the Northern Gateway Partnership, maximising the wider economic benefits from a super hub HS2 station at Crewe sitting at the centre of a strategic road and rail network.

Crewe plays a central role in the LEP's ambition that by 2030 Cheshire and Warrington will be:

- An economy of £35 billion with GVA per head 115% of the UK average; and
- Home to an additional 100,000 residents, 75,000 new jobs and 70,000 new homes 7 .

AUTOMOTIVE MANUFACTURING CONTEXT

At a national level, the growth of the UK's advanced manufacturing capabilities continues to be a priority. With regard to automotive manufacturing, Britain is already the fourth largest vehicle producer in Europe, making 1.58 million vehicles in 2012. Every 20 seconds a car, van, bus or truck rolls off a UK production line and over 80% of these are exported to more than 100 countries⁸.

The Government's Industry Strategy, 'Driving Success - A Strategy for Growth and Sustainability in the UK Automotive Sector' sets out a shared vision for the UK automotive manufacturing industry which is:

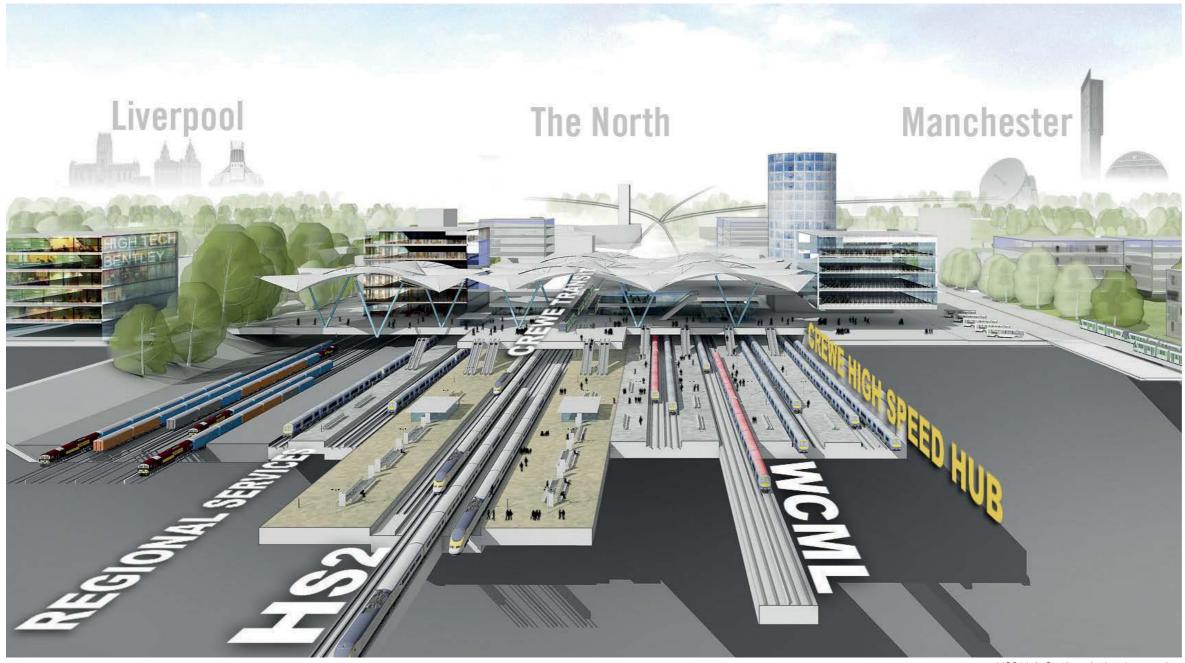
- Diverse, dynamic, growing and globally competitive.
- Making a large and increasing economic contribution to employment and prosperity in the UK.
- Supported by a highly skilled workforce and a strong supply chain.
- Inspiring young people to pursue rewarding careers in engineering and manufacturing.

At the regional level, the North West is the second most significant automotive cluster in the UK, employing 16,200 people and accounting for 12% of the UK's total automotive manufacturing sector. Globally significant operations extend from General Motors at Ellesmere Port, JLR at Halewood, Leyland in Lancashire, and Bentley Motors in Crewe⁹.

At the heart of the Northern Powerhouse, there is a regional ambition to grow and strengthen this existing cluster as part of wider efforts to expand the advanced manufacturing base in the region.

- ¹ Cheshire East Council (2011), 'Cheshire East Local Development Framework: Crewe Snapshot Report'
- ² Cheshire East Council (2015), 'Get Yourself Well Connected'
- 3 Office of the National Rail Regulator (2013), 'Station Usage Estimates 2014-2015'
- $^{\rm 4}\,$ HS2 (2015), 'HS2 Phase Two: East and West, the Next Steps to Crewe and Beyond'
- $^{\,5}\,$ The All Change for Crewe: High Growth City Strategy (2013)
- ⁶ Cheshire East Council (2014), 'Local Plan Strategy (Submission Version)'
- ⁷ Cheshire and Warrington Local Enterprise Partnership (2014), 'Strategic Economic Plan and Growth Plan for Cheshire and Warrington'
- ⁸ Department for Business, Innovation and Skills (2013), 'Driving Success A Strategy for Growth and Sustainability in the UK Automotive Sector'
- ⁹ Automotive Council (2016), 'UK Automotive Sector Overview'

3. STRATEGIC CONTEXT



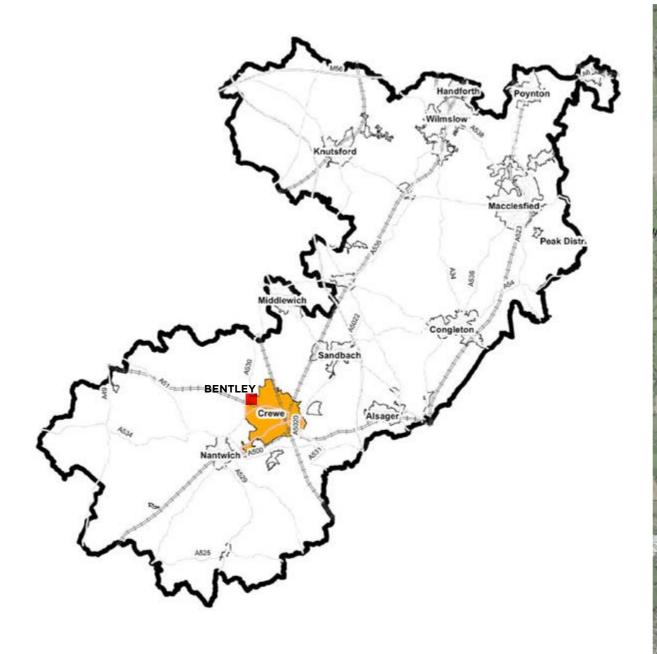




HS2 Hub Station, Artists Impression

Engineering

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Site Location to West of Crewe (Source: Google Maps)



SITE CONTEXT

The site itself is dominated by the existing manufacturing plant which extends to some 350,000 square metres and is located at the south east of the site. This contains the heart of Bentley's car manufacturing operation and also its reception and front of house facilities. Directly opposite the existing manufacturing operation is the site of Bentley's potential new engineering, design and business centres area, which include planning proposals for:

- A 7,200 square metres Business Building provides office and business space to support Bentley's core operations, which was granted planning permission in May 2016.
- A 32,148 square metres Engineering and Technical Centre ("ETC") which will contain a workshop and technical centre to support the development of Bentley products. Planning permission was granted on the new ETC in May 2016 (Application Number: 16/0341N).
- A 6,500 square metres Design Centre that will be a hub for innovation and knowledge. Planning permission was granted on the new Design Centre in May 2016 (Application Number: 16/0341N).

Bentley has recently obtained planning consent (Application Number: 16/5609N) in February 2017 for a 92,536 sqft logistics facility on existing hardstanding immediately to the east of its existing manufacturing operations.

To the west of Sunnybank Road and the existing manufacturing operations is Bentley's primary area of car parking; which extends westwards between Sunnybank Lane Road and Middlewich Road. Directly adjacent to Sunnybank Road is the Legends Health and Sports Centre which provides private sports facilities for use by Bentley's employees.

To the north of Pyms Lane, adjacent to the proposed Engineering Technical Centre and Design Centre, is the manufacturing premises owned by CHK Holdings PLC. Further to the east, bordering Middlewich Road, is the Cheshire East Council owned Waste and Recycling Centre.



Site Plan Showing Existing Uses (Original Source: Pro Map)

GREEN CORRIDOR

ACCESS ROADS

• • LEIGHTON BROOK

LEIGHTON WEST HOUSING DEVELOPMENT

BENTLEY MOTORS DRAFT DEVELOPMENT FRAMEWORK AND MASTERPLAN

4. BENTLEY AT CREWE

CONTEXT: CURRENT AND PLANNED USES

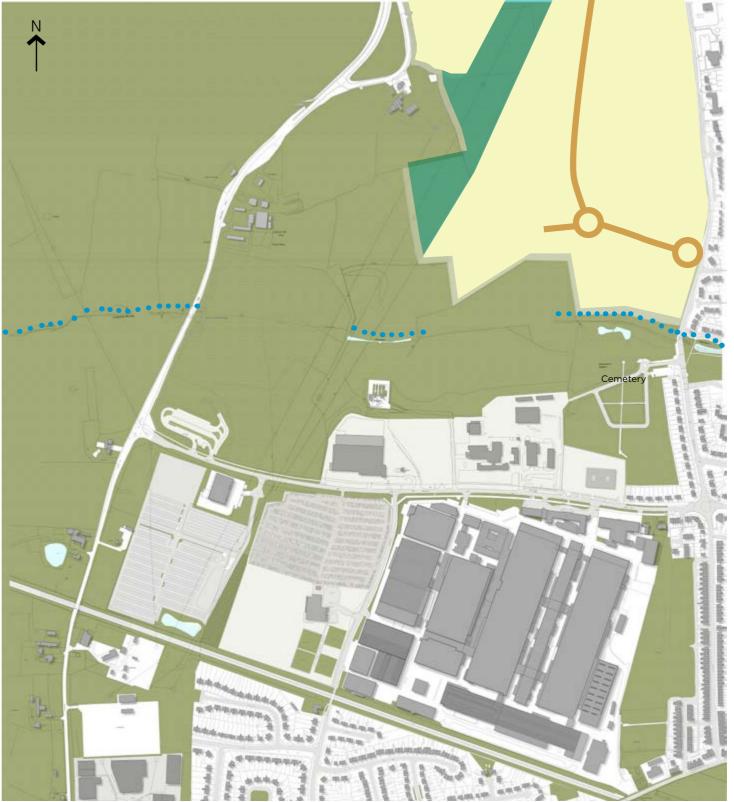
The site is situated on the edge of Crewe in a location that is characterised by a mix of employment uses, suburban residential uses on the periphery of the town and open countryside beyond the established urban boundary. Key surrounding land uses include:

North

To the north of the site is the proposed Leighton West urban extension, which spans an area from Bentley in the south to Leighton Hospital in the north. Leighton West is planned to accommodate up to 850 new homes and 5 hectares of employment space, which is planned to support Bentley as a key site for the development of automotive research, development and supply¹⁰. The Leighton West development proposes a significant new spine road that will connect Minshull New Road (immediately to the north of Bentley) with Leighton Hospital and Smithy Lane to the north west of the site

- The Meadow Brook Cemetery (north east), which is a 5 hectare site that was opened in 2009 and is accessed from Minshull New Road.
- Leighton Brook, which runs east to west approximately 100m to the north of the proposed ETC expansion areas of Bentley expansion.

¹⁰ Cheshire East Local Plan Strategy Proposed Changes (Consultation Draft), March 2016, Site CS3



Plan Sh

Plan Showing Leighton West Development Area (Original Source: Pro Map)

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CHK Building on Pyms Lane



East

The east of the site is characterised by established residential uses. Twelve residential properties front onto Pyms Lane immediately adjacent to the Bentley site, which reflect the character of existing post-war housing estates around Badger Avenue and Minshull New Road that are typical of the outer suburban areas of Crewe.

South

The immediate southern boundary of the development area is bounded by the Crewe to Chester heavy rail line. To the south of this, is an established area of post-war semi-detached housing around Sunnybank Road and a major electricity transmission station adjacent to Middlewich Road. The site is connected to this residential area via an existing single lane railway bridge on Sunnybank Road. Further to the south and west, there are a range of commercial and industrial premises stretching southwards along Middlewich Road.

West

Middlewich Road serves as the current settlement boundary for Crewe. Land to the west of Middlewich Road is characterised by countryside and farmland outwards towards the River Weaver and a local water treatment plant.

Pyms Lane

BENTLEY MOTORS DRAFT DEVELOPMENT FRAMEWORK AND MASTERPLAN

5. PLANNING POLICY CONTEXT

This section seeks to provide an outline of the key planning policies that have been considered to formulate a set of development principles and develop a masterplan for the Crewe site. It is not intended as a comprehensive account of relevant planning policy and should be read in addition to the detailed requirements found in the adopted and emerging Cheshire East Development Plan.

Any future planning applications for development of the Bentley site, including applications that propose the closure of roads within the campus, must be determined in accordance with the adopted local development plan unless material considerations indicate otherwise. Until the adoption of the Cheshire East Local Plan Strategy (CELPS), the adopted development plan covering the site remains the "saved" policies of the 2005 Crewe and Nantwich Borough Local Plan (CNBLP). In March 2012 the National Planning Policy Framework (NPPF) came into effect and whilst the CNBLP policies are still applicable, they should be weighed in planning decisions according to their degree of consistency with the NPPF.

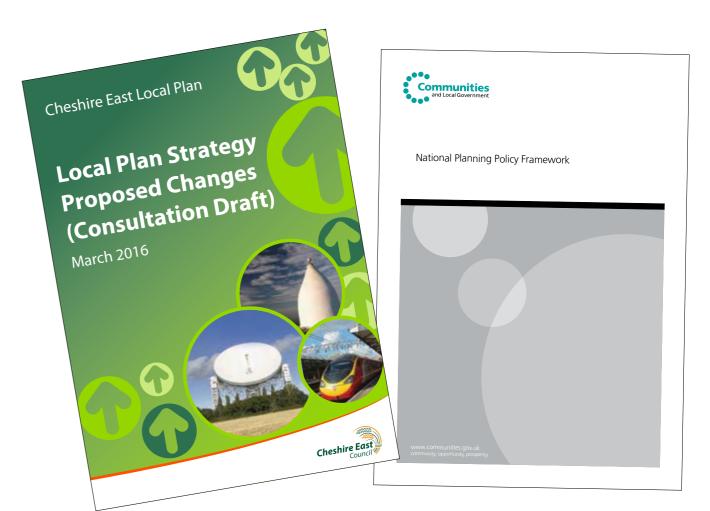
In February 2014, it was resolved that the CELPS (Submission Version) be given weight as a material consideration for development management purposes with immediate effect. Following two rounds of examination hearing sessions in 2014 and 2015, the Council published its Local Plan Strategy Proposed Changes Version in March 2016, which has undergone a third round of Examination by an Independent Inspector in September and October 2016. Having considered the issues raised through the examination process, the Inspector issued his views on further modifications needed to the CELPS on 13 December 2016. Public consultation on the Main Modifications to the CELPS commenced on 6 February 2017, closing on 20 March 2017.

The 'saved' policies of the CNBLP are relevant when determining applications for development on this site; however, given the advanced stage of the emerging policy framework, significant weight can now be attached to the current version of the CELPS.

The CELPS will be the first part of the new Local Plan to be put in place. The Site Allocations and Development Policies Document (SADPD) will form the second part of the Local Plan and will include detailed policies to guide decisions on planning applications in the Borough. When adopted, the SADPD will supersede those 'saved' policies of the CNBLP. The SADPD Issues Paper underwent public consultation from 27/02/17 to 10/04/17.

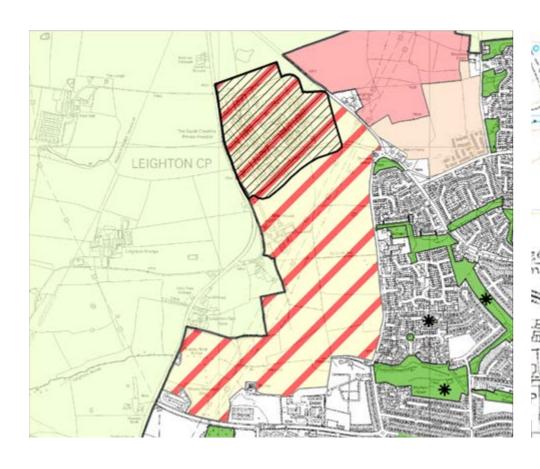
In addition, the following supplementary documents provide more detail on how policies in the development plan can be practically implemented, and are likely to be material in determining planning applications:

- Section 106 (Planning) Agreement SPG 2004
- CEC Employment Land Review (2012)
- CEC Economic Development Strategy (2011)
- Town and Country Planning (Environmental Impact Assessment)
 Regulations 2011



Front Cover of Cheshire East Local Plan Strategy and the National Planning Policy Framework

5. PLANNING POLICY CONTEXT





Key	
	Leighton Hospital Land Requirements
	Housing and Employment Sites
*	Equipped Children's Playgrounds
	Protected Open Space
	Areas within Crewe and Nantwich Settlement Bdys
200	Formal Open Space and School Playing Fields
	Housing Commitments
	Informal Open Space
$\otimes\!$	Leighton Hospital
	Leighton West Country Park
	New Woodlands Planting and Landscaping
	Open Countryside Outside Settlement Boundaries

Cheshire East Local Plan Strategy Proposed Changes (March 2016): (Crown copyright and database rights 2013. Ordnance Survey 100049045)

Key		
	Informal Open Space	RT.1
******	Formal Open Space and School Playing Fields	RT.1
XXXXXX	Allotments	RT.5
	Settlement Boundary	

Crewe and Nantwich Replacement Local Plan (2011) Proposals Map Extract: (Digitally produced by ESR Cartography Ltd, Maidenhead, SL6 8BR)

POLICY CONSIDERATIONS

The Crewe Site

The Cheshire East Local Plan Strategy recognises Bentley as a Strategic Employment Area that is of paramount importance to the Borough's economy. The CELPS also promotes Leighton West (as illustrated opposite) as a major strategic housing and employment site to the north of Pyms Lane. Leighton West is identified for complementary employment uses that will support the ongoing development and expansion of Bentley's advanced manufacturing activities.

The site is an established employment area that sits within the settlement boundary in the Crewe and Nantwich Borough Local Plan, as illustrated across. Elements of the site, such as the Legends Sports Club, are also allocated for formal open space, informal open space and allotments (policies RT1 and RT5).

LAND USE

The National Planning Policy Framework states that "to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century".

In Cheshire East, it is the Council's vision that by 2030 and beyond, the Borough will be an economically prosperous area, with a well-educated and skilled labour force benefiting from a strong and diverse employment base and high employment levels. Strategic Priority 1 (Promoting economic prosperity by creating conditions for business growth) in the emerging CELPS states that "such economic prosperity This will be delivered by providing a viable and flexible supply of quality employment land and premises...to enable existing businesses to grow.. and to create new and retain existing jobs".

CNBLP Policy E.4 (Development on Existing Employment Areas) welcomes proposals for new employment development, for the re-use, redevelopment or intensification of the use of land within existing employment areas. This is supported by the emerging CELPS Policy MP1 (Presumption in Favour of Sustainable Development).

In addition, emerging CELPS Policy CS3 recognises that the Leighton West site's "close proximity to Bentley provides an opportunity for the creation of an automotive hub which will provide new employment opportunities and expand the automotive related investment in Crewe and the wider area". This is a key policy which supports the expansion of Bentley operations northwards into the Leighton West development area.

5. PLANNING POLICY CONTEXT

DESIGN STANDARDS AND AMENITY VALUE

Whilst the NPPF supports a presumption in favour of sustainable development, it is important to ensure that new development does not have an adverse impact on the surrounding environment.

CNBLP Policy BE.2 (Design Standards) and emerging CELPS Policy SE1 (Design Development) require new development to be of a high standard of design and to enhance the built environment, whilst respecting the pattern, character, and form of the surroundings. The NPPF reiterates this, encouraging developments which establish a strong sense of place and reflect the identity of local surroundings whilst not preventing innovative design. Development proposals will be required to demonstrate the highest levels of commitment to quality of materials, finishes and detailing, and provide good quality hard and soft landscaping as an integral part of any proposals.

Proposals for larger and more complex designs are encouraged to undertake a Design Review for example through Places Matter and to adapt proposals accordingly in line with emerging CELPS Policy SE1. In addition, CNBLP policy BE1 (Amenity) requires that development proposals are compatible with surrounding land uses, and do not prejudice the amenity of future occupiers or the occupiers of adjacent property by reason of overshadowing, overlooking, visual intrusion, noise and disturbance, odour or in any other way.

With particular regard to employment developments, policy SD2 (Sustainable Development Principles) of the emerging CELPS expects proposals to create an attractive and successful place to work, with minimum impact on the surrounding area.

ACCESS. TRANSPORT AND PARKING

CNBLP policies BE1 (Amenity) and BE3 (Access and Parking), and emerging CELPS policies SD1 (Sustainable Development in Cheshire East) require that proposals must demonstrate that they deliver safe vehicular access and egress arrangements, and do not prejudice the safe movement of traffic on surrounding roads or have an adverse impact on neighbouring uses. In order to achieve this, the surrounding highway network needs to be able to accommodate any traffic growth associated with Bentley expansion up to 2030.

The site is currently in close proximity to a number of existing bus routes including Routes 1A and B from Crewe Bus Station to Nantwich; Route 42 from Congleton to Crewe; and Route 78 from Nantwich to Rode Heath.

CNBLP policies Tran 2, 3, and 5, and emerging CELPS policies SD1 and CO1 encourage development proposals to include the provision of sustainable transport options including extended and improved public transport provision, pedestrian routes, and facilities to encourage cycling through cycle routes and cycle parking. In addition, emerging CELPS policy promotes the maximising of opportunities for access and deliveries to employment developments via a range of sustainable transport options, including rail.

CELPS policy CO4 (Travel Plans and Transport Assessments) requires that all major development proposals that are likely to generate significant additional journeys are accompanied by a Transport Assessment and, where appropriate, a Travel Plan.

As appropriate, the Council will negotiate with developers in order to secure commuted payments towards providing or improving public transport, pedestrian, or cycle access to a major new development.

Under CNBLP policy Tran 4, proposals will also need to demonstrate that the needs of people with disabilities have been considered, particularly with regards to site layouts, the relationship between buildings and their car parking areas, and pedestrian priority schemes.

In line with CNBLP policy Tran 9, any proposals generating increased demand for car parking will be required to provide car parking spaces for the minimum operational needs of the development. Any proposals affecting existing car parks should be supported by a Parking Strategy which clearly sets out how future parking needs will be met for the site as a whole, taking account of the anticipated growth in activity on site.



Surrounding Roads



NATURAL ENVIRONMENT

Policy SE8 (Renewable and Low Carbon Energy) and SE9 (Energy Efficient Development) in the emerging CELPS, in addition to CNBLP policy BE2 (Design Standards) encourage the development of renewable and low carbon energy schemes and those developments which follow the principles of the Energy Hierarchy and seek to achieve a high rating under schemes such as BREEAM (for non-residential developments) and CEEQUAL (for public-realm development). Opportunities to improve energy efficiency by means of building type, orientation, and layout should, therefore, be considered in any proposals.

With regard to environmental impact, CNBLP policy NE17 (Pollution Control) specifies that all development proposals should ensure that, where appropriate, measures are taken to prevent, reduce, or minimise pollution both with regard to water, air or noise impacts. Where appropriate, planning conditions and/or obligations may be used to prevent or minimise any adverse impact of new developments on the surrounding area.

The location of the site near to the historic Leighton West landfill means that strict controls will be exercised and permission will not be granted for any development where there is considered to be a substantial risk to the development from contamination and other impacts as set out in CNBLP policy NE21 (New Development and Landfill Sites) and emerging CELPS policy SE12 (Pollution, Land Contamination and Land Instability). Proposals on or near where there is contamination, or good reason to believe that contamination is present, should include a site assessment, and development will not be permitted unless practicable and effective measures are taken to treat, contain, or control contamination. Further information on mitigation measures can be found at CNBLP policy BE6 (Development on Potentially Contaminated Land).

Given the site's close proximity to Leighton Brook, which includes some areas of flood risk, consideration of mechanisms to assist the permeability of the land for storm drainage and the use of sustainable drainage systems (SUDS) should also be included within any proposals. This is supported by CELPS policy SE13 (Floor Risk and Water Management). CNBLP policy BE4 (Drainage, Utilities and Resources) also requires that adequate and appropriate drainage of foul and surface water be considered in any new development.

High voltage power lines cross the site from the south west to the north which require an easement of 30m to the nearest building. Engagement with the relevant utility companies should be held as any proposals are developed.

Leighton Brook

5. PLANNING POLICY CONTEXT

LEISURE PROVISION

There are sports facilities provided for use by Bentley employees at the Legends Health and Sport Centre. The CNBLP seeks to ensure the retention and continued use of such sports facilities (Policy RT1 and RT17). The emerging CELPS contains similar policies (SC1 and SC2), although these are more aligned to the requirements of the NPPF (paragraph 74), which requires sports facilities to be protected from development unless they have clearly been shown to be surplus to requirements, or would be replaced by equivalent or better provision, or the development is for alternative sports and recreational provision, the need for which clearly outweighs the loss.

Any future planning applications involving either loss or replacement of either the indoor or outdoor sports facilities should be informed by a robust sports needs assessments aligned to the requirements of the NPPF (paragraph 73). The Local Planning Authority would be statutorily required to consult with Sport England regarding any proposals which might affect the playing fields or areas used as playing fields in the last 5 years, including the football pitches and the associated field space around them. Government advice is that Sport England should also be consulted on a non-statutory basis regarding proposals affecting any other sports facility which would include proposals affecting any indoor provision and the tennis courts. Any future planning applications for development which affect existing sports facilities would be discussed with Sport England and the Local Authority at the earliest opportunity.



Legends

\$106 REQUIREMENTS AND CIL

Proposals for any new development will be expected to make appropriate contributions, via Section 106 Agreement or via Community Infrastructure Levy (CIL) contributions to offset impacts of the proposed development on physical, social, community, and environmental infrastructure. In accordance with CIL Regulations, contributions will only be sought where they are necessary to make any development acceptable in planning terms, and will be directly related to the development, and fairly and reasonably related in both scale and kind. Any planning application should be supported by suggested Heads of Terms for a \$106 Agreement. Further guidance on the contributions likely to be sought can be found in the Supplementary Planning Guidance on \$106 Agreements.

This Development Framework and Masterplan has been prepared to support Bentley's vision for the Crewe site. It has been developed with full regard to the existing physical limitations of the site, national and local planning policy and the context of the surrounding area. The following section provides a summary of the key design and development principles that will inform future planning applications and ultimately the development of the Crewe site.

In accordance with the planning policy context set out in Section 5, the following key design and development principles provide the framework within which will be used to that will be used as a consideration for future planning applications on the site and to inform and shape the future development of the Bentley site:

Key Principle 1: Highways

The surrounding highway network needs to be able to accommodate traffic growth anticipated with any expansion proposals up to 2030 and access to the Bentley site needs to be afforded on all four sides. Future elements of the development which may generate significant amounts of movement will require the submission of planning applications which must be supported by a Transport Statement or Transport Assessment in accordance with Paragraph 32 of the National Planning Policy Framework.

New developments will need to demonstrate that opportunities for sustainable transport have been considered, and that safe and suitable access to the Crewe site can be achieved. Any Transport Assessment will also require consideration of transport improvements, where possible, to limit any significant impacts of development.

Specific highway capacity assessment modelling work has been completed to provide a forecast of the highway and traffic conditions following the delivery of any development, including the identification of appropriate transport mitigation to ensure that the proposed development is acceptable. This will be particularly relevant in the context of the planning application which requires proposes the closure of Pyms Lane and Sunnybank Road to fully understand the impact of displacing any traffic on to alternative routes.

Further information on relating to the Strategic Highways Network Improvements is provided in Section 7.

Key Principle 2: Accessibility and Sustainable Transport

Any increase in activity on the site should be used to maximise opportunities for access and deliveries by a range of forms of sustainable transport via a range of modes of transport. Sustainable transport should be integral to any future planning applications for development at the campus. Any future planning applications for the site would be accompanied by a detailed Travel Plan that will identify a strategy for placing sustainable transport at the heart of the future Bentley Campus, including:

- It is expected that proposals will include Identifying appropriate improvements to public transport and, in particular, ensuring that current bus services are re-routed to ensure that the existing service provision is not lost;
- Enhance pedestrian links, both within the campus and to surrounding destinations, whilst alleviating staff car parking in neighbouring areas;
- Improved cycle access, including maximising connections for cyclists to the Connect2Crewe to Nantwich Greenway; and
- Improved education and incentives for Bentley staff in order to utilise the enhanced connectivity of the site, including the wider implementation of current car sharing and cycle to work schemes.

and that these will be clearly set out in an accompanying Travel Plan.

Additionally, any future development proposals will have the should be cognisant of the potential to link into and support any future rapid transit initiatives in the west of Crewe.

Any development should seek to maximise connections for cyclists to the Connect2Crewe to Nantwich Greenway.

An aspiration for Bentley and the Crewe site is to support the future options for a rail head and freight connection that would link the site to the West Coast Main Line and accessible ports. Any development proposals will need to be cognisant of these aspirations.

Key Principle 3: Design Standards

Any proposals should deliver development of a quality and character appropriate to its position and the immediate and wider landscape setting. Proposals should demonstrate the highest levels of commitment to quality of materials, finishes, and detailing, and provide good quality hard and soft landscaping as an integral part of any proposals.

Key Principle 4 - Environmental Sustainability

Renewable and low carbon energy schemes, and opportunities to improve energy efficiency should be inherent in any proposals. In addition, measures to prevent, reduce, or minimise pollution both with regard to water, air, or noise, should be a high priority, particularly in areas of the site in close proximity to residential properties and other sensitive receptors.

Key Principle 5 - Car Parking

Any new development will be required to provide car parking spaces to meet the minimum operational requirements of Bentley. A Parking Strategy will should accompany any proposals which affect existing car parking provision, and will should clearly articulate how future parking needs will be met.

As part of a Parking Strategy for the development of the campus, Bentley is committed to developing a plan to ensure that staff utilise the parking provision within the secure campus. Initiatives that are currently in place will be further built upon, including cycle to work incentives, additional and improved secure cycle storage and the promotion of car share opportunities.

Key Principle 6 - Landscape and Visual Impact

The existing site is well established as a manufacturing facility in the emerging CELPS and does not have any significant landscape features. Development should consider the impact of an expansion of the site northwards into land to the south of Leighton West. As development is brought forward in this area, it should be sensitively designed to ensure that the impact on landscape features, such as Leighton Brook, is minimised.

Key Principle 7 - Ecology

There are no areas designated on account of their ecological value on or within the vicinity of the site. As such, it is not considered that the Masterplan will generate any major ecological impacts. However, as elements of the site come forward for development, such as land surrounding Leighton Brook, advice from a qualified ecologist and requisite Ecological Assessments will be required to understand any potential ecological impact and mitigation requirements.

Key Principle 8: Sports Facilities

Both Bentley and the Masterplan are fully cognisant aware of the requirements of Sport England as a statutory consultee. Any development or future planning applications resulting in the loss of existing sports facilities for the part of the site comprising Legends Health and Sports Centre would be discussed in full consultation with Sport England.

Key Principle 9 - Ground Conditions

The underlying bedrock across the site comprises Sidmouth Mudstone, and the superficial deposits comprises Devensian Till with a strand of Alluvium Clay associated with Leighton Brook. There are two historic landfills located within and directly adjacent to the site boundary. It is not considered that the ground conditions on site will have any significant impact on the proposed growth aspirations for the site. However, as elements of the Masterplan are progressed, ground investigations would be required to fully understand any potential constraints in relation to contamination and ground conditions.

Key Principle 10 - Amenity

Any new development will need to be sensitively designed and delivered to ensure that impacts in relation to amenity are fully considered. Development proposals should consider the impact on existing and future surrounding land uses of amenity impacts such as overshadowing, overlooking, visual intrusion, noise and disturbance, odour.

7. CREATING A LONG TERM HOME FOR BENTLEY

A comprehensive and coherent Development Framework and Masterplan for the future development of Bentley's Crewe site presents a significant opportunity to support the development and expansion of one of the UK's premier car manufacturers. This Development Framework provides the first step in delivering the platform on which to realise Bentley's vision to create new jobs and attract new investment to Crewe, by delivering an integrated and secure headquarters. This section sets out the core components of the Masterplan and rationale that underpins the need for change at Crewe.

DRIVERS FOR CHANGE

The current Crewe site was established in 1938 and has subsequently been developed via a series of physical expansions driven by a growth in operations and demand. Significant growth in the past 15-20 years (with the number of employees at Crewe rising from 1,500 to 4,000 since 1998) and current investment through the development of the Bentley Bentayga SUV has led to a critical need to undertake a holistic review of the site.

It is clear that, in order to support the long term and sustainable growth of Bentley in Crewe, the current site requires rationalisation and forward planning to accommodate future operations. The core elements that are crucial to sustaining the future development of the site are:

- 1. Identifying and delivering new land for future technical and manufacturing operational expansion to accommodate the future needs of the business:
- 2. Increasing permeability, connectivity and security across the entire site; and
- 3. Site rationalisation and a reorganisation of existing uses.

DEVELOPMENT OPPORTUNITIES

1. Operational Expansion

Bentley's significant investment in Crewe requires new land, floorspace and ancillary uses to be identified to support Bentley's future aspirations. Identifying the capacity for future expansion will allow Bentley to deliver the type, quantity and quality of modern and flexible manufacturing, design and business space that can adapt to the needs of a cutting edge advanced manufacturing business. In summary, a review of Bentley's requirements identifies a critical need for the following uses:

- Flexible and adaptable technical, design and engineering floorspace to ensure Bentley remains at the cutting edge of innovation and advanced manufacturing;
- Modern manufacturing expansion floorspace/land to support increased capacity and productivity;
- Office floorspace to support Bentley's HQ operations; and
- Car parking to support potential employee growth.

2. The Need for an Integrated Site

It is imperative that as the site expands, a disconnect is addressed between the core manufacturing activities (south of Pyms Lane) and the future Engineering Technical Centre, Design Centre and Business uses engineering, design and business uses (north of Pyms Lane). Pyms Lane creates a significant barrier across the site that has the potential to disrupt the flow of people, goods, materials and services.

In order to address this disconnect, to improve security and productivity on the site and to facilitate the development of a truly integrated campus; the following requirements have been identified as critical to meeting these objectives:

- Internalising the site via the closure of Pyms Lane and Sunnybank Road to increase site security, improve the flow of products and to create a true campus environment as operations on the site grow. The closure of Pyms Lane would extend from Middlewich Road to the last of twelve properties that front Pyms Lane, to ensure that access to these properties from Minshull New Road is retained.
- Improve connectivity and permeability across the wider site to ensure that uses are integrated and accessible.

3. Site Rationalisation

As part of Bentley's aspiration to create a campus environment, it is important to consider uses on site which do not support this expansion or vision. As such, a review of the site area has considered the rationale for acquiring and relocating the following uses:

- The Council owned Waste and Recycling Centre the ambition of Bentley Motors is to include this area as part of a campus environment. This will better enable expansion of manufacturing operations northwards, and create an environment that fully supports a new Bentley Museum at the gateway to the site adjacent to Middlewich Road. It is currently owned and operated by Cheshire East Council, so realising this ambition would require suitable alternative provision to be put in place
- CHK Holdings PLC (to the north of Pyms Lane) to support the closure of Pyms Lane and to identify potential land for future expansion. The relocation and/or acquisition of CHK would allow Bentley to fully integrate its internal site and create a secure campus environment, whilst allowing Bentley to fully realise the vision to create a hub of design and engineering innovation to the north of Pyms Lane.

7. CREATING A LONG TERM HOME FOR BENTLEY



Aerial Plan (Source: Google Maps)

DESCRIPTION OF THE EXISTING HIGHWAYS NETWORK

Primary Route Network:

Bentley is located in north west Crewe and the company's current facilities lie to the north and south of Pyms Lane and to the east and west of Sunnybank Road. Pyms Lane forms a continuation of Badger Avenue which represents one of four routes that provide western connections into and out of Crewe. The other three existing routes are provided by

- i) Flowers Lane to the north of Leighton Hospital;
- ii) West Street / Coppenhall Lane immediately south of Pyms Lane (and additionally Valley Road); and
- iii) Crewe Road/Nantwich Road to the south offering connections to / from Nantwich.

The A530 (Middlewich Road) is the principal route to the west of Crewe and offers connections to Middlewich to the north and Nantwich to the south. It also provides access to Leighton Hospital.

Sunnybank Road runs from Coppenhall Lane, at its southern end, over the railway and through to the Bentley factory, terminating at Pyms Lane.

Another significant east-west route is Victoria Avenue (leading into Wistaston Road) which runs due east from its signalised junction with Coppenhall Lane straight to the southern margin of the Town Centre at its junction with the far end of Dunwoody Way.

The alternative north-south route to the A530 (Middlewich Road) is Minshull New Road. It joins Barrows Green Roundabout to the north with West Street to the south. It forms a roundabout at its junction with Pyms Lane/Badger Avenue.

The network described above is shown in the Plan to the left.

7. CREATING A LONG TERM HOME FOR BENTLEY

STRATEGIC HIGHWAYS NETWORK IMPROVEMENTS

The creation of an enlarged, secure campus for Bentley has the closure of Pyms Lane (e.g. the parts which do not provide access to residential properties or other non-Bentley interests) and the northern section of Sunnybank Road at its heart. Therefore, this Masterplan describes how any issues resulting from the two road closures will be positively addressed. The planning applications that will be required to propose these road closures will require further transport assessments to understand the impact of those detailed proposals.

Significant improvements are already planned by the Council in order to improve the current local highways network in the surrounding area. These will reduce congestion currently experienced on the existing network, and also support the delivery of the development identified within the Cheshire East Local Plan Strategy. The proposed Bentley campus north of Pyms Lane lies within the Local Plan Strategic Site CS3 of Leighton West.

A major highway scheme is planned to facilitate the delivery of the development of site CS3 identified within the Local Plan - the Leighton West Spine Road. It will start at the main entrance to Leighton Hospital and connect with Minshull New Road at Rolls Avenue. The Leighton West Spine Road therefore provides an opportunity to deliver enhanced access to the Bentley campus in the future.

Implications of the Road Closures

There are three destinations for traffic situated on Pyms Lane. They are:

- Bentley Motors;
- The Council Depot, which has been sold to Bentley and will become part of the Bentley expansion and internal campus; and
- The Household Waste Site.

Given that Bentley currently employs more than 4,000 workers in Crewe, a significant level of traffic on Pyms Lane is directly associated with Bentley. Notwithstanding this, logically some existing traffic along Pyms Lane will be 'through' traffic.

Detailed traffic surveys have been undertaken to gain a clear understanding of the function of Pyms Lane and Sunnybank Road and the implications of closing sections of these roads to deliver the objectives of the Masterplan.

Whilst the masterplan shows three site entrances including Pyms Lane (east), Pyms Lane (west) and Sunnybank Road, Bentley will proactively manage the use of the 3 site entrances as part of the future campus proposals. This may involve restricting the use of an entrance where there is an impact on the local community associated with Bentley traffic, including the Marshfield Estate to the south. The full detail of any road closures will be proposed as part of a detailed planning application and associated stopping up order; and subject to further and more detailed transport modelling to understand the impact on the local highways network.

As well as the surveys, the Council has undertaken detailed highway network modelling to assess the implications of the road closures, and to understand the rerouting of through, non-Bentley traffic which currently uses Pyms Lane. This work looks at the short term and also the longer term to 2032 (including the growth in traffic, both from the Bentley expansion and delivery of the Cheshire East Local Plan).

As a result of this detailed modelling work, it has been concluded that, in the short term through the delivery of junction and corridor improvements at identified pinch points, the existing highway network can accommodate the traffic diverted from Pyms Lane and Sunnybank Road.

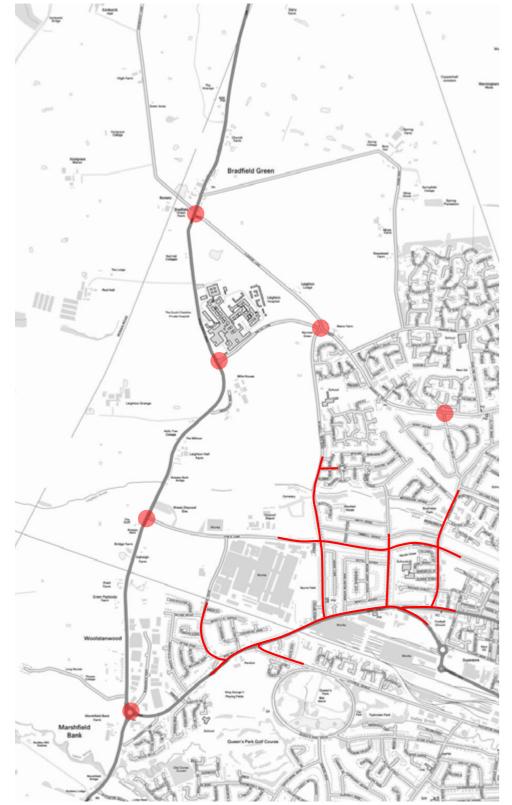
In the longer term, with the delivery of wider growth in the area, more significant mitigation would be required. The Council is looking at options for a new east-west link which ties in to the proposed Leighton West Spine Road. This is discussed in more detail below.

In summary, the modelling work undertaken confirms that highway mitigation at key pinch points on the local highway network would be sufficient to accommodate displaced traffic generated by the closure of Pyms Lane and Sunnybank Road. In the longer term, as growth envisaged in the local plan comes forward, more substantial infrastructure, such as the Leighton West Spine Road, would be linked to and need to come forward alongside this associated development. The phasing of which will need to be managed by the Council in consultation with the local community.

There are two existing bus routes which travel along Pyms Lane adjacent to Bentley which will require a diversion. The number 78 route travels from Nantwich to Alsager (via Leighton Hospital and Sandbach) and the number 1 a and 1b route provides connections between Nantwich and Crewe (via Leighton Hospital). A detailed Transport Assessment to accompany any future planning application would need to ensure that any The bus routes would be easily locally diverted with no significant adverse effects on bus services, in terms of serving the local community and journey times, are minimised.

The current pedestrian activity along the sections of roads which will be closed and amalgamated into the Bentley site is mostly associated with Bentley employees moving between different parts of the existing site. This is a function of the lack of journey destinations which are located to the west and north within walking distance. In any event, convenient alternative pedestrian routes exist. The Masterplan will also tie in to the Councils aspirations to provide new high quality cycle routes, which connect in to existing networks and new development.





Locations for Highway Capacity Assessment: (www.ordnancesurvey.co.uk/opendata/licensing.html)

SHORT TERM HIGHWAYS MITIGATION MEASURES

The plan across identifies the locations within which highway capacity assessments are required. This work would inform where improvements will be necessary to offset the impact of any traffic increases associated with the road closures in the short term.

The types of measures required have been identified for each particular location and will be devised in detail following full investigation. Types of possible potential improvements include:

- New traffic signing;
- Changing priorities;
- Remodelling junction geometry;
- Parking restrictions with provision of off-street parking; and
- Localised highway widening.

These measures would need to be in place prior to any road closures, and would need to be coordinated with other improvements and/or closures across the network in Crewe.

In terms of timescales, it is anticipated that the earliest that the highways works could begin is during the Summer of 2017. The programme will also take into consideration the proposed replacement of the STET Railway Bridge on the A530, to the south-west corner of the Bentley Campus by Network Rail, which is also programmed to take place in Summer 2017.

It is proposed that the Bentley Campus will also be developed with an aspiration to maximise the potential for sustainable transport. Key measures will include re-providing and enhancing access to public transport, enhancing pedestrian links, improving cycle access and incentivising Bentley staff to utilise improved connectivity at the site by sustainable transport modes. Bentley is committed to build on current and emerging initiatives which encourage staff to utilise sustainable travel, including employing a cycle to work incentive scheme, providing additional and improved secure cycle storage at different locations across the site and providing staff with an online car sharing platform to encourage sustainable travel patterns.

Improved car parking and access within the Bentley Campus would also be provided to accommodate all Bentley staff. Bentley would also work with Cheshire East Council to implement long term solutions that ensure that all staff utilise the campus for car parking, such as parking restrictions.

FUTURE EAST - WEST LINK ROAD DELIVERY TO SUPPORT LOCAL PLAN DEVELOPMENT

The predicted Local traffic figures growth in the area generated by new development, unrelated to this Masterplan, could require the for 2032 indicate the need to provide a future high-quality east-west Link Road to the north of Bentley-to accommodate the traffic that would be generated by the new development envisaged within the Council's Local Plan Strategy.

The only options for an east-west Link Road lie to the north of the proposed Bentley campus, within the Leighton West Strategic Site CS3. Three corridors for the routes have been identified but only the southernmost is considered appropriate because of the unsuitability of the other two corridors due to land and access constraints. Preliminary designs have been conducted on nine different routes within the southern corridor. The optimum route selected connects Middlewich Road in the west with the future Leighton West Spine Road in the east. To the west of the new Cemetery and Minshull New Road, the new Link Road could form the northern boundary of the Bentley campus.

The In the longer term, the proposed Link Road will could carry the bus routes displaced from Pyms Lane and will provide the opportunity to deliver a northern entrance to the Bentley Campus. Hence, alongside connectivity benefits, these further advantages would be secured:

- A sustainable travel option is continued to be offered for the Bentley workforce in terms of public transport with the Link Road being future-proofed for any mass-transit service beyond the Local Plan timescale;
- The opportunity for the proposed Leighton West Spine Road to provide access to the future Bentley campus is realised;
- A northern entrance to the Bentley site, along with entrances at Pyms-Lane and at Sunnybank Road which will support travel to work on foot and by cycling. There is already an effective Cycle Scheme operated by Bentley which will be supported by the masterplan; and
- A southern entrance to the Bentley Campus at Sunnybank Road; and
- Similarly, the strong local culture in Crewe for cycling to work will be supported.

The new Boulderstones Railway Bridge on the A530 will be widened to accommodate the extension of the Connect 2 Cycleway from Nantwich to the Bentley Campus, and beyond to Leighton Hospital. The Masterplan makes provision for Connect 2 to be routed along the western and northern boundaries of the campus before heading north to the Hospital via the new east-west link road.

8. THE MASTERPLAN

Bentley is committed to remaining a quintessentially British brand that is recognised globally for quality, innovation and luxury. To support this, Bentley must develop its Crewe Headquarters into a site that can support the company's ambitious growth aspirations and deliver Bentley's flagship new product lines.

To deliver Bentley's aspirations, a Crewe Headquarters of the future must seamlessly integrate Bentley's traditional manufacturing operations with its innovative design, engineering, research and development and business sectors. To achieve this integration, the Crewe site must be fully integrated and connected as part of a single working site; in order to deliver a cutting edge, secure, efficient and productive advanced manufacturing facility.

THE MASTERPLAN VISION

Bentley's vision is to create a modern and efficient campus incorporating manufacturing, design, engineering and administrative functions into a single estate which is easily identifiable as Bentley and will represent their brand and their aspirations. This will create hubs of activity and knowledge sharing within the site helping to develop a dynamic and innovative community within the Bentley business.

The plan is a long term approach, partly due to the existing manufacturing facilities being spread around the existing site and the logic in retaining business continuity whilst developing the efficiency required in such a manufacturing plant.

The vision has begun to be realised through the development of a new car showroom (CW1), the construction of the new Business Building and the planning applications for a new Engineering Technical Centre, Design Centre and Engineering Workshop which showcase the new outward looking, progressive face of Bentley.

The manufacturing site internally is also starting to go through significant change, leading to a more efficient, structured manufacturing process. New Painted Body Store and Paint Shop amendments are part of a detailed and complex series of changes that will carry through a number of years and integrate with the whole Bentley site.

In order for Bentley's aspirations to be fully realised however, there is a wider plan of expansion and integration. In order to create an integrated single site, the closure of both Sunnybank Road and Pyms Lane is essential as these roads currently split the Bentley site in to three distinct and disconnected plots. Should these closures be achieved a true campus environment will be created to enable Bentley to showcase itself as the world class hub of design, engineering and manufacturing that the brand represents. This will ensure that Bentley can attract and retain the best talent from around the world and locally.



Bentley, Engineering Technical Centre CGI



Topping out Ceremony - New Business Building 25 Pyms Lane



Porsche Sculpture, Zuffenhausen Roundabout



DESIGN CONSIDERATIONS AND OPPORTUNITIES

Bentley's aspirations are to portray a more contemporary façade in terms of its business to help generate a younger customer profile to go with the typically more mature existing base. This goes hand in hand with creating a facility which will draw in the best design and engineering talent in the industry to complement the existing local specialisms.

The existing site consists of a mix of bland industrial and brick buildings together with a locally listed Art Deco Style building which houses the main visitor's reception. The building has been modified over the years to provide a more appealing aesthetic with a rendered central portion and a large glazed canopy. None of the buildings are of significant interest architecturally.

New buildings therefore will create the scale and character of the Bentleysite rather than echo the loose historic context of the site.

The first part of this evolution of the site was the CWI House (Bentley Showroom) located at the west end of Pyms Lane. This building is a glass box in a contemporary style with very simple clean lines and an engineered aesthetic. Bentley see this as the first in their new vision for the site. Following this the newer buildings forming the Engineering Technical and Design Centre currently submitted for planning follow a similar style with large areas of glass clean lines and with additional large scale regular white cladding details. The Business Building also follows a similar style with the white and grey colouring of the Engineering Technical Centre and a simple shape.

Whilst future buildings are likely to follow this style it is noted that a building style is not necessary or even ideal for creating a single site. In fact variety creates interest and diversity and therefore a balance of homogeneity and variation should be considered for expansion particularly for non-manufacturing buildings.

The arrival experience is extremely important to Bentley and is likely to be created at the west end of Pyms Lane. This could be in the form of a sculpture, bridge and or a new island on the junction of the Pyms Lane and A530. This will provide a clear gateway in to the site and an opportunity to deliver an iconic piece of art or structure that will convey civic pride and confidence.

Currently soft landscaping within the site is sporadic in nature, and mostly located adjacent to Pyms Lane. Portions can be utilised by staff as amenity space. However, with the requirements of security around the site, particularly with the existing boundary fences, this is limited in nature and usability. The newly proposed buildings to the north are more open to Pyms Lane, without a full line of fencing to the frontage. However, this has resulted in landscaping design being more defensive, used as a barrier rather than for the use of staff or for pure aesthetics. Once Pyms Lane is included within the site, the landscaping opportunities will be far greater. An integrated, fully considered design can be developed which will soften the approaches to the buildings and help tie the current and future developments together.

The major opportunity here is to help develop the image of Crewe and the wider area into a modern conurbation which encourages new business and industry and is able to outwardly reflect that in architectural design. There is no doubt that the proposed buildings will change the character of this area but this should be seen as a wider benefit in every aspect bringing a vitality and modernity to this part of the town.

New designs within the Masterplan area need to respect the open views and topography of the locality but consideration must also be made of the industrial nature of many of these views including the Bentley manufacturing site itself and the proliferation of large electricity pylons and cables running through the site which add considerably to the industrial aesthetic.

New and existing residential areas are located to the north and east of the site therefore the scale of proposed developments within the Masterplan need to respond to these accordingly in scale and nature. The layout of the expansion and choice of buildings will also reflect the use hours of work emissions and noise. Industrial functions will be located further from the residential areas.

CW1 House

8. THE MASTERPLAN

THE MASTERPLAN RESPONSE

The closure and redevelopment of Pyms Lane and Sunnybank Road are critical to the realisation of the Masterplan. The fracturing of the Bentley facility by these roads is currently a major disadvantage to the business in terms of logistics, the presentation of the site and the efficient collaboration and exchange of ideas across the wide spectrum of skills on site. The closure of these roads is not simply an internalisation of these roads, it allows the full redevelopment of the site.

The closure of these roads will enable the wider Masterplan aspirations to really have an impact on the way that Bentley works on a day to day basis as well as its outward appearance to the world. A high level of architectural design and planning will be needed to integrate the disparate uses of buildings and spaces in to a cohesive development. From the juxtaposition of the existing buildings, together with the newer proposals, it suggests that the central hubs and focus of the masterplan should be located along the line of this road which splits manufacturing and design within the site.

The recent planning application reacts to this with the larger Engineering Technical Centre forming the building in the centre of the site. This building is seen as Proposed buildings to the immediate north of the existing manufacturing operation will be important visually to Bentley as it will and could form a the centrepiece of the site. Lower buildings lie either side to surrounding this could reflect not only the residential buildings to the east, but also the significance of the Engineering Technical Centre Building any iconic buildings that front onto Pyms Lane. New buildings within the wider development are likely to be lower rise and will reflect the character of the area retaining the height in this central part.

The reason for the closure of Pyms Lane is clear to see in this vision, but equally, the closure of Sunnybank Road is integral. In the first instance, the closure of Pyms Lane leaves the Sunnybank Road as redundant as it will have no destination, but the expansion of the manufacturing facilities require the processes to carry over what is essentially a barrier and bottleneck in the flow of car assembly.

The site to the north of the proposed Engineering Technical Centre development is planned for additional Bentley fleet car parking. Currently, cars are stored around the site anywhere that can be found as suitable due to space limitations. During the remodelling of the manufacturing facilities, these spaces will become fewer and with the increase in production and, therefore additional space is required to store cars on site safely and securely.

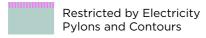
To the north and east of the site (north of Pyms Lane), where the CHK Holdings and Waste Facility are currently located, an opportunity exists to further develop Bentley's engineering, design and manufacturing operations into the future. The development of these sites will contributed to a more integrated, secure and comprehensive campus environment.

Further north, there is potential for future long term expansion of the Bentley Campus up to a new link road. The proposed link road would connect Middlewich Road with a new Leighton West spine road that connects Minshull New Road with Leighton Hospital and the A520 to the north.

Overall, the Masterplan and vision provides a long-term framework for the future development of Bentley's Crewe site. Whilst indicative in nature, the Masterplan sets out how the integration of the wider site could deliver a true Campus style environment that will support and secure the long term growth of Bentley in Crewe.









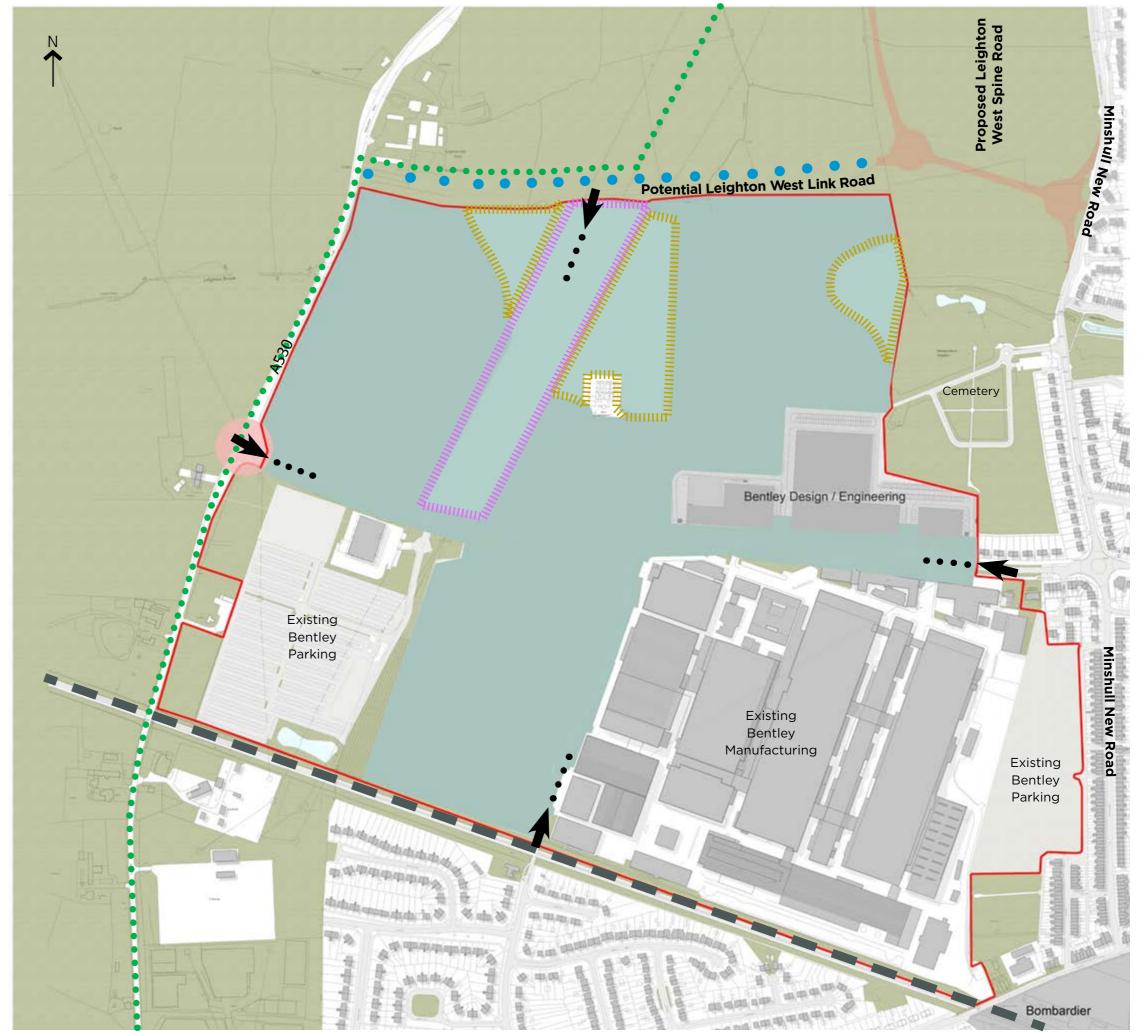


Potential ConnectCrewe CyclewayExtension

Rail Line

— Development Boundary

East / West road



This Development Framework and Masterplan provides the platform to deliver a modern advanced manufacturing operation which supports Bentley as the world's leading manufacturer of luxury cars and a core component at the heart of the Crewe's economy. The vision for the site will seamlessly integrate Bentley's traditional manufacturing operations with its innovative design, engineering, research and development and business sectors.

To support the vision and long term and sustainable growth of Bentley in Crewe, the current Crewe site requires reorganisation and review to make it fit for the purposes of a modern integrated design and manufacturing operation. In summary, this Development Framework and Masterplan will support the delivery of:

- 1. New land for future technical and manufacturing operational expansion;
- The closure and redevelopment of Pyms Lane and Sunnybank Road to support the integration of design, engineering and technical disciplines with the existing manufacturing operations and the wider site to create a campus environment; and
- 3. A rationalised site, via the relocation and a reorganisation of existing uses to enable the potential of the current site to be realised.

Realising the vision for the site is imperative in consolidating the future of Bentley in Crewe. It is critical to supporting more than 4,000 workers and more than 80 supply chain businesses that depend on the continued operation and growth of Bentley Motors in Crewe and across the region.

It is anticipated that the development of a secure, efficient, integrated and productive Bentley site will continue to deliver exceptional benefits to Crewe and the region by generating employment growth, attracting inward investment and supporting the growing base of knowledge driven industries in Cheshire East. Endorsing and ultimately delivering this Development Framework and Masterplan will ultimately support:

- The growth aspirations of Crewe as a key driver in the South of Cheshire East, driven by the advanced manufacturing sector and the proposed arrival of a new HS2 hub in Crewe.
- A more efficient, secure and productive Bentley operation that can realise the company's aspirations for growth.
- Investment in knowledge based industries and advanced manufacturing.
- Potential new jobs for Crewe and the region.
- Major inward investment into Crewe and the wider region.
- Flow on investment and job creation in the supply chain.
- An aspiration to create a new Bentley Museum that will increase tourism to Crewe and the region.



Bentayga

THE MASTERPLAN PROCESS

Working In conjunction with Bentley, the Council has produced this draft Development Framework and Masterplan for public consultation has publically consulted upon this Masterplan. Running for 6 weeks between January and Febraury 2017 it was This public consultation will run for six weeks and will be undertaken in line with the Council's Statement of Community Involvement. The purpose of this consultation is to seek sought the views of the local community and other key stakeholders on the guidance contained in this document, and the masterplan proposals. Anyone wishing to make representations should do did so via the Council's website.

Once Over 350 all comments have were been received, informing these will be considered by the Council and any necessary revisions will be made to the Development Framework and Masterplan and. Once amended, the revised document will be put before the Council's Cabinet for final approval and endorsement. Following this, the document will be used as a consideration in the determination of any future planning applications made in respect of the site.

Timeline

- 1 The Development Framework and Masterplan is put out to Public Consultation for 6 weeks.
- 1
- 2 All comments received from the public are considered by the Council.
- \downarrow
- 3 The Development Framework and Masterplan is reviewed and revised where necessary based on the comments received.
- J
- 4 A Final Development Framework and Masterplan put before the Council's Cabinet for final approval.
- J
- 5 If the Development Framework and Masterplan is endorsed, it will become a material consideration in determining future planning applications.

SUBMISSION OF FUTURE PLANNING APPLICATIONS

The Development Framework and Masterplan is intended to underpin the 'principle' of the future growth of the Bentley Campus. Any development of works requiring the closure of roads within the campus must be subject to future planning and/or associated highways 'stopping up order' applications. These future planning applications will be subject to further technical assessment and will require consultation with the local community.

The Council operates a pre-application advisory service which all applicants are encouraged to utilise, particularly for major developments. This will confirm the precise information requirements in terms of supporting information, studies and technical assessments, as well as the scope of any Environmental Impact Assessment (EIA). Further guidance on likely application requirements can also be found at Appendix A.

The Council will expect applicants to demonstrate effective engagement with the local community, parish and town councils, and other key stakeholders including statutory and non-statutory bodes as appropriate. The steps taken and their influence on the submitted scheme should be submitted with any planning application as part of the Statement of Community Involvement.





APPENDIX A

THE FOLLOWING DOCUMENTS ARE LIKELY TO BE REQUIRED TO ACCOMPANY FUTURE PLANNING APPLICATIONS.

PLANNING DOCUMENTATION

- PART 1 APPLICATION FORMS
- CERTIFICATE OF OWNERSHIP
- LOCATION PLAN, SCALE 1:2500, SITE EDGED RED, OTHER LAND IN SAME OWNERSHIP EDGED BLUE
- EXISTING AND PROPOSED SITE PLANS
- EXISTING AND PROPOSED FLOOR PLANS AND ELEVATIONS
- STREET SCENE PERSPECTIVES
- ENVIRONMENTAL STATEMENT*
- TREE SURVEY AND TREE REPORT
- LANDSCAPE AND VISUAL IMPACT ASSESSMENT
- LANDSCAPE MASTERPLAN
- LANDSCAPE DESIGN REPORT (TO INCLUDE A LANDSCAPE STRATEGY AND LANDSCAPE DESIGN PRINCIPLES FOR EACH DEVELOPMENT AREA AND OTHER SITE COMPARTMENTS -PARKLAND, WOODLANDS, ETC)
- ECOLOGICAL REPORT(S)
- PLANNING STATEMENT
- DESIGN AND ACCESS STATEMENT
- HERITAGE STATEMENT
- SUSTAINABILITY STATEMENT
- FRAMEWORK TRAVEL PLAN
- TRANSPORT ASSESSMENT
- DRAINAGE AND FLOOD RISK REPORTS
- CONTAMINATED LAND REPORTS
- EMPLOYMENT LAND REPORT
- SPORTS NEEDS ASSESSMENT
- STATEMENT OF COMMUNITY INVOLVEMENT
- VIABILITY APPRAISAL
- DRAFT LEGAL AGREEMENT

The Council's validation checklist can be found on the Council's website at the following link:-

http://www.cheshireeast.gov.uk/environment and planning/ planning/planning application advice/making a

planning application/what do i need to submit.aspx

*ENVIRONMENTAL STATEMENT

The ES is a legal requirement for large development proposals. It is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This helps to ensure that the importance of the predicted effects, and the scope for reducing them, are properly understood by the public and the Council. Environmental Statements tend to be highly technical and lengthy documents. To make these more accessible to the non-professional reader there is a requirement for a Non-Technical Summary to also be submitted. The Environmental Statement should describe the likely environmental effects of the redevelopment both during demolition and construction works and also when the development is complete. It should looked at issues such as Transportation and Access. Noise and Vibration, Air Quality, Ground Conditions and Contamination, Surface Water Resources and Flood Risk, Visual Impact, Archaeology and Cultural Heritage, Ecology, and Cumulative Impacts. Measures which have been taken to avoid or reduce negative effects to the environment (i.e.mitigation measures) are identified where necessary.



CONSULTATION REPORT

MARCH 2017



EXECUTIVE SUMMARY

The Bentley Development Framework and Masterplan details the vision of Bentley Motors Ltd to create an advanced manufacturing and business 'campus' in Crewe to safeguard and support future growth of Bentley in the town. This vision has been developed in consultation with Cheshire East Council, and supported by the Skills and Growth Company.

In order for Cheshire East Council to decide whether to endorse this vision, a consultation was required. This consultation has enabled local residents and stakeholders to state their views on the vision, and also input into Bentley Motors' plans at an early pre-planning stage.

The consultation was undertaken over a 6 week period between the 3rd January 2017 and 14th February 2017, avoiding the Christmas break and is the standard timescale for a planning application. During this time 369 formal submissions were received and an additional 10 letters received.

Given the early stage of development of this vision, the consultation asked only two quantitative questions on the principles of the campus and growth of Bentley Motors, and importantly allowed for an open response to ensure that all issues were captured.

Overall the consultation showed that;

- 70% of respondents indicated that they would tend to support or strongly support the growth of Bentley Motors.
- 48% of respondents supported the creation of the campus, whilst 39% objected.

We received a range of responses, including a significant number of positive submissions. These raised the following considerations:

- Concerns over the impact of the road closures on already congested roads;
- Closing access points to the public but leaving them open for Bentley staff;
- Parking of Bentley employees on residential streets close-by;
- Phasing of road closures with highways improvements and other works across Crewe;
- Access to the Household Waste Recycling Centre and where it could move to;
- Accessibility for emergency vehicles and bus services.

All comments have been reviewed and responded to in this report, and the consultation has resulted in a number of changes being made to the Development Framework (changes to the revised Development Framework are illustrated in blue for new text and red to show removed text in the document), in particular:

- Greater clarity has been provided over the status of the masterplan, the reasons for the proposed campus structure, and the effects this will have.
- Further emphasis has been placed on highways mitigation measures needed in the surrounding area, and the need to support sustainable transport to reduce travel to and from the site.
- Further detail has been provided on the process that will need to be followed in order to apply for planning permission for the proposed changes.
- Further areas have been added to the map detailing areas where mitigation work is likely to be needed.

This report has been provided to Bentley Motors and Cheshire East Council to inform the decision on whether to endorse the Masterplan, any future planning application made by Bentley Motors.



BACKGROUND TO THE MASTERPLAN

The **Bentley Draft Development Framework and Masterplan** has been prepared to provide a structure which will underpin development, and support a vision for the future growth of Bentley in Crewe. It sets out Bentley's aspirations over the next 30 years to improve their site and secure their ability to adapt and grow. In order to facilitate this they are seeking to create a 'campus' area surrounding and encompassing the current facilities on Pym's Lane.

The Bentley Development Framework and Masterplan has full regard to adopted and emerging local planning policies, national planning policy and the surrounding site context. It does not replace a planning application, or allow for the creation of the campus. The masterplan itself will form a material consideration for future planning applications, including any planning application which proposes the stopping up of Pyms Lane or Sunnybank Road. These future planning applications will be subject to further technical assessment, including transport impact assessments, and will be required to undertake consultation with the local community.

The decision to produce a Development Framework and Masterplan was made in order to consult at an early stage with all stakeholders locally around Bentley's vision, so that Bentley and Cheshire East Council can better understand the concerns and feelings of the public, local residents and stakeholders.

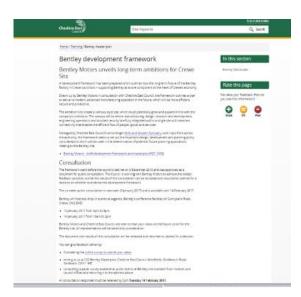
CONSULTATION PROCESS

The Bentley Draft Development Framework and Masterplan will not form part of the adopted Development Plan; however, it will be a material consideration in the determination of future planning applications at the campus including the proposed closure of Pyms Lane or Sunnybank Road. Following best practice, the Development Framework has been subject to a significant degree of consultation and publicity. The process adopted is broadly in line with that carried out for Supplementary Planning Documents as set out in the Cheshire East Local Development Framework Statement of Community Involvement (SCI).

The Cheshire East Local Development Framework Statement of Community Involvement (SCI) adopted on 14th October 2010, sets out how Cheshire East Council will consult when producing planning documents including Supplementary Planning Documents.

The consultation consisted of:

- A dedicated webpage on the Cheshire East website from the 29th November 2016 through to the 14th February 2017.
- A page on the consultation portal was provided.
- A simple questionnaire available in hard copies and available online, covering the campus and the growth of Bentley in Crewe, and an open section to canvas the widest range of views from respondents.





- A Key Questions Answered document was provided with the online survey link and accompanying the hard copy Masterplans and questionnaires in order to provide answers to some basic questions about the Masterplan (Appendix 4).
- **Press coverage**, including the front cover of the Crewe and Nantwich Chronicle (Appendix 1).
- Hard copies delivered to the main council offices and all libraries within the Borough and provided for members of the public to review.
- Social media with links to the Cheshire East Council's Website and details of the public consultation events posted by both The Skills and Growth Company and Cheshire East (Appendix 3).
- Specific emails were sent to stakeholders and councillors which informed them of the consultation, the events and the method to complete the questionnaire.
- A Briefing Session at Bentley Motors on the 23rd
 November 2016, for Borough Members and Crewe Town Council, and additional one-to-one sessions with Members as required.
- Two public consultation events were held at Bentley Legends Conference Centre, one being on a Thursday evening (12th January 3-8pm) and the second on a Saturday (14th January 10am-2pm).

During the consultation period further press coverage was received with articles in local newspapers and coverage on two local **television** news programmes, also the Public consultation events received attention on **local radio**.

In addition there was a good amount of engagement in discussions on **social media** in relation to the plan. Although social media comments have not been separately recorded within the consultation responses the

discussions centred on themes which are brought out in the questionnaire and letter responses which are shown in Appendix 5

Outside of the consultation, local councillors also organised a community meeting at St George's Community Centre on 6th February 2017, and attendees were encouraged to complete the online questionnaire.









CONSULTATION QUESTIONNAIRE

Given the early stage of development of the Bentley vision, the questionnaire was kept very high level to canvas for the widest possible range of views from residents and other stakeholders.

Two measurable questions were included to gauge overall support for the growth of Bentley Motors in Crewe, and support for the creation of the campus. Respondents had the ability to rank responses from 'Strongly Support' to 'Strongly Object'.

The open 'comment' box was specifically used so as not to lead respondents into answering questions in a certain way, and so that the widest range of responses possible was gained.

The questionnaire then went on to ask for some personal circumstance information for review of the respondents.

Bentley Masterplan 1. How strongly do you support or object to each of the following proposals? Please tick one box only in each row Norther Tend to Tend to Strongly No opinion / Not sure object to support support object to object to The growth of Bentley Motors Ltd in Crewe 0 The vision to create an Bentley Motors Ltd. If you have any comments to make on the development framework, please detail below 2. Which of the following best decribes you? A Local Resident A member of a voluntary or community organisation A local business. An elected town or pansh councillor in Cheshire ○ Anuse/CP A teacher/lecturer of a school or educational An elected Member of Cheshire East. Other (please specify): 3. If you are responding on behalf of a group, organisation or club please state the name and postcode in the box below (you do not need to complete the rest of the 'About you' section). Name of group, organisation or club: Predrode 4. Postcode: Please tell us your postcode; this is so that we can be sure we have obtained a range of views from across the borough. 5. What is your gender? O Male Female Prefer not to say If you prefer to use your own term please provide this here 6. What age group do you belong to? 0 16-24 0 55-64 O 25 34 ○ 65 and over O 35-44 Prefer not to say O 45-54

Previous Page Finish Survey



CONSULTATION RESPONSES

The overall response to the consultation activities were:

- 369 responses to the consultation were received through the paper or online questionnaire.
- Approximately 100 residents attended the consultation events held at Bentley Legends on Thursday 12th and Saturday 14th January.
- 10 letters were also received and incorporated into the response matrix.

RESPONSES - MAPPING

The geographical split of the responses received overall can be seen on the map below.

The majority of responses were received in proximity to the Bentley site in Crewe; however, responses were also received from further afield including Alsager, Wrexham and Chester.

Additional maps are available in Appendix 6 showing the full range of responses there are also three additional maps showing the postcode ranges of three of the main response themes, Highways issues (HW1), Highways phasing (Mitigation H F) and general objections.

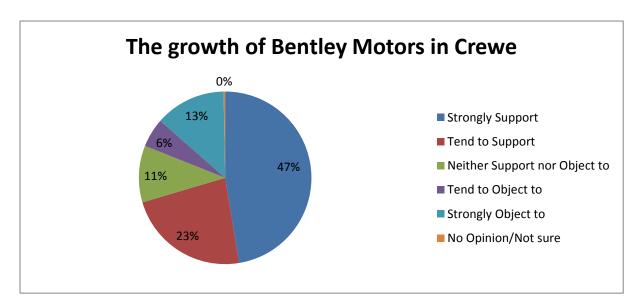
Again these maps demonstrate the number of areas from which consultation responses were received.

Bentley Masterplan Responses Map Cheshire East 1:252,361 Crown copyright and delabase rights 2015 Ordinance Survey 100040045 100040046

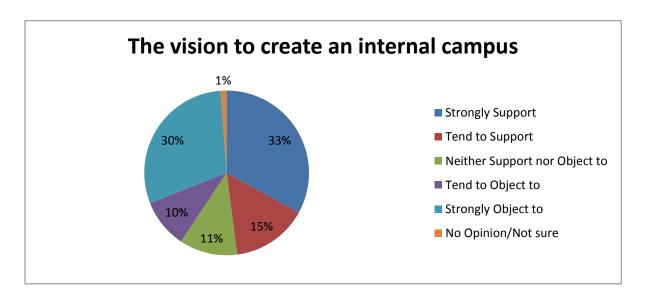


RESPONSES - QUESTIONS

In respect of the quantitative questions the results of the survey can be seen below. The results would tend to indicate that the majority of respondents to the questionnaire are supportive of the growth of Bentley Motors in Crewe with over 70% of respondents indicating that they would tend to support or strongly support this - below.



The vision to create an internal campus received less support with 48% of respondents strongly supporting or tending to support, and 39% tending to object or strongly objecting. Most notably the question of Bentley's vision to create an internal campus received a contrasting response with the largest group strongly supporting the proposal and the next largest group strongly objecting – below.



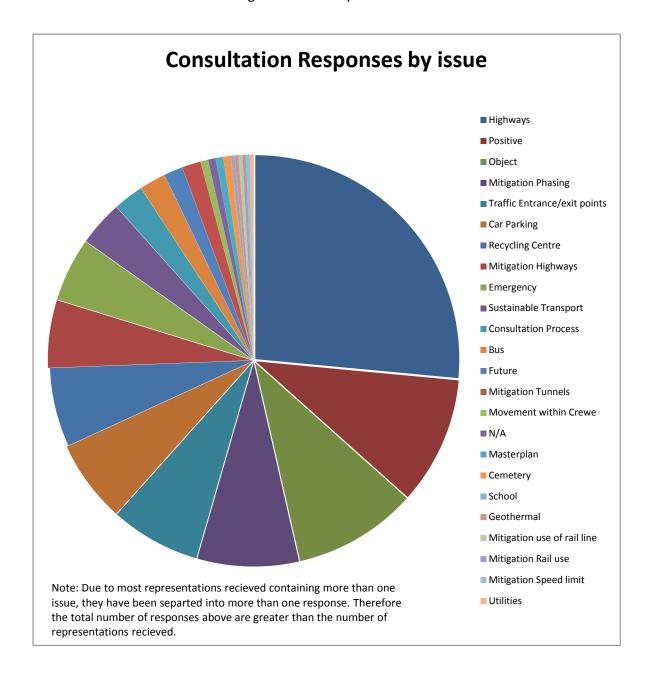
For both questions approximately 10% of respondents neither supported nor objected to the proposals.



RESPONSES - COMMENTS

In addition to the quantitative questions, respondents were provided with a comments space in order to record considerations. This was well used with almost 60% of respondents providing some commentary.

The comments submitted and the correspondences received were thematic and those themes are shown below in order of numerical significance. Many comments dealt with two or more themes.



A narrative and response on each of these thematic comments is provided below. In addition, all representations are listed in Appendix 5.



HIGHWAYS

The most prevalent theme was the ability of the highway network to cope without Sunnybank Road and Pyms Lane as through routes. This issue was raised in 38% (89) of responses. Many respondents reported that they had experienced issues with traffic at peak times and expressed concerns that these issues would be exacerbated by the proposed changes.

Traffic modelling has been carried out in the area around Pyms Lane and Sunnybank Road and this has demonstrated that there are places around the Bentley site where some traffic issues are anticipated. This detailed modelling work has demonstrated that, in the short term, the delivery of junction and corridor improvements at identified pinch points on the existing highway network can accommodate the traffic diverted from Pyms Lane and Sunnybank Road in order to maintain a good flow of traffic. The precise mitigation measures required would be set out in any future planning application proposing the closure of either Pyms Lane or Sunnybank Road. Further consultation will be carried out as part of the planning application process which will give interested parties further opportunity to comment on the proposals and associated mitigation. More detail on the strategic highways implications are provided in Section 7 of the Development Framework.

POSITIVE

Slightly over 14.7% (34) of respondents expressed a positive view of the proposals or confirmed their support for Bentley and their growth.

This is reflected in the quantitative question results.

OBJECT

Slightly fewer than 14.4% (33) of respondents expressed a general objection to the proposals and again this would reflect the results seen above.

This is reflected in the quantitative question results.

MITIGATION (PHASING)

11% (27) of respondents expressed concern over the phasing of highway works.

It is accepted that certain highway mitigation will need to take place prior to any closure of Pyms Lane and Sunnybank Road, the detail and extent of mitigation measures will not be clarified until a detailed planning application is put forward and further modelling activity is carried out. Any planning consent provided by the Council for the closure of Pyms Lane and Sunnybank Road would detail conditions to be met prior to development commencing and the roads closing.

The Council will continue to coordinate all highways works across Crewe to minimise the impact on residents and businesses.

TRAFFIC ENTRANCES AND EXIT POINTS

A number of respondents reported a concern with the location of the entrance and exit points as shown within the Masterplan document. With 10% (24) of respondents raising this as a concern, a wish to see no Bentley traffic entering or exiting the site from residential areas such as Sunnybank Road and the Badger Avenue end of Pyms Lane.

Bentley arranged for traffic modelling work in respect of the current proposals to have been carried out on the basis of the three existing entry points to the site. However, whilst the masterplan shows three site entrances including Pyms Lane (east), Pyms Lane (west) and Sunnybank Road, Bentley will develop its access strategy as part of any future planning application, having regard to the comments received as



part of the consultation exercise. The full detail of any road closures will be proposed as part of a detailed planning application and associated stopping up order; and subject to further and more detailed transport modelling to understand the impact on the local highways network.

CAR PARKING

A number of respondents, circa 9.5% (22) noted existing issues with Bentley staff parking on surrounding residential streets rather than within the designated parking areas on the Bentley site. Suggestions were put forward that this would be exacerbated by the proposals put forward in the Masterplan. While this would appear to be a problem separate from the Development framework and masterplan it is understood that workforce growth and site re-design could both impact on the issue.

Bentley is working to address the concerns of local residents regarding parking by some members of staff and contactors working at the Bentley site. Any future planning application will require a Travel Plan to minimise the impact on neighbouring roads, including parking.

RECYCLING CENTRE

9% (21) of respondents have requested clarity on the future of the recycling Centre, noting the facility is not shown on the site diagram within the Masterplan.

The household waste and recycling is an important facility for Crewe. The redevelopment of Cheshire East Council's household waste recycling centre at Pyms Lane lies within the long-term ambition for the Bentley campus. However, there are no plans to close this centre and any future change to the facility would have to be consistent with the household waste and recycling requirements of Crewe – and would require a future approval.

MITIGATION (HIGHWAYS)

Almost 20 (7.8%) respondents provided suggestions as to how the highway network could be amended in order to accommodate the Masterplan.

A detailed plan for mitigation measures will be included as part of any planning applications proposing the closure of Pyms Lane and Sunnybank Road, and the ideas submitted provide useful background and considerations to assist with this process.

EMERGENCY

Some respondents (7.3%) expressed a concern that it would become difficult for ambulances and other blue light services to travel in the area affected by the Masterplan and queried the action being taken to address this issue.

Recognising the proximity of both Leighton hospital and the Ambulance station there has been contact made with, and representations sought from the ambulance service. These discussions will continue through any detailed planning application and, if necessary, conditions will be put in place to ensure that care to residents is not compromised.

SUSTAINABLE TRANSPORT

The issues of pedestrians and cyclists were raised by 12 (5%) respondents.

Any planning application will need to be accompanied by a Travel Plan which will detail how Bentley intends to ensure the sustainable commute of its staff. In respect of local residents it is recognised by Bentley Motors that pedestrians and cyclists need to be catered for in addition to motor vehicles, in addition Cheshire East Council has policies supporting sustainable transport. The sustainable travel options will be covered within a Transport Assessment and Travel Plan submitted as part of any planning



application, in accordance with local and national policy. The proposed Connect2 cycle route to the west of the site and the existing Leighton greenway provision to the East and north provide safe alternatives for cyclists.

CONSULTATION PROCESS

Some respondents (4%) felt that the consultation process had not been sufficiently robust and noted that they were unaware of the process and/or the consultation meetings. It was noted by respondents that no leafleting campaign was undertaken by Cheshire East Council or Bentley Motors to raise awareness of the consultation, instead a reliance being placed on local media, social media and word of mouth.

During this initial stage it was not felt that this was a necessary step as endorsement of the Bentley Development Framework and Masterplan does not, of itself, result in any changes or permissions. Once a detailed planning application is made a more formal process of public consultation will begin and this will include notices to individual addresses in the local area.

BUS ROUTES

Seven (3%) respondents had concerns over bus connectivity from the area around Sunnybank Road/Marshfield Avenue to Leighton Hospital, noting the no.78 bus currently travels up Sunnybank Road and along Pyms Lane.

A Transport Assessment and Travel Plan would need to be included as a part of a formal planning application, however it is considered that there are options to re-route this service which would not result in a loss to local residents.

FUTURE

A small number of respondents expressed concerns over the future, some in respect of the potential implications of leaving the European Union and some in respect of the effect on Crewe of such a major employer choosing to move on.

By working to develop their site and seeking to expand their operation Bentley are demonstrating a desire to consolidate their future within Crewe and put the facility in the best position to compete for the production of new model lines and expand their production.

MITIGATION (TUNNELS)

5 respondents felt that a better solution to the issues behind the Bentley Masterplan would be to place subway tunnels under Pyms Lane to allow for the free movement of staff around the site.

In this case the desire to close Pyms lane and Sunnybank Road stems from a need to develop the land on which the roads currently sit and re-route the traffic routes around the site.

OTHER ISSUES

In addition to the issues listed above several other issues were raised by one or two respondents each. These included the suggestion that Bentley relocate to a new site, queries over an over-arching plan for Crewe and requests for conformation that the sanctity of the cemetery will be respected.

The responses to these points are shown with the full list of comments in Appendix 5.



APPENDIX 1

PRESS COVERAGE EXAMPLES





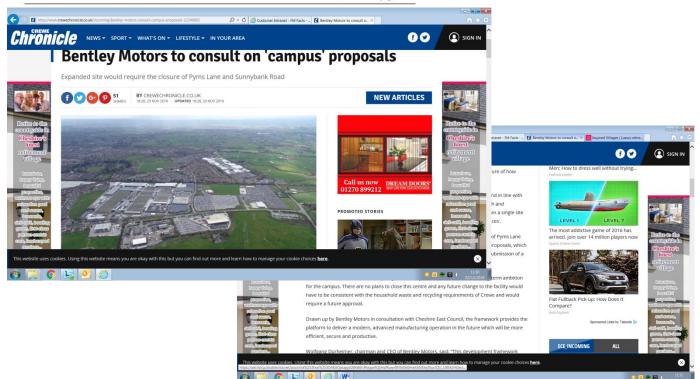
Public urged to have their say on plans to determine long-term future of factory

ITLEY'S BIG VISION

Consultation opens on plans for the Pyms Lane factory's future growth

By Stephen Topping stephen topping/Enghacco us

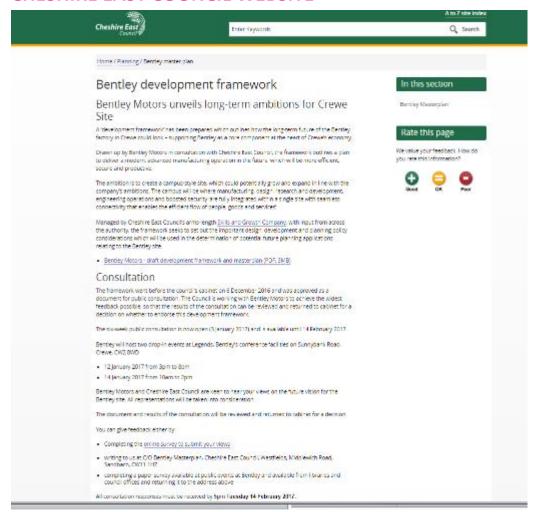
CREWE residents are being urged to have their say on Bent-ley Motors' future plans, which could see sections of nearby roads be closed to the public.





APPENDIX 2

CHESHIRE EAST COUNCIL WEBSITE



Following the link on the website took people to the questionnaire as shown below.

Bentley Draft Development Framework and Masterplan

Consultation runs from January 3 - February 14, 2017

A 'development framework' has been developed which outlines how the long-term future of the Bentley factory in Crewe could look – supporting Bentley as a core component at the heart of Crewe's economy.

Drawn up by Bentley Motors in consultation with Cheshire East Council, the draft framework provides the platform to deliver a modern, advanced manufacturing operation in the future which will be more efficient, secure and productive.

This questionnaire, alongside further information about this consultation, can be found here: www.cheshireeast.gov.uk/bentleymasterplan.

You can give feedback either by: writing to us at C/O Bentley Masterplan, Cheshire East Council, Westfields, Middlewich Road, Sandbach, CW11 1HZ; completing this online survey or by completing a paper survey available at public events at Bentley and



available from libraries and council offices and returning to the address above. All consultation responses must be received by 5pm **Tuesday February 14, 2017**.

Consultation responses will then be analysed before a final decision is made during the Cabinet meeting later in 2017. This consultation report will also be published on the council's website.

Feedback questionnaire

Growth of Bentley Motors			1	object to	object to	Not sure
Ltd in Crewe	?	?	?	?	?	?
Vision to create an internal campus for Bentley Motors Ltd	?	?	?	?	?	?
If you have any comments on the d	levelopmer	nt framework P	lease write below			

About you

Finally, we would like some information about you. You do not have to supply this information; however, it would be very useful if you did.

Your confidentiality is assured: Any personal information you supply will remain strictly confidential and will be held and used in line with the Data Protection Act 1998. The information you provide will only be used to analyse results to this consultation and inform decision making. We will not pass on your personal information to other departments within the council, or to any other third parties, without your prior consent.

1. If you are responding on behalf of a group, organisation or club please state the name and postcode in the box below (you do not need to complete the rest of the "About you" section): Please write in below								
Name of group, organisation or club:								
Postcode:								
2. How are you responding to this consultation? As a Please tick all that apply								
Local business owner or small trader	?	Local resident	?	Other (please write in below)				
3. What is your postcode? Please fill this in clearly and accurately, it will help us to understand the individual needs of different areas. Please write in								

Thank you for completing this survey. Please return to C/O Bentley Masterplan, Cheshire East Council, Westfields, Middlewich Road, Sandbach, CW11 1HZ or place in ballot box, by **Tuesday February 14, 2017**. If you require a copy in larger print please contact the council's customer services on 0300 123 5001. Alternatively please complete the survey online at:

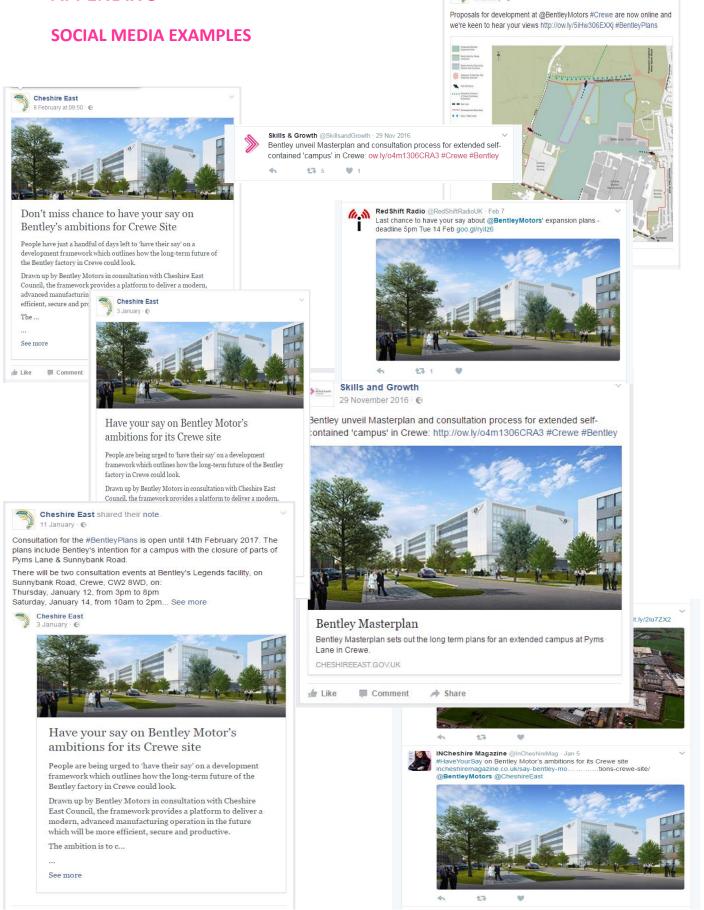
www.cheshireeast.gov.uk/bentleymasterplan

Cheshire East

15 January - €



APPENDIX 3





APPENDIX 4

KEY QUESTIONS ANSWERED

What is the Masterplan?

The development framework provides a platform for Bentley to deliver a more efficient, secure, productive and modern manufacturing facility which can grow and expand in line with the company's aspirations. It represents a long-term vision for what the Pyms Lane site could look like in the future.

Why have Bentley Motors produced a development framework?

It presents a possible future vision for Bentley Motors, which allows the company to understand and consult on any issues relating to it. It also provides the basis for future planning applications.

What are we being consulted on?

Bentley Motors and Cheshire East Council are keen to hear your views on the future vision for the Bentley site. In particular, we are keen to hear your views on the potential closure of parts of Pyms Lane and Sunnybank Road. A questionnaire will be available when the consultation starts in January and all representations will be taken into consideration.

Will the development framework form part of the Local Plan?

No. However, when the masterplan has been finalised it will be used a material consideration, when Cheshire East Council determines planning applications that are made on the site.

Does the development framework result in the closure of Pyms Lane and Sunnybank Road opposite Bentley?

The development framework will not result in the closure of the roads at this stage – any closure of the road would require a separate process such as a planning application or a Stopping up Order. However, the framework demonstrates the intention to create a larger campus for Bentley Motors which would require the closure of parts of Pyms Lane and Sunnybank Road.

What parts of Pyms Lane and Sunnybank Road are proposed to be within the campus?

Pyms Lane, to the west of the existing houses up to the household waste and recycling site at Middlewich Road. All existing houses on Pyms Lane will be able to access their property from Pyms Lane via the Minshull New Road / Badger Avenue roundabout. Sunnybank Road will be closed to the north of the current railway bridge and will also be included within the Campus.

Will any of the houses on Pyms Lane or Ashbank Place be affected?

Residential houses are outside of the proposed Bentley campus.

Will the future road closures of parts of Pyms Lane and Sunnybank Road put pressure on existing roads?

Traffic modelling has been undertaken by Cheshire East Council to examine the implications on the local highway network of a future closure of Pyms Lane and Sunnybank Road. It shows that there may be a need to strengthen some junctions and make minor highway improvements to certain routes – these



are identified in the framework. Highway mitigation opportunities at the junctions and links identified as hotspots by Cheshire East Council would be carried out following a planning application proposing the closure of the roads.

Why are there no road improvements identified for the northern end of Minshull New Road?

The traffic modelling has taken into account the proposed new 'Leighton spine road' that is planned and will be delivered by the Leighton West site to the north of Bentley. The spine road will provide a link from Minshull New Road to the A530 Middlewich road and Flowers Lane and provide access to Leighton Hospital from Smithy Lane This site is not yet the subject of any planning applications but it is included within the Cheshire East Local Plan Strategy, as a Strategic Site.

Have you consulted with the emergency services about closing these roads?

Yes, the police, fire and ambulance services have been consulted and their needs and views will be taken into account before any final decision is made.

Will we still be able to access the Girl Guide HQ and Scout hut?

Yes, there will still be access to the Girl Guide HQ and Scout hut from the east.

Will the closure of these roads impact on future housing development in the area?

The development of new housing locally would require additional roads to be built. This would include the proposed north/south 'Leighton spine road' in the Leighton West site to the north of Bentley Motors and a potentially east/west link road between the A530 Middlewich Road and the 'Leighton spine road'.

Is the household waste and recycling centre going to close as a result of the development framework?

No, this is an important facility for Crewe. The council's household waste recycling centre at Pyms Lane lies within the long-term ambition for the Bentley campus. However, there are no plans to close this centre and any future change to the facility would have to be consistent with the household waste and recycling requirements of Crewe – and would require a future approval.

Will there be any replacement public green space as part of future development?

None of the areas identified are currently open public greenspace. However, any future planning permission could have a requirement for open space.

What will happen to the Bentley Legends sports facility?

There is a possibility that this may close over the longer term, however all decisions will need to be made with relevant stakeholders.

How can I comment? A questionnaire is available on the website for you to express your views. www.cheshireeast.gov.uk/bentleymasterplan

What will happen once the consultation period finishes? The results of the consultation will be collated into a report which will be available on the Cheshire East Website. The report and the Masterplan (revised as necessary) will then be taken back to Cabinet for approval.



APPENDIX 5

FULL LIST OF CONSULTATION COMMENTS WITH RESPONSES

Bus Routes

Representations Received

The route should be connected for buses through, and pedestrian and cycle access should be maintained through the site

Consideration needs to be given to the bus service 78 which currently serves Pyms Lane and Sunnybank Road - the closure of these roads would lead to some areas losing access to this bus stop which provides important connections to Leighton Hospital, and to schools in Nantwich, Sandbach and Alsager.

To much traffic on Minshull New Road now. Bus route to Nantwich will have to change

Older residents were particularly concerned about the loss of the 78 bus which takes them to the hospital. This bus uses Sunnybank Road and Pyms Lane to access the hospital site. Any re-routing of this bus will make it less accessible to the residents of this area, many of whom are older and do not drive.

Parents are also concerned about where school buses will be re-routed. Pupils from this area have to travel to The Oaks Academy which is their designated Secondary school. The bus currently uses Sunnybank Road and then goes on to Pyms Lane.

Also what will happen to the 78 bus service which allows residents of Marshfield estate to get to the hospital etc. easily.

Existing bus routes from the Marshfield estate would not be able to use Sunnybank Road where there are a number of elderly people who rely on this service for their everyday needs and also for access to Leighton Hospital

That alternative provision is made for ambulances travelling to the hospital and for the number 78 bus route which follows Sunnybank Road and links the estate to Leighton Hospital;

Response

The bus services have been contacted as part of this consultation, as have the Transport Solution Services. While any route amendments will need to be considered in conjunction with a detailed planning application it is considered in principle that the bus routes can be amended to ensure that connectivity between the Marshfield Estate and Leighton Hospital remains in place.

Changes to masterplan required

No changes proposed as this is a service provision issue.

Potential Actions

Consulted with TSS over alternative routes that would be available. Will be reviewed in detail in relation to any planning application that is put forward to close the roads but in principle a bus service linking the Marshfield Estate with Leighton Hospital could be maintained.

Cemetery

Representations Received

Concern over access to the Bentley site through a gate at the back of the Cemetery.



Lastly, there is a concern about the use of the cemetery and maintaining its sanctity. The artist's impression drawings, that suggested the closure of Pyms Lane and Sunnybank Road, show a road at the rear of the newly built office block which appears to enter the site from a road through the cemetery. The Masterplan shows a planned relief road but this does not seem to match the road on the artist's impression. This concern has been compounded by surveyors who were surveying for the proposed new building for Bentley. Comments too from grave diggers about future uses of the rear of the cemetery e.g a lake, have made residents even more fearful. Residents have loved ones buried there and want to know that it will be respected and not become part of the Bentley plant or have an access road through it.

Response

The sanctity of the Cemetery is very important to the people of Crewe, the Council and Bentley Motors. The Masterplan does not directly affect the Cemetery site nor propose access to the site in this location, and the Council will have regard to the sanctity if this site in determining any future planning application. Bentley have not and have no intention of using the cemetery as an access route to the site.

Changes to masterplan required

No changes proposed as this is a service provision issue.

Potential Actions

Concerns regarding the interaction of the cemetery and Bentley Motors site have been passed to Bentley Motors and relevant Council Officers.

Car Parking

Representations Received

Bentley staff also do not utilise the car parks provided and park on the roads. This is unnecessary and frustrating, staff should be encouraged to park within the car parks provided. The major issue with creating a campus is the closing of the roads, and is this really necessary with out alternative provision?

Bentleys employees are already a nuisance to local residents, by hap hazadly parking where ever they want to.

1. Regarding the closure of Sunnybank Rd and Pymms Lane: I have work colleagues who live on the Sunnyband Rd estate, and am aware that Bentley staff park their cars on most roads on this estate, in order to make a 'quick getaway' after work finishes. This is understandable, but very unfair on the residents. All roads leading off Sunnybank Road should be made resident only parking and this should be strictly policed by traffic wardens or Bentley security staff so it is adhered to.

Parking for residents only down Hulme Street and Minshull New Road.

Car parking problems with Bentley workers parking on local roads because it takes to long to get of Bentley car parks. Bentley should be trying to get the respect of locals back and not nailing the final nail in the coffin.

Something needs to be done about employees speeding and parking in Minshull New Road and surrounding areas.

Try to persuade Bentley to fund an extra car park at the hospital.

If sunny bank rd. We're to close it would be a slight inconvenience, but one i would gladly put up with for the future development of Bentley. My concern would be that if a pedestrian access was provided for Bentley employees I and my neighbors have no doubt that our estate would become a CAR PARK! I hope that this would be considered in the future development of Bentley.

If Sunnybank bridge is closed will it still be open for Bentley employees? If it is we can see that all of the roads to the south on the housing estates will be used as a car park for Bentley employees and as a house owner on Primrose Hill this is our main concern.

Major concern is for gated area/Minshull New Road/Badger/Pyms Lane HGV parking at gated area if access allowed. Parking of private vehicles workers or reps at access gate. If permits for residents could be discussed.



Concerns about double yellow lines in front of guide hall, at present we're able to use Bentley car park by side of hall - How that applies if road closed.

Although not within the Bentley planning area, I am a guide leader at the Headquarters at the edge of the planning perimeter. Will we still have access and be allowed to park in the car park at the front of Bentley to the side of the electricity station?

If the Sunnybank Road access is closed to car traffic and only have Bentley pedestrians/cycle access then we feel as residents that your staff will park, as they do now, in our residential streets especially Halton Drive, in order to get home quicker at the end of their shifts. If this is the case then we as residents would ask the council to mark the surrounding roads eg Sunnybank Road, Halton Drive, Merrills Ave etc as 'residential parking only' to deter this. Minshull New Road is a nightmare now so it would be much worse due to these closures and hopefully you have taken this into account and have plans to improve the top end near West Street

Current householders are presently plagued by Bentley employees using side streets both as short cuts to the main roads and parking facilities, yet can at least use this road. The closure of it will take away the privilege yet still sill leave the problem; by allowing staff to use the roads, but NOT the public

Bentley campus does not mean Bentley estate. The residents of this area do not belong to the company and did not and do not choose or want to live within the campus. These are our houses and lives and we must be respected. If a Bentley campus is to be created it must contain the Bentley problems. As residents of the surrounding areas we face daily and constant disrespect from Bentley factory workers who do not understand that these are our homes, not their place of work. I.e on multiple occasions we have asked Bentley staff to not park their cars across our streets in front of elderly and disabled residents and we have been firmly told to 'f#%ck off'. There needs to be a mutual respect between the Bentley factory and the neighbourhood if they are to continue to build across our homes.

I live on Minshull new road and the attitude from Bentley motors is awful to us local residents the congestion on the roads is a nightmare we have to plan going out around Bentley coming out otherwise we can't get out of drive, I drive the kids to their school which is on Danes bank avenue and if the road closures goes a head it will put extra miles on my journey which will then put up my insurance premium, and the emergency vehicles need that access as well it seems Bentley and cheshire east council just want to take from us and give nothing in return no: answer to parking no improvements to local area not a thought as most of who is for the closure don't actually live in crewe and it doesn't effect you. How would you like it if your child became sick and you couldn't get off the drive because a Bentley employee had parked over it and you had to ring school and tell them you were getting a taxi and your trying to get there as quick as possible and yes I'd rang Bentley for help and guess what not a thing was DONE!!!! And when employee returned later that day he gave nothing but verbal abuse to myself so how are you going to act about this !!!!!!

im a resident of sunnybank road near the bridge they will be closing off my partner has to park her car on the roads as there is no driveway at ours closing the road will cause a lot of issues with residents who park on the road as bentleys will use our road to park on also

They do not need to shut roads i live on minshull new road it is a night mare with traffic you get Bentley workers parking on the road they race down here when they finish work I am concerned that if Pyms Lane is closed off to traffic at its Badger Avenue end that Bentley employees will use Minshull New Road as a car park. Perhaps you could make it residents only parking. I know an option could be double yellow lines but I feel this would be unfair on the residents of Minshull New Road.

as im a resident of sunnybank road by where the bridge is i have heard ythey will be closing it off and where my house is i do not have a driveway so have to park on the road and if bentleys close this off it will 100 percent affect us.

Concern over parking by Bentley staff around Minshull New Road.

Turning to roads running north-south, Minshull New Road between Pyms Lane and West Street is really a single lane road with large numbers of parked cars. Even buses have had to reverse to avoid gridlock. I have doubts about Bentley's offer to build a residents car park. Aside from residents many surrounding roads are used by Bentley's staff for parking. Both Bentleys and the police have admitted they are powerless to control this. Whether residents would use the off-road parking is open to conjecture and it could not be enforced.

Response

Thank you for bringing these concerns to our attention, car parking is provided for Bentley employees on site and this will be emphasised to employees, considerations on deterring employees from parking on residential streets will be considered as part of a highways strategy. Bentley is currently implementing a number of initiatives to alleviate any current parking issues. Recent initiatives implemented by Bentley to alleviate current parking issues include:



- Bentley staff patrolling streets to prevent staff parking.
- The installation of "residents parking only" signs on Ashbank Place to alleviate the problems in this area.
- In the case of company-leased cars, registration numbers are used to identify the driver and follow up action is taken to prevent reoccurrences.
- Over the last past two years Bentley has communicated to all colleagues that they must only park in Bentley car parks while at work. This has been carried out through manager briefings, emails to all users and notices on the company news screens located across site. The requirement for colleagues and contractors to park in Bentley car parks is included in the company induction for new starters.
- A Bentley Cycle to work scheme and new and improved cycle storage to incentivise and encourage sustainable travel.
- The implementation of an online car sharing system to encourage shared journeys.

Changes to masterplan required

Masterplan to be changed to include the Marshfield Estate into the Highways Mitigation measures area, and strengthen the approach to sustainable transport to reduce car parking.

Potential Actions

This will be determined through the Highways Strategy for any planning application. Bentley Motors to continue to engage staff on these issues.

Emergency

Representations Received

I am also concerned with how the emergency services will be affected in terms of getting access to the surrounding estates, I have an elderly Mother that I look after, so need to be able to get to the hospital guickly if needed.

Huge concern about the amount of traffic that will now have to use Middlewich Road. If an ambulance/fire engine access was needed the present road couldn't cope as the road is too narrow.

Make sure Ambulances can get through on new roads

How is an ambulance supposed to get to hospital.

In addition I have concerns that an alternative route for ambulances will be reduced by closing these roads.

3. Ambulance and Fire services. The closure will also mean that these services could

need to travel further to get onto the Estate. Having needed the assistance of the 999 Ambulance Service twice in the past 18 months, we have always travelled down Marshfield Avenue and out on to Sunny Bank Road to go to Leighton. Middlewich Road in an evening is chaos already, in both directions. Getting off the Estate and anyone wishing to go to Nantwich have to sit in traffic and wait ages, and those going in the other direction once Leighton Hospital Staff finish is a nightmare. I try and plan my days around the arrival and departure of the traffic, which isn't ideal.

This is before emergency service access is considered from Leighton Hospital and how the changes to the road network will impact on response times.

Also what happens to the emergency vehicles as if their is an accident on Middlewich road, someone will die!!!!! as the other route down Minshull Road is a nightmare too as only one car at a time can get down there .

Very concerned about restricting emergency vehicles route to hospital and the increased length of most journeys from my home.

emergency vehicles would be held up.



If this plan is passed not only is bentleys, but cheshire east are putting lifes at risk, As neather betleys or cheshire east have explained how the emergency. ambulances are going to get from there station at badger ave to middlewich road and quickly to nantwich, without them having to go down west st, its silly idea there is far more to crewe then bentleys, and there are far more to crewe like nantwich so it about time you thought about them folk and the Disruption that closing pyms lane would bring,,,,,

No to proposed closing of any public highways or the Pyms Lane recycling center. On the grounds of limiting acess to Leighton Hospital from our postcode area&limiting acess for emergency services to and from our postcode area.

An unfortunate fact is that to date we have failed to see any of the (three) S.106 improvements as a result of the Parkers Road housing development being granted and this is impacting on 'blue light' access and egress from our Leighton Hospital site, at certain times of the day.

Residents are rightly concerned about the closure in terms of the saving of lives. They fear ambulances, which currently use the road to travel to Leighton Hospital, will lose valuable time and lives may be lost. The closure of the roads will mean emergency vehicles will have to use less direct routes. Bentley have consulted with the emergency services but have not disclosed the results of that consultation. Anecdotal evidence from the meeting would suggest that the closure of these roads would add time to the response time for emergency vehicles. This is a concern to all residents of Crewe, not just those in the immediate area.

It will cause too much inconvenience to the local community, ie causing serious disruption for ambulances, having to take an alternative route to & from the hospital in an emergency & also fire engines. Sunnybank road is the only exit to the north of this Estate so a lot of inconvenience & time, more expense for them to access this side of Crewe.

Strongly support the development with the proviso that adequate alternative road improvements are made which both ease existing traffic congestion and prevent future congestion resulting from road closures.

Additionally there needs to be provision to ensure "blue light" services, especially Ambulances to the hospital are not disadvantaged by the road closures. Improvements ro exisiting roads need to be implemented before any road closures.

2. Emergency vehicles would have less options for accessing Crewe and would therefore result in a less efficient way of dealing with emergencies.

Response

The emergency services have been consulted as part of this consultation, your comments have been duly noted and dialogue will continue as part of any preparations for a full planning application.

Changes to masterplan required

None

Potential Actions

No further actions required

Future

Representations Received

My only concern is the current political climate and fear that III concieved policy & changes (Brexit) pandering to the demands of the the few may alienate foreign investment and talent required to make this happen for the area.

Whilst I support the development of a major employer in Crewe I am worried that Cheshire East is becoming too dependent on this one operation. It was not that long ago that there was talk of the new 4x4 being built outside the UK. Thus I am concerned that the ambitions of this company, that may have to change if, for example if Maserati or Aston Martin start to become more appealing to the Bentley buyer, are being put ahead of local needs.



Whilst I appreciate that Bentley Motors will provide jobs in the short term, it concerns me that when we go through another recession they will lay off all temporary or contract workers because people watching the finances do not buy luxury cars. I hear they are currently using a practice of contract/temp workers and not employing permanent staff which leads credence to this concern.

In particular I am interested in the proposal to establish a Museum. Cheshire Archives (Cheshire East/Cheshire West and Chester Council service) is developing proposals to establish a new history centre in Crewe town centre (HLF bid Autumn/Winter 2017) and any proposal which complements this is to be welcomed. The history centre is to be the home for engineering/manucturing archives from the Crewe area and seeks to bring this core part of the story of the town to life and engage a wide range of residents. The proposal would also seek to develop innovative digital means of engaging with this history and a complementary development would be the opportunity to seek synergies and really push the history of the company and of the area to local people and people further afield.

I attended on of the drop in sessions and found the following. I tend to object due the my comments below:-

2 I believe that Bentley will now be the survival and development of Crewe as there is very little else here any more in the area of manufacture, Once Bombarde go, as it will as it is reducing on a regular basis. Bentley will be the main employer in the area.

Response

The Council is working hard with stakeholders from across Crewe to ensure a sustainable future for all businesses and communities. We will also be sending this report to the Portfolio Holder and local MP.

Changes to masterplan required

None

Potential Actions

No further actions required

Geothermal

Representations Received

How does this fit with the Geothermal energy initiative that was announced a little while ago. They appear to occupy the same site?

Response

The Council is pursuing ambitions for geothermal energy, however the location has not been determined and will be subject to a future planning approvals.

Changes to masterplan required

None

Potential Actions

No further actions required

Highways

Representations Received

Very cleverly worded questions to up positive answers in the survey? Grow by all means but do not cause more traffic and longer journey times for everyone to satisfy your own greed (not need)



Closure of two access roads to the city will be increased car traffic on other roads. Crewe have at the moment is congested, we can not drive at normal condition in the city A factory you would be built outside the city.

Sunny bank road and pyms lane closure is not acceptable. This application should not be accepted

I understand the importance of Bentley Motors to the area from a growth and job security perspective, however, I do not think that the repercussions of closing public roads has been carefully thought about or understood. The traffic around Bentley and the hospital is horrific at certain times of the day and so cutting the choice of journey will only impact on this. I am not sure if the proposed road closures would include closure to emergency vehicles but if it does I honestly think this could be detrimental to health and safety for people living in and around the area. There does not appear to be much to be gained for anybody except Bentley.

Due to the planned proposals for closing Sunnybank road and part of Pyms Lane, what other alternatives are there for private vehicles, public transport and pedestrians to gain access once these closures are in place? How will this effect the residents along Pyms lane and what access to the local amenity tip would be in place. Has the amount of disruption in traffic flow been considered once the two mentioned roads are closed. Has the option of another road to be built along where the brook currently runs, to link up Minshull New Road and Middlewich road been considered? This would also give access to the amenity tip. If the closures go ahead, are local residents going to be compensated for the upheaval?

Why propose to close two important roads in Crewe?

I have grave concerns about the closure of Sunnybank Road and Pyms Lane; this will impact on access to that part of town. It will mean increased traffic and a longer journey on other busy roads in Crewe. Roads such as Minshull New Road already has access and parking issues and the proposed closure of the two roads will impact greatly.

Any growth in personnel at Bentley will totally log-jam the already congested roads in the area when Bentley employees leave work at the end of their working day.

Surely this will increase the traffic on Minshull New Road, which is already bad enough! People visiting the houses there cannot park now.

I have grave concerns re: Sunny bank road being closed to public as I travel this way to work everyday, the round about by the Beef eater already gets very congested at peak times and now that there will be no other alternative route for me, I will have to come that way. Getting out of work to get to my daughters after school for 5.45 is already an absolute nightmare and with more traffic now having to use middlewhich road, this is going to be horrendous. Also, with the works Network Rail has planned aswell along middlewhich road God only knows I we are going to be able to get to work on time. Minshull New road is not an option as this is also, very congested with cars double parked all along this road. Why are Bentley being allowed to take over a public road?

I run a local business with in the area of Bentley. We like them need a strategic plan. It seems that the disruption to traffic on the West side of the Town to accommodate the expansion of Bentley Motors a Globalised company has little consideration for existing businesses or residents. The consultation and Master plan are effectively a PR exercise, with the development already rubber stamped. The increase in traffic on the A532 with the probable parking restrictions will have a direct effect on residents and other businesses in the area. I employ people pay corporation tax like Bentley. The building of a new link road between the A530 and Minshull New Road in 2032? will only exacerbate congestion on this mainly residential road.

Pyms Lane and all roads surrounding it need to be kept open to the public as they form part of the main route to the hospital for those living round the Gainsborough Road area, when either Middlewhich Road or the A532 are blocked for some reason.

Our objection to this development is that there will be increasing traffic from Bentley. We live in Badger Avenue and are quite often trapped in our cars by the volume of traffic not allowing us to get out of our cars. There is frequently damage to cars by the pushing through of traffic and we feel things are going to get worse. We have concerns to pedestrians especially children and special need. I have tried to find out what extra problems this will create

They couldn't of picked a worse time with all the major structural work on the surrounding train bridges and this clearly hasn't been thought out by the Council. But this is clearly pointless as the Council clearly have made up their minds to disregard the local say, you can tell this by the way they have worded things on the website and many people who have spoken about it, have bought up the subject 'how much money is the council getting out of this?'!

Just mindful of traffic and rush hour congestion due to road closures, its bad enough!



I am strongly all for Betley Motors to expand but after reading through all the current documents available regarding "The Masterplan", I do not see anywhere any mention of the detrimental effects on the surrounding local residents who everyday already have to endure the mayhem caused by the massive volume on traffic of workers vehicles and HGV's negotiating the narrow residential road network surrounding the site & main highways. There have so many Road Traffic incidents, many including children from the local schools, on the residential road network with 95% of them as a result of traffic from the current Bentley Motors Site. The proposed closure of Pyms Lane & Sunnybank Road will undoubtedly cause EVEN MORE chaos for all the local residents surrounding the site, building a new link road we do nothing to alleviate the problem just make it 100 times worse, so with this in mind I STRONGLY OBJECT to the proposed "MasterPlan".

I am very concerned as to how this will affect Minshull new road from the Bentley roundabout to west street this road is already very congested and closing off pyms lane is only going to make it worse.

There is a distinct lack of ambition regarding highway development and improvement to support the Bentley plans. The closure of Sunnybank Road to the north of the railway will lead to significant increases of traffic along Minshull New Road. The junction of Sunnybank Road and West Street is adequate, but that for Minshull New Road is extremely restricted as is the width of West Street at this point. Council should consider by-passing Minshull New Road between West Street and Badger avenue, there is land available to do this, and low value commercial premises at either end could be purchased to allow junctions to be built.

The thing what concerns me is how much more traffic it will create down Badger Ave, I live near the traffic lights that cross Underwood Lane and I have seen wagons mounting the pavement to get pass parked cars and on coming traffic, it's a wonder there hasn't been an accident befor now. Hope there is going to be some sort of way to solve the problem and not create another one

Traffic increase around the sounding areas especially down my road. I don't care what Bentley or the council survey says on the local road infrastructure, there will be a major increase in traffic, as there has already been an increase since the new development of the new show room & offices. I already have trouble as it is getting back and to from work (Leighton Hospital) with the ever increasing traffic, not just cars but also their artic lorries who block up the road and pull out on other cars with no regards to those other road users safety and that can also apply to the staff! It is the most direct route to the main road that links us to the surrounding towns, not just for locals but also emergency services.

I have no objection to the growth of Bentley, my objection is to the proposed permanent closure to Sunnybank Road and Pyms Lane. I am a local resident, and I live a few minutes from Bentley, so Sunnybank Road and Pyms Lane are my main route to work at Leighton Hospital. I believe that the closure will create unnecessary traffic along the other routes to the hospital, especially with the Minshull New Road route going passed the school, which at busy times can be incredibly difficult to get through

The Middlewich Road route gets very busy, and this will increase journey times for anyone who works at Leighton

You are ruining the infrastructure of Crewe, your job is to make it better.

Pym's Lane is a main route out of Crewe, closing it will force traffic down less suitable roads. Bentley could move their carpark to the old councio depot and expand sideways towards their new showroom instead.

Middlewich Road is already bottle necked and now Bentley want to take out the alternative routes. Really!!!!! Getting out of Leighton Hospital is already an absolute nightmare and these proposals will just make it 100% worse, and that it without taking into account all the other traffic using that road. Just because Bentley employs a lot of people does not give them the right to make everyone's life hell and cannot believe that the Council would even consider such a proposal. They do not need to make it a "Bentley zone" in order to expand. This also does not take into account any further housing developments that may pop up in Crewe. Put the money into supporting the bridge instead. Crewe is about everyone, not just those with money.

I am concerned about the traffic in and around the surrounding area, particularly access from and too Middlewich Road from estates along the North End of Minshull New Road. Plans to put in a new road to the north of the site only gives similar access as is currently provided by Pyms Lane, but the new site will rapidly increase the amount of traffic in that area, incuding a likely hood of more traffic passing Leighton Academy which is already a hotspot area in the morning and mid afternoon. It would also mean that the route past the school would become the primary route for the ambulance service and could cause even more congestion in the area.



In particular the closure of parts of Pyms Lane and Sunnybank Road to the public will affect those going from Leighton via the Crewe Greenway to Nantwich via foot or cycle. A way needs to be found to allow such foot and cycle traffic to continue

Closure of Pyms Lane and Sunny Bank Road to general traffic will cause major congestion along Minsull New Road from the Badger Avenue roundabout to West Street. This road is already too narrow for existing traffic flows and would be the only alternative for traffic wishing to get to the Northern end of West Street from Leighton. The large number of new houses on Parkers road will only serve to exacerbate this problem. Flowers Lane & Smithy Road roundabout is also extremely busy and queues from the A530 all the way down to the roundabout are common in the evening. A major road improvement for the whole area is essential.

Closing Pyms lane will force traffic for nantwich etc onto the already very busy West St or Bradfield Rd not a good idea! Why not divert Pyms Lane around the proposed campus?.

Local residents and schools regularly discuss the risks to their children by the sheer volumes of traffic and emergency vehicles in the vacinity of the Bentley site, drive aggressively and far too fast especially on Minshull New road, middlewich road and surrounding side roads. This expansion combined with the rapid increase in new housing development will put pedestrians and cyclist at greater risk and cause traffic chaos. The area is already choked with vehicles and pollution at peak times, (8am - 9.30am and again between 3pm and 6pm) this is exasperated by the fact that the schools and Bentley all start and finish at similar times. The road closures will also put cyclists and pedestrians at risk as there is no safe alternative route around the proposed site.

The roads in this area are heavily congested and close these two roads is bordering on insanity.

Closing of a road in Crewe will create a nightmare. This can be seen every time any road maintenance is carried out.

I commute to Leighton Hopsital by bicycle from Wistaston. The increase in traffic around Bentley has made this feel much more hazardous in recent years, and my concern is the new campus will make this situation worse.

The closing of Pyms Lane to public traffic will greatly inconvenience us and people living to the east of the factory. This is our main route out of the town and we use it several times a week. The other 2 main roads out of the north and west of Crewe are already busy (West Street and Bradfield Road) and Minshull New Road is always double-parked and therefore difficult to negotiate plus the school traffic on the northern end creates congestion. We are pleased Bentley are doing so well but another solution should be found. Please do not close Pyms Lane.

our only concern is the problem with more traffic on the existing middlewich road. This road is like a car park at some times of the day now and at other times it is almost impossible to get out of your drive because of the heavy traffic.

I would object to any plan that would mean an increase of traffic flow onto the middlewich road which already has an impact on my journey time into the hospital at Leighton. Any significant increase would mean me looking for work closer to home. I know this would impact the hospital as it struggles to find workers to fufill a number of positions.

I work as a community nurse in Crewe. By closing Pyms Lane this will cause increased conjestion flowers lane, minshull new road and past Leighton Academy primary school. Traffic around these areas is already extreamly heavy at rush hour. Especially around school drop off times. This section of Minshull new road is often down to single lane due to parking issues in the area. Increased traffic will be dangerous and make an very congested area even more so. It will also make accessing the marshfield estate difficult, again traffic will need to go up minshull new road - again often a single pass road. Emergency access for emergency vehicles will be severley restricted and it will make an already very congested section of crewe worse, especially with all the new developments. Closing pyms lane to through traffic is a disaster waiting to happen, all the traffic that now uses this route will be diverted down flowers lane, mishull new road.

Fully supportive. However If a link road from A530 connecting the the prosposed Leighton Spine is approved and Bentley have the proposed access point on to the link road, it would mean traffic leaving Bentleys via the link road and then traveling along Minshull New Road, it would mean there would still be a traffic problem on Minshull Rew Road and would also contibute towards the blocking the access points to leighton Hospital on Smithy Lane. I would therefore suggest that traffic leaving the Bentley campus via the link road is prohibited from turning right onto the link and that all Bentley traffic exiting the site from this access point, should only be allowed to turn left up to the A350 Middlewich Road.

How do we as residents of marshfield est.access badger ave/also refuse centre with out going on to a major road for a short trip. Also buses to Leighton hospital..also do you intend to



gate sunny bank road bridge for workers in cars to access the new campus or is to be closed to all traffic.

Strongly against the closure of Sunny Bank Road, but if road is closed it needs to be closed, it needs to be closed to all motor vehicles, all access. It would be totally unfair for everyone else having to go long way rpund, only for Bentley people to use it at night and morning. Residents on Bilton Way Estate are sick and fed up of Bentley works cutting through estate at high speeds.

If Pyms Lane is closed all, traffic from Bentley side of town ends up going up Minshull New Road and at beginning and end of school day it is already grid locked by parents dropping and picking kids up.

We need clarity on just where all the entrances to the site will. To reduce congestion, off road parking on Minshull New Road, West Street half, West side, behind the houses. Otherwise permit parking should be introduced due to the number of shift start/finish times, the area could be continually congested.

To much traffic already on Minshull Road, Look at the bus route to Nantwich

As a local home owner I am worried about the increased traffic with the closing of Pyms Lane which will affect Minshull New Road and the response times for the emergency services. The East West senario of traffic at peak times is horrendous. 1 single west east from Rolls Ave is not sufficient due to extra staff now working on site combined with the new proposed housing. Leighton Academy school is already a bottle neck all this needs very careful consideration and not Bentley saying jump and the Council saying how high.

What will the traffic be like along West St at the moment it is hoendas will this make it worse

Traffic! Traffic! If roads close

Consideration of the traffic implications along West Street, due to residents and the Church of St Barnabas holding funerals.

Parking for West Street, Minshull New Road and Badger Avenue residents only. Access for the emergency services during peak periods.

I object to the road being blocked off on Sunnybank Rd which will allow access for Bentley Staff making Bilton Way and surrounding streets a rat run and I fear even worse than what we have to put up with now.

As I live in Pym's Lane, stopping through traffic would be a benefit to me. However, I cannot see how the present volume of traffic will fit into this plan. Traffic now using Sunnybank Road would be forced down Minshull New Road, which is narrower, clogged with parked cars, and has a difficult exit into West Street. Traffic coming South along Middlewich Road would have to use Flowers Lane or the road opposite Minshull nurseries, both of which are narrow and would not cope. Traffic coming North from Nantwich would go along West Street and up Minshull New Road, or Frank Webb Avenue, also causing major congestion. You seem to be relying on the nebulous designs for the Leighton West spine road and the West-to-East link road. These are part of the proposed housing development(s) to the North of the cemetery, and there is little sign of them starting. Until traffic flow is sorted, the 'Master plan' is unrealistic. I haven't even mentioned the buses.

Your wording is very clever - people do not object to growth and training - they object to the traffic disruption and utter chaos this will cause. Traffic by Leighton Hospital is bad enough and will get worse if they close off roads

As a local resident of Farmleigh Drive. There is already a great amount of traffic on Minshall new road you can't get passed the school now.

Traffic at busy times tails back to Farmleigh Drive.

I've not against the roads being shut, only that the new relief road should be open first. I also feel Bentley should be the main contributor, as a council tax payer I don't think my money should subside them.

I am also against the closing of Pym's Lane and Sunnybank Road because it provides a major route through from the Ruskin Road and surrounding area to Leighton Hospital which is vital when there are blockages on the Middlewich Road. We need these roads to stay open to get traffic out of the way of emergency vehicles, road works etc.



Issues with accessibility for local people who are not involved with Bentley. It has not been proposed where the traffic for the waste site will go or whether the waste site is to be relocated. At peak times Middlewich road can be very congested and access onto it from West street can be a problem This proposal would direct more traffic onto the roundabout at the junction of West street and Middlewich road or down Minshull New Road which is already very congested. In the plan it recognises that bridge works are to be carried out in Summer 2017 on the bridge on Middlewich. Access via Sunnybank Road and Pyms Lane allows traffic to avoid that stretch of road. I regularly use this route at rush hour in the mornings and evenings for my journey to work in Middlewich and feel that my journey time is likely to be increased by the proposals.

It's an excellent concept for the continued growth of Bentley and also crewe but I object to proposed closure of pyms lane and also sunny bank road. For me and my family they are key routes to work and also visit family. The proposed closure would cause a major inconvenience and cost to our daily life.

I do not think they should close major roads to public and emergency services to create a campus for Bentley. These roads are used for people and local residents to travel to the hospital and work in as quick as time as possible there are already enough strain on our roads without this. I and alot of people I speak to think the council need to take a stand against Bentley, we feel every time Bentley want to do something you just think about money!! no consideration to us. If you do close the roads off then that should mean Bentley workers dont go through, the residents already have had enough of Bentley workers speeding along Sunnybank and cutting through a residential estate- using mobile phones, no seatbelt, impatient if a resident is trying to go into their drive or reverse out. so if you think you can allow Bentley access then you will make alot of people very very angry. There are lots of other reasons which Im sure other people have raised, Bentley seem to be telling you not asking you. No one has been given a letter from the council or Bentley to tell them about this proposal which I am not happy about nor arte others.

General concerns on the surrounding area road infrastructure, lack of safer routes to travel for employees eg. cycle and walking pathways, more traffic light controls on main roundabouts, widening of A530 as this will be the main supply route to the factory, lead in roads from north and west should have red route status for easier flow of people and vehicles.

Crewe council has failed to invest in any new roads in this area despite all the house building on West Street ,Leighton Park, Parkers Road , and the Crosskeys development. Minshull New Road and Badger Avenue are already a mess when Bentley vacate leading to the 4000+ Bentley employees speeding through rat runs to get away as fast as they can. So how can you propose to close roads when these routes are already inadequate!

Response to Bentley draft framework & masterplan. I want Bentley Motors to stay in Crewe the largest employer we have in this area needs to grow for future jobs and prosperity. Having said that when I attend the consultation event its seems the decision to close roads round the plant has already been taken, I feel my views and that of other residents need to be heard. I feel that if roads are to closed then Bentley and the Cheshire East Council need to increase the capacity of the remaining road network the duelling of the A530 and other road traffic improvements unless this work is carried out, the loss of a through route of Sunnybank Road and Pym's Lane will only lead to a far busier road traffic on to roads around the surrounding area particularly at peak times.

The closure of roads that people rely on to get to work should be maintained or a scope of expansion should include expansion of the roads that get gridlocked at key times. This is specifically a problem on the middlewich road which would see an increase of traffic with the current proposals.

We object very strongly to the possible closure of Sunnybank Road and Pyms Lane. Both our partners are in the New cemetery, and this is the route I always use. The thought of having to use Minshull New Road from West Street horrifies me as it is already a nightmare trying to get down due to cars parked on both sides, some of which I am told belong to Bentley employees. The other alternative would be to use the new road further along Middlewich Road, which is already overcrowded with traffic which causes regular congestion problems, and when you build the further 400 houses you plan for in Flowers Lane it will be a nightmare. We live on West Street facing the community centre, if We come from Nantwich anything from 4-6pm it takes ages waiting to get into our road due to the traffic lights that have been installed.

With the closure of the bridge at Sunnybank Road and Pymns Lane, this will restrict access for both emergency services and local householders.



the closure of Pyms Lane and Sunnybank Road will cause traffic to increase in Coppenhall Lane which is allready a problem at certain times of the day (trying to get out of Firbeck Gardens between 0800 hrs and 0900 hrs is a nightmare) The proposed development of 850 houses to the north of the Bentley site will result in a vast increase in traffic on Middlewich Road and the roads leading of it. What is being

done to alleviate this?

After reading the reading the Master Plan document I am extremely concerned regarding the impact on Middlewich Road as more vehicles will be directed onto it with the closing of Sunnybank Road.

My major concern as a local resident is the traffic impact that closing a major road out of Crewe it will have and the impact on the roads in the vicinity. Before any land gets sold to a private company, then upgrades and improvements to the roads have to be made. Especially the mini-roundabout connecting Minshull New Road and Bradfield Road. That roundabout is already bad throughout peak times with cars queuing up all the way from the hospital and further back. Major improvements need to be made, and not only from a cars point of view. But also from a cyclist and a pedestrians point of view.

What safeguards are in place to stop Bentley from buying more land in the future? They have already taken multiple fields off local residents and with no compensation or commitments to improve resident parking. The only reason they didn't have more of

the back area to Minshull New Road is because one resident pointed out in their deed that they must have access to a horse and cart. Low and behold they changed their mind on that once they realised they were wrong. I am not opposed to Bentley wanting to expand and be successful. However the right actions needed to be taken so that the best outcome is achieved. From what it looks

like from an outsider is that Cheshire East allow Bentley to walk on over them with regards to what they want.

It is unfortunate that the factory is so close to the hospital (which in addition to patients and visitors is another major employer for the area) as anyone who has experienced the ordeal of commuting to or from the hospital when Bentley staff are finishing or starting their shift will know what a soul destroying a journey it is without closing an alternative route. Middlewich Road is a major thorough fare and an accident black spot currently so the prospect of extra traffic being diverted to this route is quite alarming.

I do feel that the council should make use of section 106 and other relevant legislative tools to make sure that the development of the Bentley site benefits the wider Crewe population as the proposed site development will have a huge impact on the local road networks and combined with the proposed new housing developments and the expansion of primary academies in the area traffic congestion is likely to be a huge problem. With regards to traffic congestion in Crewe the proposed site is liable to force more traffic onto remember street and Sydney road travelling from west to east across Crewe as well as putting southbound traffic onto middlewich road - in the case of the latter it has had a large number of fatal accidents and work might have to be done to mitigate a further increase. With regards to Remer street and Sydney road two issues arrive - firstly the increase in housing and the impact of pinch points such as the Sydney road rail bridge and the Crewe green roundabout, which is already over capacity, will impact and cause not only congestion (and an increase in pollution with a further fall in air quality) but create further rat runs in the local housing estates. I feel that the council needs to think again and review again the Crewe road network as it is barely functional as it stands and that it needs to be reviewed. I would also state that whilst Bentley provide 4000 jobs in Crewe and purport that 82 of their 700 suppliers (roughly just over 11 %) are local to Crewe I would have found it more transparent if they had revealed how much economic benefit value this accounts for in the local economy and that given Crewe's historic propensity to rely on a single large employer the council and its arms lengths agencies should perhaps also be looking at a diversification of the economy locally as a prudent long term measure so that the Crewe economy can perhaps better weather the variations of the business cycle.

Ive no problem in wanting to create new opportunities but its outrageous closing roads because of it, the volume along badger avenue is horrendous as it is, frank webb/badger junction needs traffic lights on it already never mind after this goes ahead, frankwebb avenue is like a rat run at the best of times so lets have some traffic calmer measures put into place first for local residents before bentley try bringing more traffic to the west end of crewe. People first, industry second

I believe the closing of pymns lane and sunnybank will cause major congestion on the surrounding area, especially minshull new road. This road is already congested with parked cars during the day (Bentley employees who do not want to walk to the car park). Could there not be a trial period of one of these roads being closed to access the impact on road users/residents.



Not happy about closure of pyms road as this provides an alternative route into crewe from Middlewich Road especially at peak time to the Bradfield Road area. Where will traffic leaving Bentley campus go if it's closed off. How will residents living in that area access Middlewich Road without either heading to an already congested at peak time area on bradfield road and Leighton hospital roads. Need to look a thing infrastructure for local residents before closing it off.

The closing of roads that will in inside the new Bentley campus will cause major traffic issues for the area. As a resident who lives close to Bentley the roads are already clogged up with traffic. Minshall New Road in both directions will not be able to take the extra volumn in traffic. One side has double parked cars and hence makes it so only one car can drive down the road at a time causing major traffic problems now and the other side has a Primary School so has a vast amount of traffic at peak times of the day.

I support growth for Bentley Motors but am unsure that closing off access to certain roads is the correct way to deliver this. It also appears no account has been taken of Bentley traffic turning on to Middlewich Road in the evening, which causes significant traffic congestion and would likely increase pressure with the campus road layout.

There is inadequate consideration for the already significant issues with traffic congestion caused by Bentley works traffic at night around Middlewich Road/Pyms Lane and the Middlewich Road/Coppenhall Lane roundabout. Existing exits from the Bentley site just after the Middlewich Road/Pyms Lane junction are inadequate and negatively impact on congestion. Road improvements to Middlewich Road are required to accommodate existing traffic, let alone more.

As a resident on Marshfield who uses Sunnybank Road and Pyms Lane on a daily basis closing this road will cause an inconvience and will lead to even more congestion on Marshfield Bank roundabout! It's great to see a business grow but not at the expensive of local residents

It will be destructive and stupid and dangerous.

The roads around that area are not suitable for all the traffic that would suddenly start using them.

Everyone would start 'cutting through' the housing estates and it would become very dangerous for the children going to school . Which councillor would want to stand up and take credit when the first child gets killed?? Form an orderly cue ladies and gentlemen!!!!!

attended one of the meetings at bentley our first thoughts were to support the proposal . map details reguarding the new roads . were vague as to who would be responsible .for building them .it all seems to be whether a new estate was to be built .and lack of knowledge as to which entrence staff would be using.it appears that west street is to take the brunt of all traffic in the area when these roads are closed to the general public. .

I lived in Sunnybank Road for 20 years and I was a development engineer at RR/Bentley for 40 tears.

Your proposal states that only parts of Sunnybank Road & Pym,s Lane will be closed, which is very misleading, they will both be closed to through traffic, This plan will create very significant traffic problems in the surrounding area. The Middlewich Road is already at breaking point. Minshull New road is only single file traffic and provides absolutely no alternative to Sunnybank Road. Your proposed new link road will cause more delays to traffic coming out of the Hospital to the Bradfield Road area, Bentley should not be allowed to get away with this, Its our town, not an extension of Wolfsburgh. Does our council support its people or big business ???????

No alternative roads in place to replace pymms lane and sunnybank rd is ludicous. these are major problems for thousands of people. the firm have coped with logistics involved in multi depot work for years so not essential as they are making out. the sales of the bentley are never going to rocket due to it being a luxury expensive car.

Closing off Pyms Lane would lead to serious traffic problems in Minshull New Road.

Any traffic that enters or exits Crewe along Pyms Lane will have to use Minshull New Road and this road is not suitable for the amount of traffic that would have to be redirected. Traffic is bad enough using Pyms Lane, especially at peak times which causes traffic jams along Pyms Lane. Redirecting a lot of that traffic up Minshull New Road would cause serious traffic problems and would cause mayhem at peak times.

As Crewe is considered to be a 'railway town' the undeniable fact is that one cannot get very far in Crewe without crossing at least one railway line and regrettably Bentley would like to reduce the number of railway bridges available to the public. This will thus make the north-south (and visa-versa) jopurneys across Crewe more difficult because it will reduce the number of railway crossing points.



The resident's major concern is the closure of Pyms lane and Sunnybank Road. The residents do not want to see these roads closed. The vote taken at the meeting showed this was universally supported. The residents of the area and residents from many other areas of Crewe see this proposed closure as increasing their journey times to the Tip and Leighton Hospital. A pensioner asked who was going to compensate them for the extra journey times and inconvenience. Many other Crewe residents also use these roads as a way to access Middlewich Road on their way to Middlewich or Nantwich. Any closure of these roads will result in longer journey times and increased congestion on other nearby roads. Minshull New Road (the alternative access road) is already a very busy road and residents are concerned that with the closure of Pyms Lane and Sunnybank Road there will be even more congestion. Badger Avenue is a road, leading to the factory, currently used by motorist to access Middlewich Road and the closure of Pyms Lane will mean this is no longer a through route !>o traffic will be forced onto West Street

Sunnybank Road and Pyms Lane are used to clear traffic if there is a serious accident on Middlewich Road which frequently happens. Closure of these roads would mean queues of traffic preventing emergency vehicles accessing the accident and the hospital.

The traffic in Minshull New Rd, along with parked vehicles is & has been for a long time out of control so the closure of Pyms Lane will impact on this problem.

[For convenience I will simply refer to the Bentley Motors Draft Development Framework & Masterplan as 'BMDDFM'.]

For 38 years I lived in Primrose Hill and Cavendish Road. I now live in Leighton and know the area very well.

Indeed I still travel between these two areas via the two roads mentioned to visit my elderly parents. Closure of the two roads will add a mile to my round trip. This will entail extra time, cost and pollution.

P22 of BBDDFM states an extensive survey has shown that traffic on Pyms Lane only has 3 destinations. Clearly they have missed my journey and those like me, sadly giving a biased impression of road usage. Traffic to the heavily used waste site seems to be dismissed once again giving a biased impression.

The BBDDFM attempts to set out the current road structure of Crewe, and how the road closures would be coped with.

The map on P21 does not even show Sunnybank Road. An honest omission or an attempt to belittle its importance?

The report correctly highlights how important Pyms Lane/Badger Avenue is as a route across town which will be lost. Alternative given are West Street which is already busy, reduced to a single lane for some distance due to parked cars and effectively blocked if there is a funeral at St. Barnabas church.

Likewise Victoria Avenue/Wistaston Road ends in a narrow road inhibited with parked cars and a complicated road junction with numerous traffic lights.

The northern half of Minshull New Road is blocked twice a day as parents using dozens of cars to transport children to/from the school, which has only 13 car parking spaces. Indeed I have found this road impassable as late as 6pm!

On the other side of the campus, the A530 is due to take traffic displaced from the closed roads, plus heavy traffic from expanded Bentley site, 850 homes at Leighton West and housing estates due to be built near the Rising Sun pub. Most residents would be amazed at the level of traffic which this road is expected to take given that it is at a standstill every evening from Bentleys to Nantwich and in the opposite direction from the hospital to Bradfield Green traffic lights.

The alternative to all this disruption to local residents and expensive road upgrading seems to simple. The two roads in question could be left open. All it needs is a subway such as the Post Office had under the railway station to move thousands of mail bags, trolleys and personnel each night. Alternatively a bridge or a couple of crossings, perhaps controlled by traffic lights and security personnel.

Talking to a friend recently he commented that Pressed Steel in Linwood solved an identical problem with an overhead conveyor and walkway. Odd that they could come up with a simple solution while an acknowledged world-leading engineering company is unable to!

To summarize, while I welcome the expansion of a prestigious company in Crewe, the council must reject Bentleys plan to close these two roads. The disruption to local traffic is totally unnecessary when Bentley could implement simple solutions without closing the roads. I believe that the Council should also oppose Bentley's plan to close the recycling centre. It is at the periphery of the area in question and provides a well-used amenity for Crewe.

Can growth and internal campus creation be achieved without the closure of Pyms Lane and Sunnybank Road, at least until a new access road can be completed? Pyms Lane in particular is a major access road to the west end of Crewe and closure would lead to even more congestion throughout the whole town than there currently is.



The closure of Sunnybank Road and Pyms Lane are going to put a lot more traffic on to already very congested roads. It will take longer to get to the hospital and Drs surgery.

With reference to the proposed extension at Bentley Motors at Crewe, which would mean the closure of Pyms Lane and Sunnybank Road, I wish to object to these proposals and give below my reasons why I think these proposals should not go ahead.

1. At certain times of the day, pulling out of Firbeck Gardens onto Coppenhall Lane can take a considerable length of time due mainly to cars coming to and from Bentley Motors. Closing Pyms Lane is bound to result in an increase of traffic down Coppenhall Lane and thus make this situation even worse.

There would also be considerable changes to traffic flow in and out of Crewe which no amount of tinkering with road junctions and cycle ways etc would alleviate.

Whilst I'm sure that the proposed road closures will mean a lot for Bentley I can see absolutely no benefit to the people of Crewe but I can see that there would be a considerable loss of facilities and therefore I would request that these proposals are rejected

Response

Traffic modelling has been undertaken in order to better understand the impact of the closure of the roads as proposed within the Masterplan. This modelling work has identified that the surrounding network will need to be strengthened in order to cope with traffic redirected from Pyms Lane and Sunnybank Road. This strengthening work would need to include both short term mitigation measures to improve traffic flow at identified pinch points; and longer term mitigation to allow the highway network to better cope with the wider growth in the area.

Changes to masterplan required

Change to reflect the potential impact and need for mitigation around Sunnybank Road.

Potential Actions

Appropriate mitigation to be pursued through any future planning application proposing the closure of Pyms Lane and Sunnybank Road.

Traffic Entrances & Exit Points

Representations Received

If there is a gate to the factory in Sunnybank Road, this will not be a good idea has the workers will park all over the side roads, and walk to the factory for a quick get away.

This looks like a "done deal" to me. I would prefer it if there wasn't an "Entrance" for Bentley employees at the existing Sunnybank Road railway bridge. Clearly an entrance will also be an exit? The volume of traffic, and the speed that the Bentley employees drive at to get away from the area is a considerable nuisance to local residents. They shoot down Merrils Avenue, Bilton Way and Primrose Hill at high speeds in order to avoid queuing on Sunnybank Road to get access to West Street, it won't be long before some innocent bystander is injured (or worse) by a Bentley employee. Clearly it will be a inconvenience for local residents living on Sunnybank Road and the surrounding area if the road was to close at the railway bridge, it would affect access to the recycling centre, Hospital, Cemetery etc. but that inconvenience would be tempered if we didn't have to contend with the "dangers" of Bentley employees leaving the site at high speeds on a daily basis. I would like to see the entrance (and exit) moved to the Middlewich Road/Industrial estate (Marshfield Bank) area in order to negate the inconvenience to local residents.

I would like to now how this is going to effect the flow of Bentley traffic coming on to sunnybank rd I would like to now who will be using the the rd Bentley works, cars, bikes, walkers, lorrys deliverys as the traffic is really bad trying to get out of my street at the best of times

I feel that local residents, certainly those on the Marshfield and Primrose Hill Estates will be negatively affected by the road closure, and should be considered for access to be able to get to the hospital.

Both Sunnybank and adjoining streets are used several times a day as a rat run by members of staff from Bentley; as there are both young and old vulnerable people living in the immediate area, it can be very scary when drivers are racing up and down the roads often missing people and cars by mear inches, therefore I feel that making Sunneybank an entrance will make this situation worse!



I am a resedent in sunnybank road and I am in favour of closing the bridge on sunnybank road.to any cars. The reason being, The excess Of traffic that speeds down the road, also the large HGV s that come down day and night. Also the fumes from cars queuing to get out at the junction in a built up area. It would be nice to have Quality of life all week instead of just the weekend!!!!

As we live on bilton way Bentley employees use this road as a cut through to beat the traffic coming out of there site, it is treated like a race track at the moment and with the proposed closure this would only get worse. With a lot of children and senior citizens in this area does it take someone getting hit by a car till this issue is sorted. The police should be made aware of this, something I have thought about doing myself.

I AM A RESIDENT OF BILTON WAY, CREWE. I BELIEVE YOU WANT TO CLOSE THE BRIDGE ON SUNNYBANK ROAD TO EVERYONE EXCEPT BENTLY EMPLOYEES. I DO NOT AGREE TO THIS. IF IT SHUTS THEN IT SHOULD SHUT FOR EVERYONE. WE AS RESIDENTS HAVE PUT UP FOR YEARS THE AMOUNT OF TRAFFIC THAT A FACTORY OF YOUR SIZE CREATES. WE HAVE COMPLAINED BEFORE OF THE TRAFFIC THAT YOUR FACTORY CREATES AS THE EMPPLOYEES TEND TO USE BILTON WAY AND MERRILS AVE AS A QUICK GET AWAY INSTEAD OF GETTING OUT OF SUNNYBANK ROAD. THE LAST TIME WE COMPLAINED I BELIEVE A LETTER WENT OUT TO THE EMPLOYEES AND THEY DID STOP FOR A WHILE BUT SLOWLY AS EVER IT INCREASES. ONE OF THESE DAYS THERE IS GOING TO BE A VERY NAST ACCIDENT AS THE USE IT AS A TAKE OFF AND THE SPEED THAT THEY GO DOWN THERE. ALL IT TAKES IS FOR A CHILD OR A DOG TO RUN OUT OF THEIR DRIVE AND THERE IS GOING TO BE A NASTY ACCIDENT. IF IT SHUTS IT SHOULD BE FOR EVERYONE NOT JUST FOR THE CHOSEN. THERE IS AN OPENING ON MERRILLS BRIDGE THAT THE PEOPLE CAN USE INSTEAD.

I AM A RESIDENT OF COPPENHALL LANE. I BELIEVE YOU WANT TO CLOSE THE BRIDGE ON SUNNYBANK ROAD TO EVERYONE EXCEPT BENTLY EMPLOYEES. I DO NOT AGREE TO THIS. IF IT SHUTS THEN IT SHOULD SHUT FOR EVERYONE. WE AS RESIDENTS HAVE PUT UP FOR YEARS THE AMOUNT OF TRAFFIC THAT A FACTORY OF YOUR SIZE CREATES. WE HAVE COMPLAINED BEFORE OF THE TRAFFIC THAT YOUR FACTORY CREATES AS THE EMPPLOYEES TEND TO USE BILTON WAY AND MERRILS AVE AS A QUICK GET AWAY INSTEAD OF GETTING OUT OF SUNNYBANK ROAD. THE LAST TIME WE COMPLAINED I BELIEVE A LETTER WENT OUT TO THE EMPLOYEES AND THEY DID STOP FOR A WHILE BUT SLOWLY AS EVER IT INCREASES. ONE OF THESE DAYS THERE IS GOING TO BE A VERY NAST ACCIDENT AS THE USE IT AS A TAKE OFF AND THE SPEED THAT THEY GO DOWN THERE. ALL IT TAKES IS FOR A CHILD OR A DOG TO RUN OUT OF THEIR DRIVE AND THERE IS GOING TO BE A NASTY ACCIDENT. IF IT SHUTS IT SHOULD BE FOR EVERYONE NOT JUST FOR THE CHOSEN.

I feel that access to the Bentley site from Pyms Lane and Sunny Bank Road should be for pedestrians only. This would mean that as things currently stand the only vehicular access would be off Middlewich Road so a new link Road would provide them with a second access.

I AM A RESIDENT OF BILTON WAY, CREWE. I BELIEVE YOU WANT TO CLOSE THE BRIDGE ON SUNNYBANK ROAD TO EVERYONE EXCEPT BENTLY EMPLOYEES. I DO NOT AGREE TO THIS. IF IT SHUTS THEN IT SHOULD SHUT FOR EVERYONE. WE AS RESIDENTS HAVE PUT UP FOR YEARS THE AMOUNT OF TRAFFIC THAT A FACTORY OF YOUR SIZE CREATES. WE HAVE COMPLAINED BEFORE OF THE TRAFFIC THAT YOUR FACTORY CREATES AS THE EMPPLOYEES TEND TO USE BILTON WAY AND MERRILS AVE AS A QUICK GET AWAY INSTEAD OF GETTING OUT OF SUNNYBANK ROAD. THE LAST TIME WE COMPLAINED I BELIEVE A LETTER WENT OUT TO THE EMPLOYEES AND THEY DID STOP FOR A WHILE BUT SLOWLY AS EVER IT INCREASES. ONE OF THESE DAYS THERE IS GOING TO BE A VERY NAST ACCIDENT AS THE USE IT AS A TAKE OFF AND THE SPEED THAT THEY GO DOWN THERE. ALL IT TAKES IS FOR A CHILD OR A DOG TO RUN OUT OF THEIR DRIVE AND THERE IS GOING TO BE A NASTY ACCIDENT. IF IT SHUTS IT SHOULD BE FOR EVERYONE NOT JUST FOR THE CHOSEN.

- 2. My main concern is the closure of Sunny Bank Road Bridge, not leaving it open to the residents of Marshfield Estate. The area already gets gridlocked when Bentley Employees end their shifts and they are only concerned about getting home. The estate is already used as a Rat Run.
- 4. They talked about where the exits were going to be on/off staff parking (which hasn't yet been decided so how we can comment I am unsure) They also shared the possibility of opening Sunny Bank Road Bridge for their staff to come over into Sunny Bank Road. That means once again the Estate will be a Rat Run as they all try to avoid waiting at the junction by the Co-op.

I live off Sunnybank Road, and we have a current problem that many Bentley employees park their cars in the roads of the estate, even though there is ample parking provided by Bentley. This causes difficulties for residents, the buses, and for domestic delivery vehicles. The plan to close the bridge across the railway is a worry if the intention is to keep it open as a foot access for employees. I can see the current parking problem becoming much worse. If the bridge is to be closed it should be completely blocked for vehicles AND foot traffic.



One of the reasons BM state for having their own self contained enclosed campus is security. I have spent over 25 years of my life living and working all over the World in enclosed, self contained campus' far bigger than BM are proposing with the Armed Forces and a common factor with all of them was that there was only one Entrance (And therefore only one exit), how is BM's security enhanced by having 4 Entrances? It maybe a done deal, but can BM really have their cake and eat it? Or will CEC make some concessions to local residents? The residents to South and East of BM do not want Vehicle traffic entering BM via Sunnybank Road and Pyms Lane (East), it's bad enough that Pyms Lane and Sunnybank Road are to be closed to the public but to leave them open to BM staff and traffic is an absolute insult. Residents are sick and tired at the volume of traffic using the residential areas on a daily basis. It's a traffic log jam everyday when BM staff leave the facility, they speed around the narrow streets, using everyone as a little "rat run", Residents have had enough, sooner or later some one is going to get hurt or worse. The Entrance to BM should be via the Middlewich Road/Pyms Lane junction, that is where the majority of their car parks are. They will then enter and exit their facility under traffic light control and roads can be widened/altered to suit. By closing the vehicle access at Sunnybank Road and Pyms Lane (East) CEC would be allowing the residences to the South and East of the complex to become cleaner, safer and quieter areas to live. Contrary to what CEC and BM might think, the majority of people residing near BM are not happy and don't want to see Roads Closed, they are not interested in BM expanding, they don't really want them here at all. If BM have such a problem in their current location why don't they upsticks and move elsewhere, there wont be too many residents crying if they did. I ask CEC to think about the Residents who fear this is a done deal and as such worry about the volume of traffic u

Sunny bank road next to the bridge needs to be closed to all including pedestrians to protect the estate from the traffic, and employees using the area for parking.

The closure of Pyms Lane and Sunnybank Road would impact greatly on local residents. Most think this is a done deal and Bentley gets what Bentley wants. The new plan proposes 4 entrances, I STRONGLY object to this. Currently the proposed entrances to the South and East of the proposed campus at Sunnybank Road railway bridge and Pyms Lane (east off Minshull New Road) are in residential areas. The entrance (and exit) to such a large campus should be via a NON-RESIDENTIAL AREA and that leaves the Middlewich Road/Pyms Lane junction. Please don't let Bentley have their "cake and eat it", do not allow these entrances at Residential sites, the traffic is unbearable, the staff at Bentley motors drive like maniacs around our narrow streets and roads in order to get away from the area as quickly as possible. It won't be long until someone is hurt or worse if it continues. We have to deal with large HGVs whose "SATNAVs" have gone wrong on a daily basis, it's not safe for children to play out. Please make them use the Middlewich Road/Pyms Lane junction as their entrance, that way the flow of traffic is controlled by Traffic lights onto a major road with immediate access to Crewe/Nantwich and beyond by turning left and Crewe/Middlewich and beyond by turning right. This proposal may affect a few dozen Bentley employees who have to travel a little bit further or out of their way to get on the site but it would make life so much easier and less stressful for several thousand local residents. I believe Cheshire East Council want to improve the living standards of local residents? Well by refusing to allow Bentley Motors Entrances via the South and East Residential areas they would be making those local areas CLEANER, QUIETER and SAFER for the residents.

I am a resident of Bilton Way. I do not agree to Sunnybank Road closing but if it does go ahead it should close for everyone not just to residents and the workforce can use it. This will cause an enormous problem for residents. As the workers will start to use the area around Sunnybank to park their cars. They already use Bilton Way as a rat race on home times. One of these days it will cause a big accident.

I think that at the moment a lot of Bentley staff using Sunnybank Road to access and exit their site take a short cut off Sunnybank Road via Merrils Ave. and Bilton Way to access West Street. This has become a "Rat Run" and dangerous for local residents. If closing Sunnybank Road alleviates this issue it has to be a bonus for local residents.

Residents at the meeting also voted about their preference should the closure of Sunnybank Road and Pyms Lane go ahead. They were clear there should only be one entrance to the site, from Middlewich Road. There should be no access or exit for vehicles or foot traffic from any other entrance. Residents are already suffering from irresponsible Bentley employees parking on their streets and rat running through their estates. One entrance near to the car parks on Middlewich Road would help address the issues of workers parking and rat running.



If the deal between Bentley and Cheshire East has been done which we all suspect as already been done, Sunnybank Rd: Bridge should be shut to the public and all Bentley traffic. The closure of the bridge is going to cause to many problems for the residents of Sunnybank RD and Merrill's Ave: We already have enough problems with Bentley traffic rat runs everyday going 40 - 50 mph along Merrill's Ave: +Bilton Way. An accident waiting to happen.

What next will Bentley want next? (our homes)

I am concerned that the closure of the bridge at Sunnybank Road will cause an increase in the problem of Bentley Motors employees parking on the estate. If the bridge is closed for vehicles, but still open for employee access the problem is likely to worsen. I would be wholly supportive of a plan for both vehicular and pedestrian access.

Currently there is a problem with Bentley employees leaving their cars parked on Sunnybank Road and the various roads off it, causing problems for residents and buses. If the bridge on Sunnybank Road were to be closed to vehicles but open to pedestrian employees this would make matters worse and I totally oppose this option. I would support a plan to close the bridge to all traffic - vehicle and pedestrian.

I object strongly to the closure of sunnybank rd to the public whilst allowing access for Bentley motors. I feel it should be open to all or closed to all vehicles and pedestrians.

I would like to express my concerns at some of the proposals I have read in the 36 page Bentley Motors Masterplan regarding their vision for their future. An excellent document prepared and presented by Bentley Motors who portray themselves very differently to how the local residents see them.

I have no doubt that you will have received numerous complaints concerning the closure of Roads, Bus routes etc. I don't want to go there, instead Iwant to assume that Bentley Motors get their way, they purchase the required land from Cheshire East Council (How much will that be by the way?) and CHK Engineering, the Waste Recycling Site is relocated somewhere else in Crewe, hopefully at Bentley Motors expense, and they put a big fence around it and have their very own little campus.

Isee from their plans that they want to have four entrances, and therefore 4 exits. Two of the proposed entrances, to the South and East of the campus, will be in Residential areas. The people living in these areas are sick and tired of the volume of traffic every day, all day using roads that are just not suitable. Please do not allow the proposed entrances at Sunnybank Road Railway Bridge and Pyms Lane (East) to go ahead. The volume of traffic using the proposed campus should not be entering the site via residential areas; they should be using a major road. Please ensure that they only have the Middlewich Road/Pyms Lane junction as an entrance to their campus, that's where the majority of their staff car parking is anyway, that way vehicles will be moved in and out under traffic light control. This may cause some congestion on that road but better there than in our streets like it is now. It not safe for people to be out during the day with the volume of traffic using roads that are clearly not suitable. I'm sure any required road widening of the Middlewich Road could be taken into account at the planning stage and maybe Bentley Motors could be invited to contribute?

Restricting the Entrance to the Middlewich Road/Pyms Lane junction may well inconvenience some Bentley employees who will have to use an alternative route to get on the site but it would also make the life a few thousand residents to the South and East of the proposed campus a lot better. Their neighbourhoods will become cleaner, quieter and safer places. I'm sure Cheshire East Council aim to improve the living standards of their residents? Stopping Bentley Motors having 4 entra ces to their new campus would do that.

Please don't let Big Business, in the shape of Bentley Motors, have its "cake and eat it", please allow some concessions to local residents who have grave concerns and worries about this proposed project.

I hope you will consider this proposal favourably.

Response

The traffic modelling work that has been carried out has anticipated three entrances to the proposed campus site (both ends of Pyms Lane and Sunnybank Road) with the potential addition of a fourth entrance if the proposed East-West Link Road goes ahead. It is probable that any detailed planning application would require additional modelling work to be undertaken and this could review the position should the entrance point on Sunnybank Road be removed from the proposal. The full detail of any road closures will be proposed as part of a planning application and associated stopping up order; and subject to further and more detailed transport modelling to understand the impact on the local highways network.

Changes to masterplan required

None

Potential Actions



No further actions required

Mitigation - Rail Use

Representations Received

They are located in the wrong part of Crewe to expand, they are no where near the motorway nor are they close to the railway station. Could there be the potential to create a tramway from the station to Bentley? Which could assist with getting some of the Bentley staff off the roads, which results in the congestion in this area.

If they are so big on growth & development Bentley really need to move out of the surrounding residential area and go to a more industrial environment like up near the train station!

Response

Thank you for providing your comments. Improvements to the public transport infrastructure in Crewe, including linked to the HS2 Station, is being actively pursued by the Council..

Changes to masterplan required

None

Potential Actions

No further actions required

Wider Crewe Masterplan

Representations Received

Cheshire East Council need to be far more proactive in developing a proper much more far reaching master plan for Crewe. Hs2 is coming and the council have no solid plans to take advantage of this other than piecemeal bits and pieces.

Thank you for giving us an opportunity to vomment of the bentley Masterplan. We firmly believe however that we cannot comment on this matter in isolation. It needs to be planned alongside the other associated woks being carried out by both Network rail and the Council. We support the expansion of businesses in Crewe and its surrounding environs, however we are concerned that there is a 'silo' approach to the various elements of work such as the Network Rail works to Boulderstone Bridge (and Sydney Road Bridge), the Leighton Spine Road link to Leighton Hospital and now the Bentley plan. Therefore, for clarity and for the avoidance of doubt, we would like to see an overall Master Plan linking the phasing and timing of the aforementioned works alongside the timing of the respective road closures - in order that we can understand the phasing of the works and be assured around the order of the works being carried out.

Response

The Borough and Town Council are working as part of the Northern Gateway Development Zone to promote investment into Crewe, and part of this process is the development of this Masterplan to understand the long-term aspirations of Bentley Motors and the response to that locally.

Changes to masterplan required

None

Potential Actions

No further actions required

Mitigation - Use of Rail Line

Representations Received



With regards to the rail line that runs by the southern boundary of the Bentley site I am surprised that there has been no investigation into the creation of access to deliver goods using this especially when a large amount of rail freight already travels through Crewe. This could relieve pressure on Crewes road network and given the passenger traffic on the line is relatively light, it could be a viable avenue to investigate.

Response

An aspiration for Bentley and the Crewe site is to support the future options for a rail head and freight connection that would link the site to the West Coast Main Line and Ports.

Changes to masterplan required

None

Potential Actions

No further actions required

Mitigation Phasing

Representations Received

While I agree that it is possible for traffic to cope with the proposed road closures (and while I understand how important it is for Crewe to retain Bentley) I believe that it is vital that the mitigation measures are put into place effectively and before any road closures. Particularly I would suggest that consideration is given to making Minshull New Road (from West Street to the first roundabout) one way to allow traffic to flow better. I would suggest that Frank Webb Avenue be similarly restricted in order to allow vehicles to move with minimal disruption. I further consider that Bentley need to consider pushing their staff and delivery vehicles to access the site from Middlewich Road only as the smaller roads (Badger Avenue, Minshull New Road etc) are not suitable for either HGVs or large traffic volumes

New Roads into Crewe Town Centre are needed, or perhaps a complete NEW TOWN CENTRE on a new site out of town? a northern ring road from the A530 across to the Haslington Bypass? releasing development land to help fund it? Fully support Bentley's masterplan, and the council should be doing more to support development in Crewe

Also approx. 15 months ago there was several burst pipes on the Middlewich Road. It caused chaos at the time but if further traffic was using the road this would be a nightmare. Much more housing is expected to be built in the area causing more traffic buildup. I would suggest that perhaps it would be a good idea to close the roads on a temporary basis say for 2 months to see what impact this would have on the area before any firm plans are put in place. As we live just off Sunnybank Road this closure would have a huge impact as I currently am employed at Leighton Hospital. Would there be any chance of keeping the access road to Sunnybank Road open for non Bentley staff but to have a road through going left just over the bridge and running a road on the outskirts of the new Bentley site to keep traffic off the Middlewich Road where possible to allow the traffic to move more freely and linking in with the new link road.

2. If Minshull New Rd is to be the only road leading to West Street this must be made one side parking only. Double yellow lines must be put on one side of the road and provision for parking cars should be provided behind the houses that back onto the Bentley site.

Although I support Bentley's expansion I believe that prior to any road closure there needs to be a plan in place to relieve traffic congestion in an around Crewe. The proposed new link road between Middlewich Road and Minshull New Road will cause more problems at either end of Minshull New Road? It's a local joke, 'HS2 will get down Nantwich road'. Cheshireeast need to put together a over all plan for transport around Crewe, taking into account Bentley's plans and all the new housing developments, Bentley management should encourage this.

Worried about road closers. The need for new roads that will be able to take traffic. Minshull New Road. Traffic and Emergency services struggle to get down. ? Why can't cars be given spaces behind houses and each house be given numbered car spaces. Also the amount of very large lorries trying to get down West Street is terrible. The funerals at St Barnabas church always cause congestion, because cars parked on opposite side all the time which always leads to a back log of traffic in both directions.



I completely support the growth of such a large company however as a resident of the Laidon Avenue estate I have to main travel routes to work - Down by Queens Park and onto Pymms Lane or the use of Middlewich road. I tend to use the first route. I would completely support the plans IF something is done to drastically improve the use of Middlewich road at the Rising Sun junction. Having previously lived on Windermere Road for a number of years I have used this road every single day and I can assure you that NOONE does 30mph! It is virtually impossible to pull out of this junction. Also if someone is turning left towards Nantwich then they completely block the view of the cars coming from Nantwich up middlewich road towards Crewe. There either needs to be: 1) a roundabout, 2) a 20/30 mph SPEED camera on the road both before the Rising Sun pub and after the Rising Sun pub. 3) The road needs to be made wider to allow for cars turning left not to block the view.

I would suggest the Sunnybank Road be one way from the junction of Halton Drive and Burlea close to Pym's Lane to allow workers to get to work and residents to get access to the remaining road network in the surrounding areas along with cycling lanes for cyclists.

I support the expansion of Bentley but not closing two public highways. More thought should be given to alternative schemes such as a link road via the Marshfield business Park or something similar.

Why not have a single entrance/exit to the site from the Marshfield Bank Industrial Estate instead?

I object to the closure of sunnybank road and pyms lane, if this is done it will create more traffic problems that we have at the present time. A better idea is to build a new Road from Marshfield bank industrial area direct to Bentley motors, giving them direct access to middlewhich road.

Because of huge tailbacks from west street, middlewich road and both directions of pyms lane of vehicles entering and departing causing massive disruption to other members of the driving public. An entrance could be made from the premier inn roundabet incorporating a bridge to enter the bentley car parks.

As i am a close by resident im worried it will make more traffic around the residential area

Im not sure if bentley are aware of the way most bentley drivers use our side roads as a rat run

No thought for the residents children or elderly. The traffic is bad enough now around this area. Im sure something can be done about the issue. They need toake a diversion away from residential areas first before making more traffic from the work force

Even if the Leighton Spine Road is completed beforehand we still believe that the road needs to be widened across Leighton Brook and to its junction with pyms Lane. Road widening could be carried out by the removal of the grass verge to one side of the road to the south of Leighton Brook on Minshull New Road. For Mid Cheshire Hospitals' staff living on the Marshfield Estate and for our peripatetic community workers who travel on a daily basis to and from this housing estate, the closing of Sunnybank Road is going to cause additional hardship and increased journey times. This is because in order to access the hospital (to the north) they will firstly have to travel south and turn right onto West Street. Our staff have asked me to make you aware of the congestion on West Street and the poor sight lines when attempting to turn right from Sunnybank Road onto West Street (the junction of the A532). Apparently a number of them already avoid this junction and make their way through to Marshfield Avebue and attempt to turn right onto the A532 from here. In short we believe that there needs to be junction improvements on the Sunnybank Road and Marshfield Avenue junctions onto the A532.

Highlighted in the proposed plan is that of "short term highways mitigation measures", which identifies parking restrictions and other highway measure's at pinch points on the approach roads around the Bentley Motors Plant. My concern is that parking restrictions will be Imposed on the small stretch of unrestricted parking between the Junction of Darlington Avenue and West Street and the Junction of Frank Webb Avenue and West Street. We do have parking at the side of our building on a small piece of truncated highway. However our premises are In a mixed residential area and if parking restrictions are imposed on West Street, It will only exacerbate access to our premises. We have bitter experience of this happening in the past when Morrison's Supermarket was being developed which had a serious detrimental affect on our business.

Can you please provide clarity to your proposal detailed within the framework to provide off road parking facilities. As a business Cheshire Batteries Itd like Bentley need a Strategic management plan if we have to move premises, we now need to plan ahead. However my concern is that parking restrictions will be applied without a reasonable notice period.



Residents have noted that the Masterplan recognises the need for a new link road to assist with the extra traffic. At present there is no time scale for the start of this road which residents feel is vital. They felt there should be no closure of Pyms Lane and Sunnybank Avenue until this road is completed.

There is no evidence from Cheshire East about how this expansion will impact surrounding roads, like Badger Avenue, adjacent to the Masterplan area. Possible pinch points that currently exist have been identified but there is no evidence of the plan to provide a solution to these areas of congestion.

Residents are concerned about the increase in traffic on Middlewich Road which is a narrow major road. There are accidents and near misses on this road. The Masterplan mentions the need to replace one bridge on the A530 but residents feel the whole of Middlewich Road needs significant upgrading if the roads are to be closed

Middlewich Road needs to be widened to cope with the increase in cars accessing the entrance to the Bentley car parks. The car parks will be accessed from Middlewich Road with all cars turning into the car parks as the car park entrances on Pyms Lane are closed and workers no longer park on residential streets. Cars coming from Nantwich will be turning across a stream of fast moving traffic. Residents need re-assurance that appropriate measures will be implemented to ensure the safety of motorists on Middlewich Road.

I feel that if the roads are to closed then Bentley and Cheshire East Council need to increase the capacity of the remaining road network the duelling of the A530 and other road traffic imrpovements unless this work is carried out, the loss of a through route of Sunnybank Road and Pym's Lane will only lead to a far busier road traffic on to roads around the surrounding area particularly at peak times.

I would suggest the Sunnybank Road be one way from the junction of Halton Drive and Burlea Close to Pym's Lane to allow workers to get to work and residents to get access to the remaining road network in the surrounding areas along with cycling lanes for cyclists.

The road is a main route for residents of Marshfield estate, sunnybank rd, merrils ave, bilton way, primrose hill, Cavendish rd, when travelling northward and the route for the only bus that serves the estate to the hospital.

I feel that sunnybank rd could be diverted if it was turned westward on north side of bridge and run alongside railway finally being turned northward to exit opposite recycling plant by existing traffic lights.

Response

Thank you for providing your comments and suggestions for the future improvements of the highway network around Crewe. Any planning application will need to include full details of any and all proposed highway mitigation schemes. Your suggestions have been provided to both Bentley and Cheshire East Council's Highways department.

Changes to masterplan required

None

Potential Actions

Cheshire East Council to work closely with all local parties to minimise the impact on accessibility in Crewe of this and other proposals, the timing of any closure will also be a key consideration in future approvals.

Mitigation - Highways

Representations Received

I would recommend that the new link road and other road improvements need to happen first before any road is closed, as otherwise it may result in severe congestion.

As a resident of Farmleigh Drive, I feel that until a releif road is built. The closure of any roads is unexceptable. You can't get passed the school now. At peak times you can't turn right onto minshall new road.

It is also essential that the alternative to Pyms Lane, (the proposed Leighton West Spine road) are available before Pyms Lane is closed.

I would recommend that the closing of the roads should be undertaken at the same time as new provision is provided, ie the Spine Road is complete and other highway mitigation has



taken place, for example making Minsuell New Road and Frank Webb Avenue up to West Street one way.

Completion of Loink Road needs to be open before closure of Pyms Lane. Link Road development needs to include the straightening out of Minshull New Road at the dip across the brook. Developing a museum to allow Crewe residents to see what Bentley actually does!

No proposed entrance from Ashbank Roundabout reducing traffic and noise from existing residential area and planned housing development on Minshull New Road (pedestrian and cycle access is ok). Current traffic problems at Sainsbury Roundabout, Nantwich needs addressing.

I do support the idea. But relief roads to be must in place first and consider the people who live in the town. Ambulances still need to get to the hospital. For me Bentley can have Sunnybank Road Now.

Cheshire East council need to keep pace with Bentley Motors plans by having the releif road built and open before Sunnybank Road & Pymms Lane are closed to traffic, so this area of the town does not become grid locked.

We would have put this to Cheshire East Councillor's had they been in attendance at the public meeting and heard and dealt the public's concerns.

In my opinion as a local resident who has to endure all the traffic issues that go with living off Minshull New Road it is absolutely imperative that all the new roads are in place BEFORE Pyms Lane is closed. It is also very important that a new road to link between Minshull New Road and Middlewich Road actually be built and not just be an option as on the current plans. This is all necessary not just for local residents but also for the emergency services which need to get to and from the hospital. It can be impossible to get past the primary school at times and this would only get worse if the new routes were not established before road closures take place. I also feel that a new link to the Middlewich Road is needed to provide Bentley with sufficient access to there site.

- 5. On the map being displayed there were lines for the 'link road' Not any information available about that. Surely that is the most important thing BEFORE agreeing Bentley expansion. CEC need to put the infrastructure in place before any plans for Bentley are agreed. It would be mayhem with out it. Where can we see details of the link road, when is it to be started and who is going to pay for it is all very important.
- 6. It was said that this was their vision of the future. But there was a visitor there saying that he had been to a meeting at Leighton and the plans are for it to start in 2018?? OMG we will need to ensure we have a flask and sandwiches in our vehicles if the proposed changes are agreed before the road.

The timing of the replacement of the Rail Bridge must be such that it does not cause further chaos

you need to make sure any infrastructure changes made are completed before any rd closures take place ie any by pass is built 1st not last and improved access when staff leave the site so bottlenecks are not created

Before developing these plans there are already issues that need to be dealt with, residents have daily problems regarding parking and speeding by workers in resident areas. This has already disrupted emergency services access to resident areas. Closing pymms lane and sunnybank road will only increase traffic down minshull new road and cuts off the fastest route to the hospital. It's all good and dandy saying that a new road will be made but when is that likely to be achieved and this should be put in place before any road closures fo the safety of the elderly and those with medical conditions in this area. Parking will also become worse as we will now be surrounded by the factory and workers already believe they own the streets, therefore a disciplinary system needs to be put in place so that we can park outside our own homes.

No action to be taken until a replacement road scheme has been introduced.

I would support any internal campus scheme if a replacement road was planned, built and opened before Pym's Lane and Sunnybank Road were closed. Unless this was done I strongly object to the scheme.

I object to closing roads and moving tip.already a major problem with flytipping.road closure is antiquated.new roads that are proven to be adequate need to be in place and working well before contemplating this.bentley can pay for a bridge if its that big a problem.

To minimise disruption to status quo I would like to see new roads completed before old ones closed off. (I would also like to drop for ever the use of the word "link" in the phrase "Link Road" because it is redundant).



I think for the security of the site and safety of the workers it is important to close the roads through the middle to external traffic. However, alternative arrangements need to be made before this takes place.

although Bentley motors Itd are a large employer which is a good for the economy of the town in respect to employing Crewe residents, their employees come from the surrounding area as well, this means that there is a large amount of traffic in and out of the area already causing havoc in and out of the town without any expansion. Also it means they are going to encroach again on the greenbelt land surrounding Crewe. Any development should in clued developing road services first to alleviate the road congestion.

I strongly object to the road closures unless they first:

Widen and improve the A530 from Flowers Lane to Coppenhall Lane to compensate for closing Sunnybank lane to cars.

Provide cycle and pedestrian right of way along the existing Sunnybank lane route or provide a new cycle & pedestrian way near the A530.

Provide a railway station and park and ride facilities on the Chester line near the A530.

The east -west road to replace Pyms lane should have a roundabout junction with the A530.

All the above should be completed before any road closures.

Concern of traffic impact on Minshull New Road, related to timings of closures.

In terms of navigating around Crewe from Leighton hospital, the two main routes around Crewe are the Middlewich Road to the south (affected by the Boulderstone bridge works) and the Bradfield Road/Sydney Road corridor to the east (affected by the Sydney Road bridge works). We need an assurance that these are incorporated into the overall phasing and planning. In terms of getting into Crewe from Leighton Hospital, there are effectively two routes into the centre of Crewe from the small island on Pyms Lane i.e. using either Minshull New Road or Badger Avenue. By closing Pyms Lane all of the combined Badger Avenue and Minshull New Road traffic will be forced to travel along Minshull New Road past Leighton Academy School and we are concerned firstly about the roads' ability to cope with the combined traffic and secondly for the safety of school children and other pedestrians. We believe that the spine road linking Minshull New Road to Leighton Hospital needs to be completed and fully operational, before Pyms Lane is closed.

If, as was suggested at the meeting, Bentley want the roads closed within 12 months then residents feel this is not appropriate. The extensive works around the Sydney Road area must also be considered. In the next 2 years there will be the closure of the Sydney Road Railway Bridge and the re-modelling of the Cross Keys and Crewe Green roundabouts. Though these projects are not in the immediate area they will effect traffic flow around the town. The partial closure of the Manchester Bridge led to chaos on roads well away from the closure as motorists tried to find a way around the closure.

The Council seems to be of the view that Bentley is the only business worth caring about, and therefore anything that they need (including the closure of most of Pyms Lane and part of Sunnybank Road) is a 'done deal'. Please consider the needs of the rest of Crewes residents and ensure that before these roads are closed the proposed new Leighton West Link Road and Leighton West Spine Road are constructed and available for use BEFORE Sunnybank Road and Pyms Lane are closed to vehicular traffic not accessing the Bentley site

A few years ago the council noted this road was an accident black-spot, introducing more restrictive speed limits and signs explaining the number of deaths. I would submit that the road is barely fit for purpose now. Despite extensive modelling etc. common sense would indicate that enhanced road signs and tinkering with it are not going to make it suitable until 2030.

Are there any assurances that the repair to the railway bridge on the A530 will be completed before Bentley close the roads? If these works over-run the diversionary route via Sunnybank Road will no longer be available. Also if there is a serious accident in the area (don't forget the authorities labelled it a "black-spot") we will be denied the same route.



Bloor and Linden have no objection to the future growth of Bentley in Crewe, which is welcomed. Policy CS3 of the emerging Local Plan identifies that new employment uses should be provided towards the south of the allocation and the proposals by Bentley fulfil this requirement.

Policy CS3 also sets out a number of improvements to the road network which will need to be undertaken in order to make development of the site acceptable in highways terms. These include improvements to a number of specific roads and junctions, but also to the network generally and the policy references a need for contributions to be made to key enabling infrastructure.

Bloor and Linden have held numerous discussions with Cheshire East Council in order to discuss and seek to agree these improvements, which carry considerable costs.

Chapter 7 of the Draft Development Framework describes short term highways mitigation measures. It states that "the plan across identifies the locations within which highway capacity assessments are required. This work would inform where improvements will be necessary to offset the impact of any traffic increases associated with the road closures in the shorter term".

Bloor and Linden support the requirement for Bentley to undertake highway capacity assessments of the local road network as part of any future planning application. Where improvements to the local highway network are required to offset the impact of any traffic increases then these will need to be delivered.

Chapter 7 also states that "the predicted traffic figures for 2032 indicate the need to provide a high quality east-west Link Road to the north of Bentley to accommodate the traffic that would be generated by the new development envisaged within the Councils Local Plan Strategy".

Bloor and Linden also support the requirement for the east-west Link Road and this part of the new link road infrastructure sits entirely on EotN's land. It is therefore essential that EotN and Cheshire East Council ensure the delivery of the east-west link.

In summary, Bloor md Linden would wish the Council to ensure that the highway impacts on the local network are fully identified through highway capacity assessments and offset accordingly.

I would be grateful if you could confirm safe receipt of these representations.

With reference to the Bentley Motors Draft Development Plan, please find below my thoughts.

Although I appreciate Bentley 's importance in the area and their wish to develop the site, the plan as it stands will inevitably cause immense disruption and inconvenience in the short term and increase already stretched infrastructure in the long term.

The preferred closures of Sunnybank Road and Pym 's Lane will direct traffic, possibly including large delivery vehicles, onto housing estate side roads and then onto Coppenhall Lane as drivers try to short-cut the long traffic jams already being experienced on Middlewich Road. Added to this the probability that a further 830? houses will be built in the not too distant future north of D330Pym 's Lane towards Leighton Hospital, accessing onto Middlewich Road.

There is, on the marked plan, a 'potential' Leighton West Link Road and Leighton Link Spine Road but these are to be between Minshull New Road/Bradfield Road junction and Middlewich Road, not helping in any way to divert traffic away from an already chaotic road.

I think we can all accept that Bentley will achieve their ambition to have a campus with private access roads, but Cheshire East and the local Councils must seriously consider their electorate 's needs when determining an infrastructure plan prior to this happening. Site visits, on different days and at different times, need to be made over a period of time to properly assess traffic volume between Pym's Lane and Sainsbury 's Roundabout. I assume this is covered by 'traffic modelling' but hope it does not exclude several site visits. Looking at the Draft Town Strategy Report, I see there are several road and housing developments featured but these are yet to be agreed and are well into the future. Would it be feasible at this stage to have Pym 's Lane and Sunnybank Road closed for a period of, say, six months to properly ascertain the effect on the surrounding area without these future developments?

At this present time, therefore, I wish to register my objection to the Bentley Motors Draft Development Plan as it stands.

- 1. That before any road closures are implemented mitigation measures must be taken to ensure that there is no adverse impact on the adjoining roads or on the amenity of residents living on or near to those roads, and the Leighton West Link Road must be in place;
- 2. That traffic measures and site management plans be put in place to ensure that employees, visitors and suppliers do not access the site along residential streets including Sunnybank



Road and Minshull New Road;

Response

The traffic modelling has taken into account the proposed new 'Leighton spine road' that is planned and will be delivered by the Leighton West site to the north of Bentley. The spine road will provide a link from Minshull New Road to the A530 Middlewich road and Flowers Lane and provide access to Leighton Hospital from Smithy Lane This site is not yet the subject of any planning applications but it is included within the Cheshire East Local Plan Strategy, as a Strategic Site.

Changes to masterplan required

None

Potential Actions

Comments and suggestions to be forwarded to Bentley for consideration as part of any future planning application.

Movement within Crewe

Representations Received

Bentley Motors have not thought through their site plans properly. They should have purchased part of old the railway works opposite to their Merrill Bridge entrance. By doing this they could connect into the railway system by the Chester line and use this for transporting the built cars away from the factory and also they could have a works train to bring their workforce in from a out lying car park, ideally out at Basford just off the A500. This would then alleviate a lot of the traffic congestion in and around Crewe. A lot of the Crewe Works staff in the 60/70's use to travel in by train into the works from the potteries and around the Manchester area and other locations. Their Entrance at Merrill Bridge is virtually opposite the entrance to the railway works. You have a temporary closure of West Street by Merrill's Bridge during the night to allow the transfer of their products and possibly during certain times of the day..

Response

Your representation has been forwarded for consideration by Bentley Motors.

Changes to masterplan required

None

Potential Actions

No further actions required

Mitigation - Tunnel and Speed Limit

Representations Received

Allow Bentley to expand yes...but keep the Roads Public...Just reduce the speed to 20mph and put in proper pedestrian crossings or road bridges.

The development is great but you can not 'sell off' a piece of infrastructure namely Pymms lane to a private company. Get Bentley to build a tunnel for us to use. They can plant trees and gardens on top of the tunnel to make their campus look pretty, but the people of Crewe would still have a main road to us. I've read that you plan to look at the impact of closing the road on other roads. Your job as a council is to improve infrastructure not make it worse. The infrastructure around Crewe is a joke, I can't believe closing a major road is being considered. As I have said, make them build a tunnel.

You can not close a major road, build a tunnel instead so we can keep the road.?

I have proposed a cut and shut tunnel under Sunnybank Road. Or a dedicated light controlled crossing. I hold out no hope that our views will be considered.



I object to close both roads when they could build road tunnels and foot bridges which other sites have done in the past and it works well

logistically they can still achieve growth of the factory without shutting roads or the tip. Road closure would result in longer travelling times to a major hospital resulting in loss of lives. Other local roads are already heavily congested which are made worse by Bentley employees parking wherever they can .Bentley have already been allowed to buy all the green land in the local area. How much more misery are they going to be allowed to inflict on local residents. Logistically they could build themselves a private road from Middlewich Road to near Legends and then a bridge or subway system to the main factory without effecting the whole area and thousands of people. They could change the car park into a multi-storey to obtain the parking capacity.

Response

Thank you for taking the time to provide your suggestion. The intention of the campus is to create development over the existing highway network and redesign routes around the site, it would therefore be impractical to construct tunnels or amend speed limits in line with your suggestions.

Changes to masterplan required

None

Potential Actions

No further actions required

General/Not Applicable

Representations Received

Bentley seem to have a face they present to the public and one that they present to the workforce. My friend who works in I.T. took 1 day off when is father died due to fear of blotting his card and the continuous threat of redundancies. Another friend from the shop floor does not know from one week to the next what shift he is working which changes almost weekly, making childcare arrangements impossible and several other people I know are banking hours apparently because sales are poor. How many out of the 4000 employees live locally? I would like to know more facts before they are allowed to damage the infrastructure of our town? Traffic in Crewe is already unmanageable without closing more roads, what will happen to Crewe Recycling which is currently accessible via different routes, I heard moving it to Middlewich was an option which is ridiculous, fly tipping will increase significantly. Why couldn't the campus be situated on another site? MMU for example?? However it is my belief that this is a foregone conclusion and that Cheshire East Council will agree to any of Bentleys demands despite immense opposition

Will there be any liaison with the UTC?

Response

Thank you taking the time to make a submission, your comments have been noted. Bentley are in regular and close communication with the UTC.

Changes to masterplan required

None

Potential Actions

No further actions required

Overall Objections

Representations Received

Sunny bank road and pyms lane closure is not acceptable. This application should not be accepted.



I wish to object to the closure of Pyms lane

I strongly object to closure of Pym's lane and Sunnybank.

I object to shutting part of Sunnybank Avenue and Pyms Lane to the public as this is used by many people in the area, particularly Leighton and Coppenhall residents, to access Queens Park and the town centre.

The road infrastructure is nowhere near satisfactory now, therefore adding to this would cause totally unacceptable disruption to this area of Crewe

Object to the closure of Pyms Lane to the public and the knock on effect of surrounding roads that are already busy at peak times. Will directly impact on my journey to and from work at Leighton Hospital

I totally object on the basis of the absolute chaos this will cause in and around Crewe.

Bentley seem to have a face they present to the public and one that they present to the workforce. My friend who works in I.T. took 1 day off when is father died due to fear of blotting his card and the continuous threat of redundancies. Another friend from the shop floor does not know from one week to the next what shift he is working which changes almost weekly, making childcare arrangements impossible and several other people I know are banking hours apparently because sales are poor. How many out of the 4000 employees live locally? I would like to know more facts before they are allowed to damage the infrastructure of our town? Traffic in Crewe is already unmanageable without closing more roads, what will happen to Crewe Recycling which is currently accessible via different routes, I heard moving it to Middlewich was an option which is ridiculous, fly tipping will increase significantly. Why couldn't the campus be situated on another site? MMU for example?? However it is my belief that this is a foregone conclusion and that Cheshire East Council will agree to any of Bentleys demands despite immense opposition

I strongly object to the proposal regarding the closure of Pym's Lane and Sunnybank Road.

You are completely ignoring local residents by expanding the way that you are. Building high rise buildings are an eye sore. Why can't you build lower ones?

The masterplan implies growth, however they recently laid off a load of temporary staff and have little to offer in terms of what they actually want to do. Is it a deception to think it is growth when all they want to do is close roads off to the public which would then put even more pressure on a congested section of Crewe.

As a resident living in Primrose Hill for 26 years this company has taken over the area. the air pollution has got worse and should be measured. it is like living in the middle of an industrial est. the roads in the area will not manage with this proposal should the residents experience a depreciation in their property values, who will be liable for the provision of compensation

Bring close to the factory, I would like Bentley to do very well, but not at the expense of the people close to the factory.

Total madness do not support

No regard has been given to local residents and the impact that this expansion actually has on them.

I travel from to Nantwich to Crewe on a daily basis and the proposed closure of sunny bank road/pyms lane will effect my journey drastically.. If Bentley wish to proceed with development they should only do this without the need to disturb the general population of crewe and surrounding areas by closing much needed road access. I am therefore very much against road closure to accommodate this.



I also feel that other planning developments by Bentley motors for example the car park now being create at the back of houses on Minshull New Road Crewe and the effect that this had on local

residents that the issues that were brought to notice then where ignored and will be so again

20 representations have been made by neighbouring properties ahd7 etitfcrn with 45 signatures on has been received expressing concern about the following:

- do not own all of the land as some of the roadway belongs to the residential properties of consultation
- of greenspace, recreational land and a place for dog walkers and children
- on property values
- of trees
- of a view , sunlight and daylight
- on wildlife
- and increased risk of flooding
- should resurface road at the rear and provide off street parking for residents and reduce dust .
- on residential amenity by loss of light, noise and light
- on health and wellbeing
- problems in the area
- should include alley gates
- will be unsightly
- should include sound absorbing materials
- risk from parked cars
- There should be a minimum 20/25 metres distance between the fence and neighbouring properties
- The council should not have sold this land to Bentley, as it was a gift bequeathed to the council and will have clauses. Sale of land may not have been legal
- CCTV may result in loss of amenity
- Would result in anti-social behaviour
- Alternative sites should be considered
- Grasscrete should be used as a surface

As well as the above points residents living by this site have complained about the increased noise levels and have also suffered from mouse infestation.

I trust that my views will not be ignored regarding the current plans and that the planning department and Bentley Motors Crewe will not only be looking at expanding their business but will also take into consideration the health and welfare of the residents of the surrounding areas.

I strongly oppose the closing of Sunnybank Road at the bridge for any traffic. I also object to Bentley traffic racing down Bilton Way at home time.

Why Close Sunnybank Road and Pyms lane? Public road needed for traffic to leighton Hospital. Access for residents Minshull New Road always blocked.

Obviously one must agree with Bentley expansion. But this should not be carried out at the expense, and total disregard for the community as a whole. Therefore cannot answer the above questions.

We strongly object to the closure of Sunnybank Road at railway bridge. If this has to happen close it altogether no access at all as cars will be parked in our area.

Why should Bentley motors be aloud to change the roads around the area, they are taking over. Money Talks

How much are they paying/have they paid for land they want? We have far too much traffic driving through the streets of our estates already, closing roads won't help that will it? It will make things worse. Tell Bentley to move elsewhere.



The proposed scheme would make it more difficult to access my place of work. Much more thought needs to be given to the needs of residents rather than placating the desires of Bentley.

No need to close roads in Crewe.

I dispute this quote "More than 4,000 people are employed directly by the company, which provides many apprenticeship opportunities locally. Locally? I've not seen a local Boy or Girl start an Apprenticeship here @ Bentley in nearly 15 years, the nearest being Warrington!!!

Can Bentley define 'locally' The town is over run with Vehicle's due to people coming to and from Work who all mostly live elsewhere. Why doesn't Bentley employ people in a 5 to 10 mile radius?

I can remember when 7800 worked @ Bentley most were local too, they came to work on their bikes, now we have 5 times more car parking spaces for nearly 4000 less people!!!

if you go head ,with the plans for the roads ,you will have to give you worker more time walk for there dinner ,if the road are closed to all that use it also you may have think about the shops loosing money that your worker spending with them and if you win the planning you may have to make you café a lot big so that means more planning with council and objectors as well you workers will be more tired with all ex/walking for dinner and not be able park there cars to get away first that will be harder on the roads that are open so you will have to make more time for in and out times to make the roads cope with ex/cars etc I hope you think before you run in more objections thank you,

This development framework is detrimental to the immediate residents of the area. I strongly oppose the plan.

We are opposed to the closure of the roads that we use daily.

Minshull New Road is a bottle neck before the closure of Pyms Lane and Sunnybank Road. We wouldn't like to think what this will do to the local community.

Closure of the recycling centre will create further problems!!!!

I have objected to buildings and noisy extractors being built in residential areas but nothing has been done!!! I have had the environmental officers here who have done nothing.

As well as the noise we have to contend with, they want to close our roads that have been there forever. And what is this word being used? Masterplan!!!!!

Failure to comply with previous commitments by Bentley relating to lighting in new building, and trees.

I am writing to you regarding the proposal of closure of road parts of Pym's Lane and Sunnybank Road by Bentley motors Crewe.

I do not object to Bentley motors Crewe expanding to create further jobs what I am objecting to is the impact this expansion will have on local residents. I feel that traffic will increase along Minshull New Road Crewe especially along Minshull New Road, West Street end to the first roundabout.

My concerns regarding the above points are

- 1 Health and environmental issues pollution from increased traffic, decreased air quality.
- 2 Safety issues unable to access transport such as local buses, local disabled buses, (Imyself am disabled) taxis and cars.
- 3 Lack of parking for local residents and their visitors
- 4 on local business due to people being unable to park to access local business

When attending the meeting at Pym 's lane on Thursday January 12th my concerns were raised and the proposals where widening of road, how is this to be achieved. Cycle routes, how this to be achieved. No parking in Minshull New Road, how is this to be achieved. Clearly these proposals where stated by people who had no idea of the infrastructure of Minshull New Road.

The campus model is only one scheme for expansion



I object to the closure of Pyms Lane and Sunnybank Road for Bentley Motors by Cheshire East Council. Why don't Bentley Motors have an underpass under these roads? or is it because of the cost, which was decided by Bentley management several years ago. Once East Cheshire Council have 'given in' to Bentley's demands, with threat of moving out of Crewe if they don't get their own way, once the roads are closed to non Bentley personnel East Cheshire Council will close the tip (Benltey have previously stated it would close in previous reports). It appears what Bentley want Bentley get. Why don't Bentley pay for and made to construct the 'new road' that the Council state would exist after Bentley get their plans past. Why have Bentley not informed the public that they will be constructing a test track on the vast area of land that they will be purchasing, probably cheap from the Council, most of which is 'old' landfill site which nothing else can be built on? Have the Council already purchased Farms/Bilding etc that have been up for sale, so as Bentley can obtain all the land for their test track etc. Bentley workers already treat other road users and local residents with contempt with their driving and parking. Will Bentley be ensuring the Council/locals that they will produce parts for the car in Britain, and not use 100% German items brought in from Germany, Crewe Bentley is just an assembley factory. Their threats of moving to Germany will not happen because customers by Bentley because it is 'British', sales would drop if 'German'.

I understand that there is a proposal to ban residents from parts of Sunnybank Road and Pyms Lane. I had intended to attend the meeting on Monday evening but a family medical emergency required my wife and I to go to Leeds at lunch time. The proposal is to close Sunnybank Road at the railway bridge, and Pyms Lane from near the junction with Middlewich road and from near Minshull New Road. This closure is requested by Bentley Motors. From what I have been told by people attending the meeting is that the roads will remain open but by use of Bentley personnel only. Perhaps you would confirm this. Together with a lot of people who reside in the area are totally against these plans and Bentley Motors play the game of if we do not get what we want we will move our plant to other area's, and do not forget we are a large employer in Crewe. This is totally bullying tactics. I understand at the meeting the concerns that employees of the company travelling to work speed up and down roads within the estate using some of the minor roads as Rat Races. Parking in roads by employees is inconsiderate to some residents.

To restrict the roads to people who reside on the estate is totally beyond belief.

I have e.mailed Mr Timpson with my comments on various road safety problems should the closure take place, something the people who I have spoken too think it is a done deal by both East Cheshire Council and Crewe town council. We all smell a rat and we will not lie down and just accept these proposals. I await your reply.

Response

Thank you for your submissions. We will ensure that both the Council and Bentley Motors are sighted on these objections, and where possible factor these into future proposals.

Changes to masterplan required

None required

Potential Actions

Relay comments to Bentley Motors, and there will be a further opportunity for these issues to be raised through any subsequent planning application.

Positive

Representations Received

I think this will be a very positive investment in the town and fully support the proposals. It's hoped then that Bentley will continue to review and invest in it's staff to ensure it's success.

Support the vision which ensures the retention of Bentley in Crewe. Bentley provide assistance to many community groups and projects.

Bentley Motors is of huge importance to Crewe and as such they should be allowed to go ahead with this proposal.

Can only be better to the area

This is exactly the kind of development this area desperately needs. My hope is that the council will do everything possible to support this plan and not let lack of infrastructure become a barrier.



I'm really in favour of this great investment & the faith that VW group put in Crewe

I am very supportive of the expansion of Bentley as it is a significant driver of economic growth in Crewe which is needed

Crewe and the local area can only prosper from the continued investment in the Bentley facility. Providing the infrastructure through which Bentley can expand over the coming years is absolutely the right thing to do together with a thorough redevelopment of Crewe as a whole, making the town more attractive to existing and new residents. Substantial infrastructure projects such as HS2 must be taken advantage of to leverage Crewe into a new crown of Cheshire.

I welcome the growth and development of Bentley to benefit Crewe

Support the growth of Bentley

Just make it happen

I think more jobs in Crewe is a good thing.

Development at Bentley is very important for the local economy

Bentley has been part of my family on the past, with myself and brothers and father worked there in the past (in it's former guise as R-R and Bentley Motor Cars Ltd) and I would like to think my neice and nephews get the same opportunity working in a highly respected work place.... if the expansion of the factory enables this... I am for it...

This is our largest local employer and expansion is vital to the future of Crewe

The growth of Bentley motors is only a good thing for crewe. Bringing in more jobs and job security for the locals of crewe and surrounding areas.

Allowing Bentley Motors to develop a campus will support their growth as a business and bring more jobs to Crewe.

This is very positive news for Crewe and should result in an increased investment in the town, providing much needed jobs.

This can only be good for the security of the workforce and investment in the future of the town

The benefits of the proposal far outweigh any disadvantages. Some people have tried to say that there will be a reduction in bus services and that car journeys for local residents will become longer. These arguments are a nonsense. The bus routes can easily be diverted either via the A530 or Minshull New Road or Frank Webb Avenue this also applies to any journeys by car. Hopefully there will also be a new road in the future and also new cycle ways.

It will be great for the town and the surrounding area, increasing and securing employment opportunities for the future. The thought of Bentley maybe moving their manufacturing facility somewhere else would be devastating for Crewe and the surrounding area.

A fantastic opportunity for Crewe. I can only see positive benefits. Any concerns over bus routes etc. can easily be overcome.

Whilst I tend to support the expansion of Bentley

Having one large site with main entrance on Middlewich road,

Will ease noise and traffic around the housing estates in sunnybank road and poms lane

As a major employer in the area, it is critical that we support the VW group in their investment, and their consultation with member of the public shows their willingness to work with the community on their proposals.

If it does not affect or impose on the surrounding neighbourhood (traffic flow, Bentley workers continuing to disrespect the neighbourhood) then it would be a great thing for Crewe.

They employ majority of Crewe folk. This is needed to progress

Closing the roads would have little effect for drivers who cut through, due to the current volume of traffic going to Bentley, it is quicker to go around



I feel with Brexit on the horizon the fact that Bentley have confidence in the future to make ambitious plans they should be encouraged. I do think that there will be implications for many local residents but surely with careful planing and negotiation suitable planing can be achieved.

A difficulty that the Council has is that the two largest employers in Crewe are effectively co-located in the same area to the north-west of Crewe. So as well as the 4,000 employees mentioned in the Bentley Masterplan there are already 4,200 NHS staff (as at 1st November 2016) employed by Mid Cheshire hospitals NHS Foundation Trust. So in summary, we reiterate that we remnain supportive of the expansion of businesses (and housing) within Crewe and its surrounding environs. It is after all this increasing populous that is creating the demand for the healthcare service, which we in turn provide, however, for the avoidance of doubt we feel that a number of highways and cycleway improvements are needed before any roads are closed.

Any future development around Bentley and improving aspirations and prospects for Crewe families can only be a good thing. The obvious questions from a school/community perspective are the impact on the road infrastructure and traffic along Minshull New Road. I am aware, however, there are proposals for a new road across the fields to the hospital.

I refer to the Draft Development Framework for Bentley Motors. Our business premises are located on West Street, Crewe. Which we have operated from since 1992. We recognise that Bentley is a major employer in the town and as a supplier to them; I am pleased they are making a long term decision to continue to keep their manufacturing facility in Crewe.

Sport England supports the Bentley Masterplan and welcomes the acknowledgement on p18 under the Leisure Provision Section, the need to replace any sports provision which could be adversely affected by any future development.

Should at some point in the future the sports facilities could be affected, Sport England would welcome early discussions with Bentley and the LPA to avoid any unnecessary delays to future planning applications.

Bentley Motors is an iconic and internationally recoginsed brand and we are fortunate that their headquaters are based in Crewe. The company make a temendous contribution to the economy and the Masterplan outlined is welcomed and is a boost for the town.

Bentley's

future growth plan is integral to the future success of this area and the new campus receives significant support from the Chamber.

Good luck Bentley. We wish you every best wishes to succeed with your plans and development in this area.

Thank you for believing in our area.

We hope everyone else will back this project to help.

Response

Thank you for taking the time to express your views

Changes to masterplan required

None

Potential Actions

No further actions required

Consultation Process

Representations Received

Creation of Campus is lacking detail



I have read the "Masterplan" (MP) several times. It's obvious that it's been compiled by Bentley Motors (BM) with their own interests and objectives in mind, and this is perfectly understandable. I think one of the aims of the MP is to make the residents of Crewe feel honoured and proud that BM are located in Crewe, I doubt you'll find many residents who reside to the South or East of BM feeling like that. There is a lot of anger and resentment brewing at the moment about these proposals and Cheshire East Council (CEC) would do well not to ignore these Residents and their feelings. Most people feel that this is a done deal, big business and money talking and getting it's own way, but this MP is amateurish, it throws up more questions than it answers, several problems are mentioned e.g. Traffic congestion and Road infrastructure, but none are answered, instead it says things like CEC is aware of this and will review. The most important thing the MP highlights is Bentley's desire to close Pyms Lane to the public, everything in their MP flows from that. Will CEC reveal what price BM are paying for all the land they propose to use?

There is no mention of how local residents who use the current roads that are proposed to be closed will be consulted. Closure of Sunnybank Road and Pyms Lane will have negative impacts on local residents regarding public and private transport routes.

1. How few people knew about the sessions, if you are not an 'online/Facebook' person you would not have known about it. I dont buy the Chronicle not listen to the local radio. I feel that Bentley or CEC should had done a leaflet drop to those directly involved/effected by changes. this could have been as little and 1 or 2 mile radius of Bentley Motors.

Residents have little confidence in the consultation process. Residents who live in the West Ward of Crewe, on the Marshfield Estate, had no notification of the Bentley Masterplan. They had no letters about the Brentley consultation as they were not recognised by the officers at Cheshire East as being impacted by the proposed changes.

At the 2 consultation meetings held by Bentley residents asked questions but there were no clear answers. People were told different things by the experts at the briefings. The residents at the meeting expressed the view that the consultation was a paper exercise and Cheshire East Council has already agreed to these proposals. They felt that their views will be ignored by the Coucil. Past experience of the way plans put forward by Bentley are dealt with would suggest they are right in their assumption.

I want Bentley Motors to stay in Crewe the largest employer we have in this area needs to grow for future jobs and prosperity.

Having said that when I attend the consultation event it seems the decision to close the roads round the plant has already been taken, I feel my views and that of other residents need to be heard.

5. That assurance is given that the cemetery will not be affected, and will be treated with respect.

In view of the degree of concern from local residents, we request that the consultation period be extended for a further 6 weeks to allow time to arrange a public meeting for residents to meet with Town and Borough Councillors, and representatives from Bentley Motors Ltd.

May I ask why there was no one at a local council meeting on the 6th February 2017?

This was to discuss the PROPOSED Bentley master plan, which is seemingly still under proposal.

The comments and statements that cam from the local council members has led me to believe that Bentleys has been given the go ahead already.

Is this true? After visiting a Bentleys event and being told certain facts from Bentleys staff and also council members, for a time was great. However, I have since learned that all present tailored their answers to the individual and were outright lies. After spending over 22 years in the Army, I am not familiar with the ways of public servants, which I believe the council to be, but I would've thought that outright lies were not the correct way to behave.

I doubt I will get a reply, but if you did actually provide one, could you clarify at what stage this master plan is at? What the council is doing about local resident concerns?

I went to a meeting at the georgeis on Monday night about the closing of pyms lane and sunnybank road not 1 member of Cheshire east or Bentley turned up at the meeting so it makes me think that a deal has already been done with Cheshire east to close both roads it looks like what Bentley wants Bentley gets with a few back handers from Cheshire east to me it looks like they are all as bent as a 10 bob note would you look into this for me and they say the council is going to put up council tax to pay for social care and yet send money to china to help pay for theres don't you think that is very wrong this government and country has lost the plot



Response

Thank you for taking the time to provide your comments, and we will use this feedback to improve our processes. The consultation for this Masterplan has been extensive and appropriate for this stage in the development of Bentley Motors' vision. As this vision progresses there will be additional opportunities for local residents to be consulted and raise their concerns.

Changes to masterplan required

None

Potential Actions

No further actions required

Recycling Centre

Representations Received

My support is dependent on the long-term retention of the household waste/recycling facility at Pyms Lane or relocation to a replacement location equally convenient for Crewe/Nantwich residents.

I also have concerns about the future of Crewe Tip - if it is closed and moved to another town, the existing issue of fly tipping will increase significantly.

3. Waste recycling site. If this is to be moved in the future it must be within Crewe and not moved to Nantwich or further afield.

Also the recycle centre should not be moved, as the fly-tipping is bad enough.

I feel that in order for Bentley to realise their ambitions then Cheshire East should assist by re-siting the recycling centre from its existing location in Pyms Lane. May be to Man Green since the main tip will cease and major recycling will go to Middlewich. If Bentley is prepared to invest in the future, then should Cheshire East and Crewe Council.

Lets show that Bentley is preferable to the tip and move it to Mawgreen?

As a result of the Brexit vote, it is now essential that everything possible is done to maintain and build on Bentley Motors' commitment to the UK in general, and Crewe in particular. This plan gives clear and demonstrable confirmation of that commitment. However, assuming that Cheshire East approves the plan, it would be well advised to give some clear statements about the future of recycling in the town. The present statements are unspecific and will not give reassurance to people who are concerned with this well used facility. Eventually, Bentley will need the site. Whatever the local authority then does will draw criticism. Assuming that Cheshire East does have a plan (and past performance gives some doubt on that) it would be much better to be open about it now and gain acceptance.

The relocation of the Tip is something I strongly disagree with. The Representative from Cheshire East who was at the Bentley open day informed me that this was not being considered, yet this is a clearly stated intention of Bentley. It would seem that Cheshire East are not being completely honest.

With the tip closing down and Crewe having even more fly tipping going on in the area. Why would you remove a major service from a large population of your residents? Surely fly tipping is only going to increase without a tip in Crewe and people will just dump items on the street instead.

The dealings between BM and CHK Engineering will be a private matter between the 2 companies, but the Waste Recycling Centre (WRC) is another matter. Clearly Pyms Lane cannot be closed to the public whilst the WRC is in it's current location. The MP states that BM have the "ambition" to relocate the WRC. So it must be safe to assume that they have a agreed a price with CEC to purchase all the land required to the North of Pyms Lane and presumably come to some sort of arrangement with CEC to fund a New WRC? However the MP makes no mention of when they propose the current WRC will close or where they propose to relocate it, presumably within Crewe?



Within the framework there is no mention of the relocation of the council waste disposal site. Why is this? I expect that the reason is the council does not wish to present its plans for this as it knows there will be a public outcry and far from keeping local residents informed, it wishes them to be kept in the dark and thereby achieve a fait accompli. Rumour has it that the council will move the site to the Middlewich area which I feel would be a disaster for the residents of Crewe and Nantwich. There are over 100,000 people living in the Crewe and Nantwich area and many of those will not journey to Middlewich to dispose of rubbish that they cannot put in the household collection bins. As a result, unsightly fly tipping will increase exponentially and residents who do decide to journey to Middlewich will have to use more fuel than they do at present in travelling to Pyms Lane. These factors would be very harmful to the environment and undermine the council's efforts to improve the local environment through the recycling of waste. I would therefore like the council to state clearly in the development framework what it intends to do about the waste recycling site at Pyms lane.

No consideration has been given to access for the household waste site on Pyms Lane and this is not included in the document, which is a significant oversight that does not allow for a considered and informed response.

Because they would move the tip and yes they will, Crewe will become one BIG TIP. People not want or be able to afford to drive out of town so 'fly tipping' will become the norm.

As the location of the Waste and Recycling Centre potentially affects more residents of Crewe than the entire Audi/VW organization's workforce. We NEED to know to where the Waste and Recycling Centre will be relocated; simply stating that it needs to be relocated is pointless, because as outlined in this set of documents it is BLINDINGLY OBVIOUS that the centre needs to be relocated... i.e. In future where will we have to take our refuse and recycle-able items that are not currently collected by the council?

also removal of the current tip site would result in more flytipping which cheshire east are reknown at being crap at dealing with at best.

If the recycling were to close I dread to think how much fly tipping would increase!!

I fully support Bentley's proposed expansion, though I am not happy about Pym's Lane being closed. It is also essential the the household waste recycling centre is maintained, with access from Middlewich Road. I am concerned that although the plan states that the centre will not close, it is not shown of the new proposed site plan.

Another area of concern for residents is the future of the Pyms Lane refuse disposal site. The Master plan suggests that the refuse site will become part of the Bentley plant. The residents are concerned about access to the site in the medium term and where a future site might be, in the long term. There is a real fear that the site will be closed and no replacement provided, leading to an increase in fly tipping. Residents would like some re assurance that the Pyms Lane site will remain accessible to the public and will be replaced, once the current site has been sold to Bentley.

P4 of BBDDFM notes that the waste site will be closed whereas the "Key Questions Answered" document on CEC website says "...there are no plans to close this centre...". Perhaps CEC would like to check the status of this facility with Bentley and advise the public where the replacement will be. One should note that there are constant reports in local press of flytipping. Closure of this site would sadly encourage such anti-social behaviour.

4. Although Cheshire East have stated that there are no plans for the Tip to be relocated, Bentley Motors have made it very clear that it is their ambition to move it and it would seem pivotal to Bentleys plans for this relocation to take place. This facility is of great use to the people of Crewe and its relocation would cause some inconvenience to them but perhaps more so to those people who would have the newly relocated tip in their neighbourhood.

Could you please confirm that there are no plans to move this facility?

4. That the Household Waste and Recycling Centre should remain where it is unless it can be relocated to a site in Crewe which is no less accessible or convenient for Crewe residents and which causes no disturbance to residential properties; and

Response

The council's household waste recycling centre at Pyms Lane lies within the long-term ambition for the Bentley campus. However, there are no plans to close this centre and any future change to the facility would have to be consistent with the household waste and recycling requirements of Crewe – and would require a future approval.

Changes to masterplan required

None



Potential Actions

No further actions required

School

Representations Received

Hello just a couple of comments on the Bentley master plan, I know that there is quite a few families who live on the Marshfield estate who have young children that actually cycle or walk to the Leighton park academy school via Sunnybank Road and Pyms Lane because the husbands are at work so there's no other alternative transport so what do these families have to do to get to school so if by closing Sunnybank Road and Pyms lane the only other routes are Minshull New Road and Smithy Lane and getting to Smithy Lane via Middlewich Road is a dangerous one from Pyms Lane lights to near Leighton hospital there is no footpath so if I was a mother with young children would I have to move school or would a school bus be available to go to Leighton Acadamy

Response

Liaison is taking place with Leighton Academy School to understand the impact of the proposal on pupils attending the school

Changes to masterplan required

None required

Potential Actions

Continued liaison with Leighton Academy to understand the impact if detailed plans emerge.

Sustainable Transport

Representations Received

Hello just a couple of comments on the Bentley master plan, I know that there is quite a few families who live on the Marshfield estate who have young children that actually cycle or walk to the Leighton park academy school via Sunnybank Road and Pyms Lane because the husbands are at work so there's no other alternative transport so what do these families have to do to get to school so if by closing Sunnybank Road and Pyms lane the only other routes are Minshull New Road and Smithy Lane and getting to Smithy Lane via Middlewich Road is a dangerous one from Pyms Lane lights to near Leighton hospital there is no footpath so if I was a mother with young children would I have to move school or would a school bus be available to go to Leighton Acadamy

As a cyclist and local, the closure of Sunnybank Road and Pymms Lane doesn't only affect Bentley users. It affects the local community. There has been no traffic free alternative provided by Bentley to provide access from Leighton/Coppenhall to Queens Park/Nantwich. It would not take much of a deviance from the plan to provide a traffic free pedestrian route from Pymms Lane on the Perimeter of the site parallel to Minshull New Road and then along the Chester Railway Line to Join with the closed Sunny Bank Road rail bridge, which has diverse traffic free paths to Queens Park and Nantwich, both accesses by recently added pedestrian crossings, non of wich are present on the suggested detour along Middlewich road, which is outright dangerous and shows no consideration for the local community

A lot of people walk and cycle to Bentley and the hospital, and more would if it felt safer. When the campus and associated roads are built, it would be most welcome if good quality cycle paths and footpaths are constructed, well separated from motor traffic and giving equal priority to those using active transport. I understand the road at the rear of the Minshull New Road terraces, adjacent to the factory, is due to be surfaced. This could make an excellent traffic-free cycle route.

I cycle to work from the George's cycle path to Leighton hospital. I cycle along the route that is proposed for closure and take over by Bentley. Whilst I support the expansion of businesses in Crewe, I am concerned that this will impact on a safe cycle route to work. How will Bentley ensure that an alternative cycle path to Minshull new road and Leighton hospital will exist if these roads are closed to the public?



4. Encouragement should be given to staff to walk or use bikes to get to work.

Whilst it is good to see further investment from Bentley in Crewe we are very concerned about the effect of the Pyms Lane and Sunnybank Road road closures and the alteration of road junctions for the following reasons:

- 1 These roads are public thoroughfares used by pedestrians and cyclists on local journeys.
- 2. The existing signed pedestrian/cycle network uses these roads making the link between the Leighton Greenway and the Crewe-Nantwich Greenway.
- 3. The suggested alternative of developing further the Crewe-Nantwich Greenway along the Middlewich Road corridor is shown as a "potential route". Whilst this is very much supported it will not happen without significant investment in land negotiations and construction. It is not mentioned in the document whether Bentley or CEC has any funding earmarked for this.
- 4. Minshull New Road is a most unattractive road for pedestrians/cyclists due to the dominance of local traffic. There is no mention in the framework of any significant changes to improve the environment. Middlewich Road north of Marshfield Bank is just too dangerous for pedestrians and cyclists in its current form.
- 5, The road junctions proposed for changes will be altered to accommodate yet more traffic. Such changes usually have an adverse effect on pedestrians and cyclists, as any crossings are considered as an afterthought.

Therefore we would like to see definite alternative proposals put in place by Bentley/CEC Highways to accommodate local journeys on foot or by bike, to be available if and when Pyms Lane/Sunnybank Road are closed.

Does the proposed recofiguration of the highways consider cyclists

Currently, anyone cycling to Leighton Hospital from Wistaston (or even Nantwich) will use the Greenway cyclepath as far as the George's, and then use Sunnybank Road and Pyms Lane (which has a segregated cycle path) and then Minshull New Road. Closing Sunnybank and Pyms to through traffic means that cyclists will now have to either use West St and Minshull New Road or the main A530. As such, if this plan I to go ahead, it is essential that significant improvements are made with regard to cyclists on one (or both) of these routes.

Please ensure that if the 'Legends' facility is redeveloped that it is replaced elsewhere within the 'campus' - Bentley need fit and healthy employees and this is one way of achieving that.

Also, please ensure that Bentley encourage as many of their employees to cycle/walk to work, as this will help to minimise any impact on the surrounding highways, whilst also helping to keep them fit.

Turning to safe cycling routes, we have received the largest number of comments from staff who cycle to work and for these perople, being asked to cycle an additional distance or being forced onto 50mph speed limit roads will force them to think again about their safety. Mid Cheshire Hospitals are supportive of providing safe alternatives to the private motor vehicle and in this regard the Bentley Masterplan will be removing the option of a direct route for our cyclists from both Wolstanwood and Wistaston areas. We need safe cycling routes from the Crewe west areas including Woolstanwood, otherwise having cycled as far as Queens Park and the King George V playing fields there is no oppertunity to be able to cycle across the railway, and to get around the Bentley Motors' site. This will inevitably mean that more people will resort to their private Mmotor vehicle in order to access the hospital. We believe that safe (i.e. segregated vehicle and cyclist) cycle links into the centre of Crewe including Woolstanwood and Wistaston need to be provided and the Connect2 cycle link to Nantwich needs to be completed. All three must be provided before closing Pyms Lane and Sunnybank Road.

Our comments relate to the proposed 'Connect 2 Crewe Cycleway Extension' shown on the consultation plan. We have recently commissioned some initial design work on this scheme and due to the width of highway land along the A530 being limited, in some sections we would need to route the cycleway behind the existing hedge on the periphery of Bentley land. This is particularly the case south of the proposed access point off the A530 to the Bentley site and close to the proposed cycleway tie-in with the Leighton West Link Road.

Also believe it or not, pedestrians also use this route too. I & many others have too, walked my dog for 12 years along Pyms lane & Sunnybank rd to get to the Georges field & then the park, returning along West st to home.

How will public rights of way be protected?



Response

Any planning application will need to be accompanied by a sustainable transport and travel plan which will detail how Bentley intends to ensure the sustainable commute of its staff. In respect of local residents, it is recognised by Bentley Motors that pedestrians and cyclists need to be catered for in addition to motor vehicles, in addition Cheshire East Council has policies supporting sustainable transport.

Liaison is taking place with Leighton Academy School to understand the impact of the proposal on pupils attending the school

Changes to masterplan required

The Masterplan will be changed to reflect the need for sustainable access to and from the Bentley Site.

Potential Actions

Sustainable Travel Plan through the planning process, further liaison with Leighton Academy to understand the impact.

Utilities

Representations Received

Many thanks for consulting United Utilities on the above document. I have reviewed the Draft Development Framework for the Bentley Motors site which will underpin the development for the future growth of Bentley in Crewe. From an initial look at the location of proposed against the location of United Utilities assets, we can see that:

- Surface water and combined sewers run through the northern part of the site;
- There is a six-inch cast iron water main that runs the length of Pym's lane. If this road is to be closed then this main may need diverting.

Please note that there may be other assets within the proposed development area. The presence of United Utilities assets will need to be afforded due regard in the future development of sites. We urge developers to contact United Utilities to explore options for addressing this as early as possible, as it may affect the layout of proposed development. UU currently has a free pre-application service available for developers to potential development proposals. If you do raise this as part of your discussions, please give them our contact details:

Response

A detailed planning application will include disruption to underground services and the plans to minimise this.

Changes to masterplan required

None

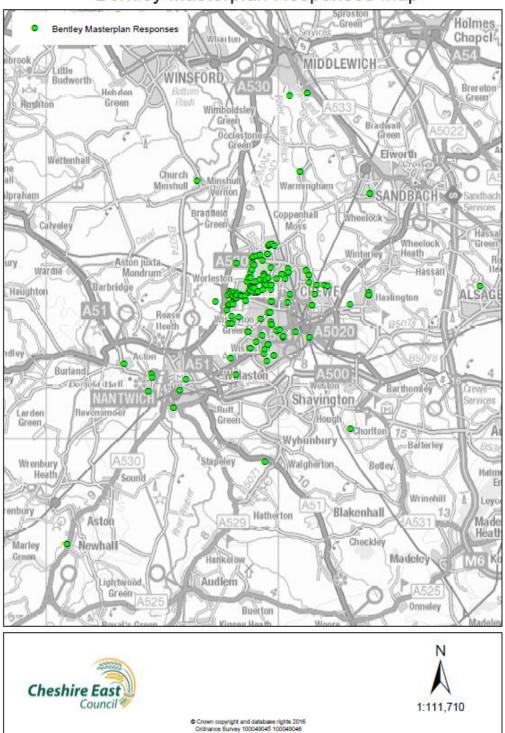
Potential Actions

To be progressed as part of the planning process.

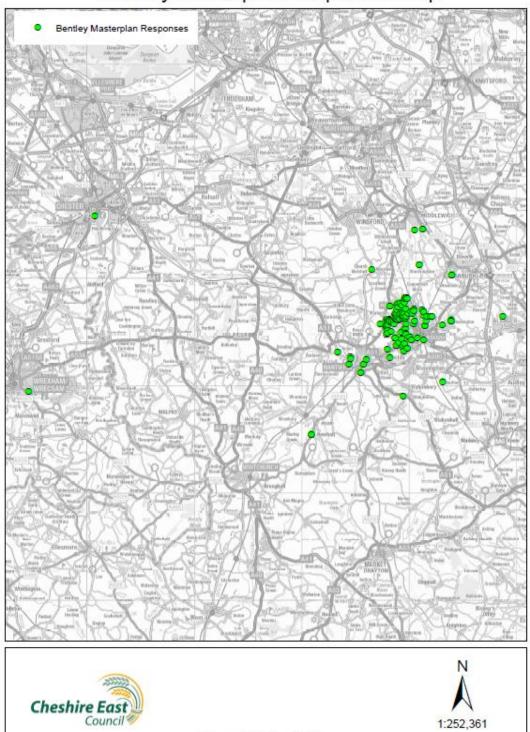


APPENDIX 6

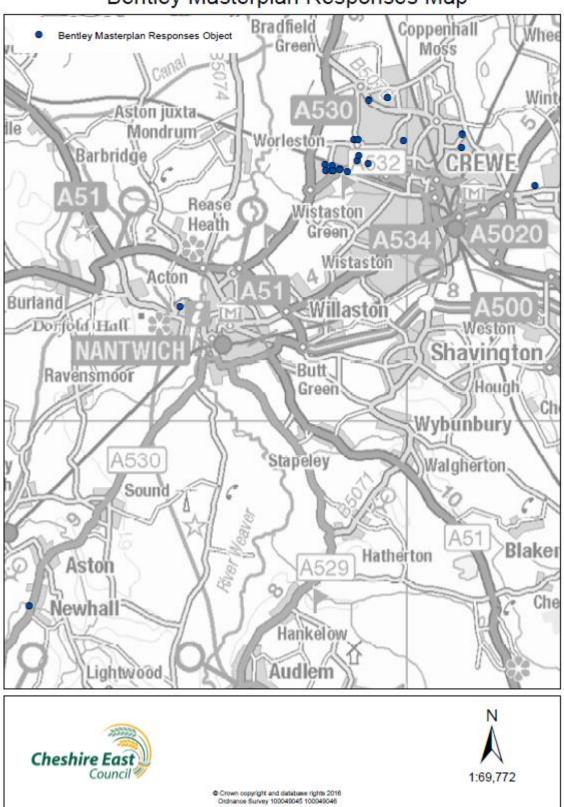
MAPPED RESPONSES



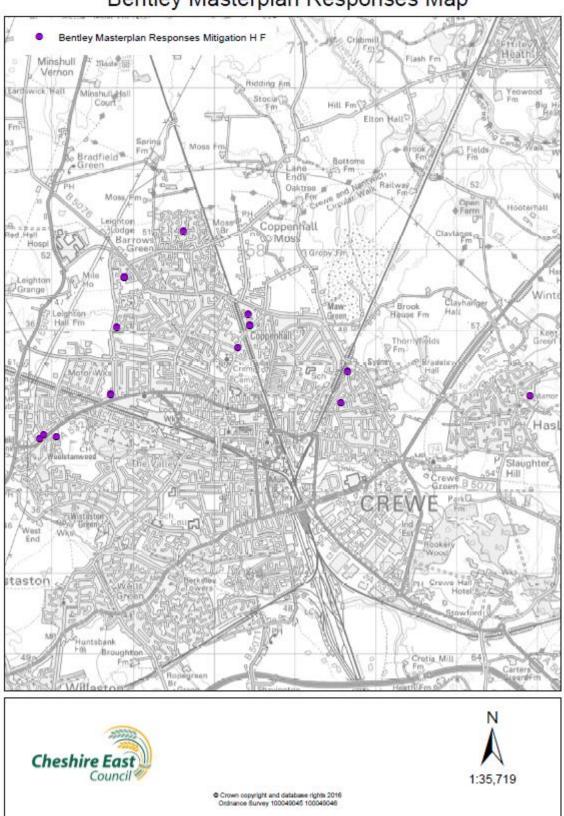




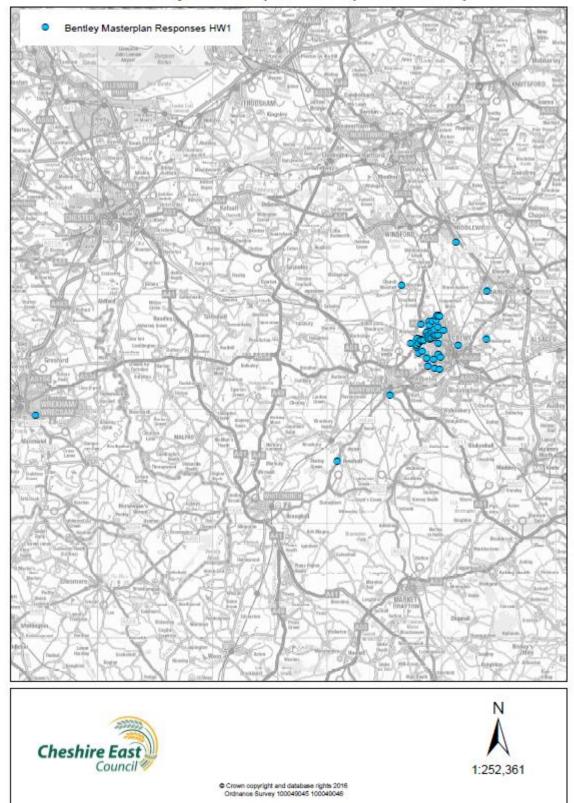














Produced by The Skills & Growth Company for Cheshire East Council and Bentley Motors Ltd.



Cheshire East Council

Cabinet

Date of Meeting: 9th May 2017

Report of: Executive Director of Place

Subject/Title: A500 Dualling

Portfolio Holder: Cllr David Brown, Infrastructure and Highways

1. Report Summary

- 1.1. The A500 is a former national trunk road and a key route which connects Crewe and Nantwich to the M6 at Junction 16 and to Stoke and Staffordshire. The section of the A500 between Junction 16 and the junction with the A531 and B5472 at Mere Moss Roundabout is single carriageway and is the only section of the A500 corridor that isn't built to dual carriageway standard.
- 1.2. It has been a long held ambition to dual this section of road to improve connectivity and road safety and more recently the proposed A500 Dualling Scheme has become a key component of the Council's economic strategy to enable job creation, the delivery of allocated housing sites and improve traffic flow.
- 1.3. The proposal will improve access from the M6 to a number of development and employment sites in Crewe that have been identified in the Local Plan Strategy. Furthermore, it is a key infrastructure component in supporting the emerging ambitions of the Constellation Partnership centred on the delivery of a HS2 Hub Station at Crewe. The scheme will also be able to accommodate construction traffic which will need to access the HS2 Phase 2a line of route south of Crewe and the proposed Crewe Hub station.
- 1.4. The Council was successful in its bid for £2m from the Department for Transport's (DfT) Large Local Major scheme fund to develop the scheme to Outline Business Case stage which is the next step in securing funding to deliver the scheme. It was one of only 12 schemes nationally that were successful in this round of bidding.
- 1.5. This report highlights the findings of the recent informal stakeholder consultation, recommends a preferred option for the A500 and seeks approval to undertake the further work necessary to submit a planning application for the scheme and to develop the Outline Business Case.

2. Recommendation

2.1. Cabinet is asked to:

- a) Approve the following Scheme Objectives;
 - To support the economic, physical and social regeneration of Crewe
 - To improve road safety and journey times and their reliability
 - To improve the reliability of public transport
 - To improve connectivity between important economic centres in the sub-regional Constellation Partnership
 - To support delivery of key national infrastructure, e.g. HS2 and the Crewe Hub Station
 - To support delivery of key employment and housing allocations
 - To improve the efficiency and reliability of the highway network
 - To reduce the conflict between the local and strategic traffic, and provide an improved route for freight and business travel
 - To facilitate future improvements to Junction 16 on the M6
- b) Authorise the Head of Strategic Infrastructure to adopt Option 2 (as described in paragraph 5.1) as the preferred solution to meet the scheme objectives.
- c) Authorise the Executive Director of Place, in consultation with the Highways and Infrastructure Portfolio Holder to further develop the preferred Option 2 to enable the preparation of a planning application and the Outline Business Case and to submit the Outline Business Case to the Department of Transport
- d) Authorise the Executive Director of Place, in consultation with the Highways and Infrastructure Portfolio Holder to make and issue the statutory notices to enter land for survey purposes associated with the proposed new road as required via S289-290 of the Highways Act 1980 and associated powers.
- e) Note that the Scheme Cost Estimate currently stands at £57m (including risk), and that it will continue to be refined as the design is developed further.
- f) Note the summary of consultations undertaken with key stakeholders on the options, which is included in the Scheme Assessment Report
- g) Approve the anticipated programme for the next stage of work.

3. Other Options Considered

3.1. The project team and other selected stakeholders held a workshop to generate a list of potential improvement schemes that could alleviate the defined problems and meet the Scheme Objectives, either fully or in part.

- A list of 20 schemes was generated that included on-line improvements, off-line improvements, public transport, demand management, and traffic management initiatives.
- 3.2. Following the workshop, the potential schemes were compared using the Department for Transport's Early Assessment and Sifting Tool (EAST), and then the best options taken forward for a SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis. This reduced the options down, and identified the dualling option as the preferred option. An option to implement localised improvements at Meremoor Moss Roundabout also performed well in the assessments, and will therefore be included in the Outline Business Case as a lower cost option for comparison purposes.
- 3.3. A Scheme Assessment Report (SAR) has been undertaken to consider three variations on the preferred dualling option. Option 1 is to provide a new carriageway parallel to the north of the existing to create a dual carriageway; Option 2 provides a new carriageway to the south, and; Option 3 provides a new carriageway that alternates between the north and south to avoid constraints. The options were assessed in terms of their engineering and environmental advantages, disadvantages and constraints.
- 3.4. The SAR found that Option 3 was clearly the least preferred option, and so was discounted. It also found that the decision between Options 1 and 2 was finely balanced, and recommended that both options were taken forward for consultation with selected stakeholders, to gauge opinion on whether one of the options is supported over the other. The results of the consultation are described in the section below.

4. Reasons for Recommendation

- 4.1. The A500 is a key strategic route in Cheshire which provides the main route from the south of Crewe, the future High Speed 2 (HS2) hub station and Nantwich to the M6 (junction 16). The area currently suffers from congestion issues and the implementation of the scheme is vital to ensure that future growth aspirations can be met.
- 4.2. To prepare for future growth plans in Crewe a number of highway capacity upgrades have recently been implemented along the A500 corridor between Crewe and the M6. These upgrades include:
 - A Highways England pinch point scheme to improve capacity at Junction 16 of the M6;
 - The recent completion of the A5020 link road which provides access from the A500 to the southeast of Crewe; and
 - The recent completion of the B5071 Basford West Spine Road which provides access from the A500 to the southwest of Crewe.
- 4.3. The remaining sections of the A500 corridor between Crewe and the M6 are of dual carriageway standard and the proposed scheme would

therefore remove the final pinch point along the corridor and complete the highway capacity upgrades in the area, providing the capacity needed to accommodate future growth. The scheme would also future proof the link against any possible future investment by Highways England at M6 J16. As well as growth within Crewe, the A500 will also serve as the main route from the proposed HS2 hub station at Crewe (which would also be accessed from the A500) to the M6 and the wider region.

- 4.4. The Council's Local Plan Strategy includes a series of ambitious targets for growth in housing and employment around Crewe and Nantwich, which would be supported by improved links to the motorway network. The scheme would also support the growth strategy for the Constellation Partnership.
- 4.5. The scheme would also support development sites in Crewe, including the Basford East and West sites which will be situated adjacent to the proposed HS2 station hub. These sites are described in the Cheshire and Warrington Strategic Economic Plan as "one of the UK's prime development opportunities over the next 20 years being located at the heart of the UK's economic geography" and represent a huge opportunity for a landmark development in Crewe.
- 4.6. Should the scheme not be completed, the A500 will continue to be a congestion constraint for traffic travelling between the south of Crewe and the M6 and the wider Cheshire East, Stoke and Staffordshire region. This would thus hinder the future development plans in the area including the Constellation Partnership and the Cheshire East Local Plan growth targets.
- 4.7. The future HS2 line will include a hub station in Crewe which is expected to open in 2027. During the construction of the HS2 line and the hub station it is expected that a significant number of HGV movements will use the A500 to travel between the M6 and the HS2 construction access point. This additional traffic is expected to exacerbate the existing congestion issues experienced along the link, increasing delay. This would be alleviated through the scheme which would provide dual carriageway along this section of the A500, allowing cars and other vehicles to safely overtake construction traffic.

5. Background

- 5.1. Three different options have been considered for widening the existing A500 to a dual carriageway; adding a new carriageway to the north of the existing (Option 1); adding a new carriageway to the south of the existing (Option 2), and; adding a new carriageway that alternates between the north and south to avoid constraints (Option 3).
- 5.2. The three options have been assessed against engineering and environmental factors, as reported in the Scheme Assessment Report (Appendix B (available on agenda website)). The report concluded that Option 3, to alternate the dualling between the north and south should be

discounted, because of the significant impact it would have on traffic flows during construction, the environmental impact that would be caused by removing banks of trees on both sides of the A500, the impact on existing structures beneath the road, and a greater cost.

- 5.3. It was concluded that the preferred option is to widen to the south, because it would have the least impact on statutory undertaker's equipment, the least impact on the recently constructed infrastructure associated with the M6 J16 Pinch Point scheme, and have a lesser impact on ecology, including avoiding the pond known locally as 'the duckaries', which would also have presented a significant construction challenge. For full details see the Scheme Assessment Report (Appendix B).
- 5.4. The choice between widening to the north and south was a finely balanced decision, and so both options were taken to consultations with key stakeholders. This included consultations with landowners and tenants that have land on both sides of the A500, Barthomley and Weston & Basford Parish Councils, environmental specialists, and Highways England. The consultation exercise confirmed that the preferred option is to widen to the south.
- 5.5. The A500 between M6 J16 and Meremoor Moss Roundabout was constructed in the mid-1980s but developments in eastern Crewe and the construction of the A500 Hough Shavington Bypass immediately to the west (opened to traffic in 2003) have generated a significant increase in traffic flows, causing congestion. The proposed developments included in the Local Plan and expected as a result of the new HS2 hub station will generate more traffic and exacerbate problems on the link.
- 5.6. A study was undertaken in 2014, 'A500 Dualling and Widening Preliminary Cost Study Report', which considered three design options and provided a cost estimate for each.
- 5.7. In April 2016, a Scheme Assessment Report was issued and concluded that all three options were viable and deliverable from an engineering perspective. In March 2017 it was updated to include a summary of the consultations undertaken with selected stakeholders on the options. As described in the section above, the report concluded that 'Option 2 Widening to the South' was the preferred option.
- 5.8. In July 2016 an application was made to the Department for Transport for Scheme Development Costs, for preparation of a planning application and business case. In November 2016, it was announced that the bid was successful.
- 5.9. In December 2016, a consultation exercise with selected stakeholders started to gauge opinion on which option was preferred. These consultations are reported in the Scheme Assessment Report (Appendix C (available on agenda website)).

5.10. The planning application is scheduled to be submitted in April 2018, and the business case in May 2018. If successful, the intended programme is for construction to begin in Spring 2019, and be completed by Summer 2021.

6. Wards Affected and Local Ward Members

- 6.1. Barthomley
- 6.2. Weston and Basford

7. Implications of Recommendation

7.1. Policy Implications

a) The need for the scheme is clearly established in the Cheshire East Local Plan Strategy, identifying from the outset the need to improve transport connections to deliver the Plan, including the proposed scheme on the A500.

By providing additional highway capacity to cater for additional traffic from development, the scheme would support the establishment of the Local Plan Strategy and the Northern Gateway Development Zone. The scheme is thus considered to be in line with local policy and essential for the delivery of the future economic growth plans of Cheshire East.

7.2. Legal Implications

- a) The Council is the local highway authority and has a duty to maintain the highway network and related infrastructure. The proposed scheme will improve the capacity and safety of the highway network.
- b) If the scheme results in necessity tpo compulsorily purchase the land required fo rthe scheme, the Council have powers under the Highways Act to make an Order, however this will be raised in a future reprt to members at the approriate stage of the project.

7.3. Financial Implications

- a) The approved capital allocation for the A500 dualling scheme is £2.468m as reported in the Medium Term Financial Strategy at Full Council on the 23rd February 2017.
- b) Of this, the Council's contribution is £0.5m. The majority of this £0.5m has been spent in prior years in preparing the successful bid to the Department for Transport's (DfT) Large Local Major scheme fund to develop the scheme to Outline Business Case.
- c) The balance of £1.968m is therefore funded by the Department of Transport grant which was obtained as a result of the successful bid.

d) The current budget allocation is sufficient to complete and submit the Outline Business Case to the Department for Transport and the subsequent recommendation to commence the planning application process.

7.4. Equality Implications

a) The Scheme Assessment Report has considered impacts on all types of traveller, and on private and community assets. The business case submission will expand on the scheme's impact on equality.

7.5. Rural Community Implications

- a) As the scheme is a widening of an existing road, it will not introduce any new severance of exisiting farms or communities. There are some existing field gates that access directly on to the A500, and it is likely that these will have to be closed once the road becomes a dual carriageway. However, the farm tenants have said that they no longer use the gates because of the high volume of traffic on the A500. Appropriate alternative accesses will be provided, as required, as part of the scheme.
- b) There may be some impact during the construction phase, because the two bridges over the A500 will need to be demolished and replaced. Consideration will be given to how connectivity can be maintained during construction, and the use of temporary bridges is an option.

7.6. Human Resources Implications

a) None

7.7. Public Health Implications

- a) The Environmental Statement will include an assessment of the impacts on air quality and noise levels as a result of the scheme, and include appropriate mitigation measures. It is thought that the impacts will be relatively small, given that there is already a road along the route, and there are relatively few receptors.
- b) There are a number of existing at-grade uncontrolled pedestrian crossings over the A500. It would be unacceptable to leave this type of crossing over a dual carriageway, on safety grounds. The approach to dealing with these will be dealt with as part of the scheme.

7.8. Implications for Children and Young People

a) None

7.9. Other Implications (Please Specify)

a) None

8. Risk Management

- 8.1. The programme is a risk. There are significant benefits of opening the road widening before construction of the proposed HS2 hub station in Crewe begins, because HS2 construction traffic will use the A500 as an access route. HS2 construction is currently programmed to begin in 2021. However, if there is a delay in the A500 scheme, then construction of the road widening could take place at the same time as construction traffic is accessing the HS2 site.
- 8.2. The majority of land that would be required to widen the A500 is owned by the Duchy of Lancaster. The land cannot be subject to a Compulsory Purchase Order, and would therefore have to be acquired via agreement. The Duchy have said that they are supportive of the scheme.
- 8.3. There are some significant services that cross the scheme, such as a Mainline Fuels oil pipeline, and high pressure gas mains. A conservative estimate of the costs associated with their diversion or protection has been included in the overall Scheme Cost Estimate, but further work is required to confirm those estimates, and to understand the requirements of the utility companies.

9. Access to Information/Bibliography

9.1. The background papers relating to this report are available in electronic format on the Council's web site (Cabinet agenda page) and will be available for inspection in hard copy at the meeting.

Appendix A – DfT Large Local Major Transport Schemes Bid

Appendix B – Scheme Assessment Report, with Addendum

Appendix C – Output from Early Assessment and Sifting tool

10. Contact Information

Contact details for this report are as follows:

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Cheshire East Council

Cabinet

Date of Meeting: 9th May 2017

Report of: Executive Director of Place – Frank Jordan

Subject/Title: Poynton Relief Road – Approval to Proceed with the

Compulsory Purchase of Land Required to Deliver the Scheme and Approval to Negotiate and Settle the Terms of a Legal Agreement with Adlington Golf

Centre

Portfolio Holder: Cllr David Brown – Highways and Infrastructure

1. Report Summary

- 1.1. The Council has set out a clear vision and strategy for delivering economic growth. An important element of this strategy is to improve the Borough's national regional and local infrastructure to improve connectivity.
- 1.2. The Poynton Relief Road (PRR) is an important element of this strategy and is included in the new emerging Local Plan. The project would help to deliver allocated housing sites, address longstanding traffic congestion and environmental issues in the village of Poynton as well as delivering an important component of the wider South East Manchester Multi Modal Strategy (SEMMMS).
- 1.3. Cheshire East Borough Council's Strategic Planning Board and Stockport Metropolitan Borough Council's Planning and Highways Regulation Committee have both resolved to grant planning permission for the scheme, subject to a call in decision by the Secretary of State.
- 1.4. The purpose of this report is to recommend that the Cabinet resolves to use Compulsory Purchase powers to acquire land to facilitate the construction of the PRR scheme within the Cheshire East and Stockport Council areas (including associated works to the existing highway network) and authorises a Side Roads Order (SRO) to be made concurrently. The report also recommends that an early agreement with Adlington Golf Centre is progressed to remove a key risk to the scheme.

1.5. The drawings before the Committee show the complete scheme, including the part of the scheme within Stockport. It is envisaged that Cheshire East will undertake the promotion of the Orders on behalf of both authorities and an agreement under section 8 of the Highways Act 1980 is proposed to enable Cheshire East to exercise Stockport's functions in relation to the promotion of the part of the scheme within Stockport. The agreement will be concluded prior to the Orders being made and served.

2. Recommendations

- 2.1. It is recommended that Cabinet:
- 2.2. Approve the use of the powers of compulsory purchase to undertake the acquisition of land and new rights required for the construction of the Poynton Relief Road and to authorise:
 - (a) The making of an order (or orders) under Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and all other powers as appropriate for the compulsory purchase of land and rights required for the construction of the Poynton Relief Road as shown on drawings B1832054/CPO-PRR/001 to 004 inclusive ("the CPO");
 - (b) The making of a side roads order (or orders) under Section 8, 14 and 125 of the Highways Act 1980 and all other necessary powers to improve or stop up existing highways, construct lengths of new highway and stop up and provide replacement private means of access as required to deliver the Poynton Relief Road ("the SRO");
 - (c) The Executive Director of Legal Services in consultation with the Director of Place to conclude an agreement under section 8 of the Highways Act 1980 with Stockport Borough Council to exercise their functions in relation to the promotion and progression of the orders and these authorisations shall apply to both the exercise of the functions of Cheshire East and those of Stockport pursuant to the "section 8 agreement";
 - (d) The Executive Director of Legal Services in consultation with the Director of Place to determine whether the acquisition of the land for the provision of replacement land for the golf course land to be acquired at Adlington Golf Centre and identified on drawing number B1832054/CPO-PRR/005 should be undertaken under the powers identified at (a) above or under other appropriate powers and pursuant to a separate compulsory purchase order and should that be the case then paragraphs (e) (j) below shall apply to such order;

- (e) The Executive Director of Place in consultation with the Director of Legal Services to make any amendments necessary to the contemplated orders arising as a result of further design work or negotiations with landowners or affected parties or for any connected reasons in order to enable delivery of the Poynton Relief Road;
- (f) The Executive Director of Place with the approval of the Director of Legal Services to secure the confirmation of the contemplated orders including:
 - i) To take all necessary actions to secure the making, submission to the Secretary of State for confirmation and (if confirmed) implementation of the SRO and the CPO including the publication and service of all relevant notices and for the Director of Legal Services to secure the presentation of the Council's case at any public inquiry and the subsequent service of Notices to Treat and Notices to Enter or, as the case may be, the execution of General Vesting Declarations; and
 - ii) The negotiation and the entering into of agreements and undertakings with the owners of any interest in the order lands and with any objectors to the confirmation of the CPO and/or SRO setting out the terms for the withdrawal of objections including, where appropriate, the inclusion in and/or exclusion from the CPO of land or new rights or the amendments to the SRO;
- (g) The Executive Director of Place in consultation with the Director of Legal Services to agree compensation for the acquisition of land and rights acquired compulsorily and in the event that any question of compensation is referred to the Upper Tribunal (Lands Chamber) to authorise the Director of Legal Services to take all necessary steps in connection with the conduct and, if appropriate, settlement of such proceedings;
- (h) That, in parallel with the preparation and submission for the confirmation of the Orders, the Head of Assets to initiate negotiations and seek to conclude terms to acquire the land and rights (or extinguish the same) required for the Poynton Relief Road by voluntary agreement and to instruct the Director of Legal Services to carry out such steps and enter into all necessary agreements to complete such acquisitions;
- (i) The appointment of CBRE (CPO Specialists) as the Council's additional support to the delivery of the scheme acting on behalf of the Council and under the Instruction of the Director of Legal Services;

- (j) The Director of Legal Services (in consultation with the Executive Director of Place) to approve and execute all legal documentation he considers necessary to give effect to the above.
- 2.3. Approve that a contract is entered into with Adlington Golf Centre to relocate the existing 9 hole Graduate Golf Course prior to the delivery of the PRR in return for the provision of the necessary land required for the delivery of the Poynton Relief Road. Approve that the terms of this contract are delegated to the Head of Assets in consultation with the Portfolio Holder for Infrastructure and Highways.
- 2.4. Approve that Advance Utility Diversion works are undertaken to facilitate the relocation of the Golf Course and that the terms of this agreement are delegated to the Head of Assets in consultation with the Portfolio Holder for Infrastructure and Highways.
- 2.5. Approve that the Head of Assets conclude terms to acquire the land and rights required for the early delivery of the A6MARR roundabout spur by voluntary agreement and to instruct the Director of Legal Services to carry out such steps and enter into all necessary agreements to complete such acquisitions to purchase land at the junction with A6MARR in advance to allow this junction to be built as part of the A6MARR works.
- 2.6. Note that the development of the scheme will continue through the Council's highway contract supplier Ringway Jacobs up to and including the presentation of the proposal at a future public inquiry.

3. Other Options Considered

- 3.1. It is intended to instigate negotiations with affected landowners. However, as there are some 15 affected interests within CEC and Stockport it is not realistic to expect that voluntary acquisitions could be concluded with all affected parties and for all land title issues to be dealt with within the funding window for the scheme. Accordingly the authorisation of compulsory purchase action is sought at this stage to maintain the project programme and to demonstrate the Council's intent to acquire land to deliver the proposed scheme.
- 3.2. The Golf course could be relocated once the scheme has final funding approval from the DfT. However, such an approach would have a much greater impact on the existing businesses and potentially delay the scheme programme.
- 3.3. Diversion of utility services within the land to be used as the new golf course could be done at the same time as the Golf Course

relocation works; however as the Golf Course works cannot proceed until the services are diverted any delay to these works would directly impact on the delivery programme for the replacement Golf Course, and potentially reduce the establishment period of the new Golf Course.

4. Reasons for Recommendations

- 4.1. The acquisition of this land enables Cheshire East and Stockport to proceed with the development and delivery of the scheme. This is a vital new road connecting to the A6 Manchester Airport Relief Road (A6MARR). The scheme also provides a key strategic transport link to relieve congestion, safety and air quality issues in Poynton and forms a strategic part of the Council's emerging Local Plan.
- 4.2. As a portion of the scheme lies within the Stockport Council area it has been agreed in principle with Stockport that the authorities will enter into an agreement under section 8 of the Highways Act 1980, which will authorise Cheshire East to promote the scheme and progress the CPO and SRO on behalf of both authorities and it is recommended that officers are authorised to conclude a "section 8 agreement" for this purpose with Stockport.
- 4.3. Acquiring authorities are always advised that every effort should be made to acquire the necessary land interests by agreement and that compulsory acquisition should be a last resort. It is intended to open voluntary negotiations with affected landowners prior to giving notice of the CPO triggering the objection period. Jacobs, the Council's Term Consultants, have been appointed to undertake this work together with the Council's Assets Department and are in the process of contacting all owners to attempt to acquire by agreement. However, as already noted, there are some 15 affected interests and accordingly it is not realistic to expect that voluntary acquisitions could be concluded with all affected parties and for all land title issues to be dealt with within the funding window for this scheme.
- 4.4. Whilst acquisition by agreement will be pursued, initiating the CPO process over the entire land holding that is required to implement the scheme offers certainty should parallel negotiations to acquire the land voluntarily not be successful.
- 4.5. In resolving to make a Compulsory Purchase Order for the Poynton Relief Road scheme the Council would be proceeding under its powers under Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 for the compulsory purchase of land and rights required. The principal power in the Act is Section 239(1), which provides that a highway authority may acquire land required for the construction of a highway which is to be maintainable at the public expense, and Section 239(3) which

allows a highway authority to acquire land for the improvement of a highway being an improvement which the authority is authorised to make under the Act. Section 246 authorises the acquisition of land for the purpose of mitigating the adverse effects of the construction or improvement of highways. Section 250 authorises the compulsory acquisition of new rights over land and Section 260 authorises the clearance of the title to land already held by the Council and required for the scheme and which might otherwise interfere with the Council's activities in exercising its statutory powers to construct the works.

- 4.6. The scheme will require the acquisition of full title to c33 hectares of land (or thereabouts) and a further c9 hectares of land over which new rights are to be created. The interests of some 15 owners and occupiers are affected. The plans to accompany the CPO will be made available for inspection by Members at the meeting.
- 4.7. The land over which full title is to be acquired is predominantly agricultural land and the scheme does not require the acquisition of any residential property; nor does it require the acquisition of land in any of the categories where land has to be provided in exchange, such as common land or public open space.
- 4.8. Some of the areas over which full title is to be acquired will not be required for the permanent works and will be offered back to the current owners along with the payment of compensation in due course. The areas to be acquired will be available for inspection by Members at the meeting.
- 4.9. The SRO will authorise the stopping up, diversion and creation of new lengths of highway or reclassification of existing highways and the CPO will include land that is required to enable the works authorised by the SRO to be carried out.
- 4.10. In addition, the SRO makes provision for the stopping up of private means of access to a number of premises and to agricultural land and the CPO makes provision for the acquisition of land and new rights to enable new replacement private means of access to be provided as part of the scheme.
- 4.11. The land proposed to be acquired is the minimum considered to be reasonably required to achieve the selected design option. Discussions are proceeding with the Statutory Undertakers and these may disclose additional requirements for service diversions for which land or rights may require to be obtained under the CPO.
- 4.12. The approved PRR scheme severs the existing 9 hole Graduate Golf Course at Adlington Golf Centre. The planning approval for PRR requires that a replacement facility is established prior to

the formal decision to proceed with the PRR. The establishment period for a golf course (c12 months) means that if the project waits until the PRR is formally approved there would be insufficient time for the new course to establish and be available as a replacement facility before the land needed from the current golf course is required for the scheme.

- 4.13. Negotiations with the Golf centre have been ongoing for c20 months which have led to the Golf Centre securing the necessary planning permission for the replacement facility.
- 4.14. In return, the Council will achieve an option to acquire the necessary land for the PRR. If the Council waits until a contract to deliver the PRR is in place there is a risk that there would be insufficient time for a replacement golf course to re-establish and would increase the predicted compensation costs in respect of harm to the viability of Adlington Golf Centre as a going concern.
- 4.15. The Council is still in the process of taking legal advice as to the most appropriate powers of acquisition under which to ensure that the replacement golf course land is made available for golf in accordance with the planning condition. The most likely alternative CPO powers are those under section 226 of the Town and Country Planning Act 1990. The area of replacement golf course land is accordingly shown separately on the plan reference B1832054/CPO-PRR/005 and it is recommended that the Director of Legal Services be authorised in consultation with the Director of Place to determine the powers under which compulsory acquisition should proceed in order the maintain the scheme programme.
- 4.16. There is the opportunity to deliver part of the spur road to PRR as part of the (now on site) A6 MARR works. If this could be done it would avoid significant disruption when PRR is under construction. However, although the land is included in the CPO, an early agreement with the landowner would be necessary to take advantage of the construction works currently underway.

5. Background

- 5.1. Poynton is a settlement within Cheshire East which has over 5,500 households and a population of over 13,000. Poynton is situated approximately 15 kilometres south east of Manchester City centre between Stockport and Macclesfield at the junction between the A523 London Road and the A5149 Chester Road.
- 5.2. Census data from 2011 has demonstrated that Poynton is a commuter town with heavy reliance on car travel and high car ownership. The junction between the A5149 Chester Road and A523 London Road experiences congestion and as a result there is an adverse environmental impact at this location.

- 5.3. The PRR relieves congestion within the centre of Poynton and the effects associated with it. The proposed scheme would form a link in the wider infrastructure plan for the borough, as well as provide improved Strategic Highway Connectivity for the northern Macclesfield business area.
- 5.4. The Business Case for the South East Manchester Multi Modal Strategy (SEMMMS) was submitted to the Department for Transport (DfT) in November 2012. At this point the Preferred Route for the PRR connected to the A6 Manchester Airport Relief Road (A6MARR) scheme at a junction to the north of the A5149 Chester Road. This alignment ran from the A6MARR, under the A5149 Chester Road before passing to the east of Woodford Aerodrome (then an active aerodrome). The route then ran through Adlington Business Park before connecting into the existing A523 London Road. The route was safeguarded in the Macclesfield Local Plan.
- 5.5. Following the publication of this preferred route option, it was announced that Woodford Aerodrome would close and be identified as an area for future development. As a result of this announcement it was determined that there was an opportunity for a more direct alignment of the route.
- 5.6. In 2012 assessments were carried out and two alternative options referred to as the "Green" and "Blue" Route options were identified. It was concluded that the initial route option for the scheme was no longer the most appropriate route in comparison to the more direct "Green" and "Blue" Route options.
- 5.7. A public consultation exercise was carried out in the summer of 2014. Following this, the Green Route was announced as the Preferred Route and safeguarded by the Council in late 2014.
- 5.8. The SEMMMS final report (2001) identified that the crossroads in Poynton between the A5149 Chester Road and A523 London Road experiences high levels of congestion and as a result there is an adverse environmental impact at this location. The primary objective for the scheme is therefore to relieve congestion within the centre of Poynton and the effects associated with it.
- 5.9. The derivation of the objectives for SEMMMS was an objectiveled process with the objectives being closely related to the identified problems, issues and opportunities. The derivation of the study objectives was an iterative process which was informed by public and professional consultation.

The 5 core objectives which were adopted in SEMMMS are:

the promotion of environmentally sustainable economic growth

- the promotion of urban regeneration
- the improvement of amenity, safety and health
- the enhancement of the regional centre, town centres and local village centres and the airport
- the encouragement of the community and cultural life of the neighbourhood and of social inclusion
- 5.10. The Poynton Relief Road would form a vital link in the wider infrastructure plan for the Borough, would provide improved highway connectivity for the northern Macclesfield business area and would improve the strategic link between SEMMMS and junction 17 of the M6 via Congleton.

Scheme Description:

- 5.11. Poynton Relief Road would be new offline highway, approximately 3km in length. The road would consist of a two-way single carriageway with a mainline width of 9.3m. It is proposed that a 3.5m wide combined cycle and footway would run beside the length of the route in the western verge, with an off carriageway footpath provided on behind the verge and earthworks on the eastern side.
- 5.12. The northern end of the route would connect into a junction with the proposed A6MARR (which is currently under construction). The route would then pass under the A5149 Chester Road to the west of Poynton and would continue in a southerly direction to cross the Woodford Aerodrome runway. At the southern end of the scheme, the route would pass to the west of Adlington Business Park before connecting into a new roundabout junction to the west of the Adlington Travel Lodge. Links from this roundabout would allow the relief road to connect into the A523 London Road and Adlington Golf Centre.
- 5.13. The relief road would sever two existing public rights of way, both of which would be reconnected via new overbridges.
- 5.14. For the surrounding highway network, a package of mitigation and complimentary measures has been proposed to address the predicted change in traffic flows following completion of Poynton Relief Road.

Planning Position:

5.15. The route of Poynton Relief Road runs through the administrative areas of both Stockport Metropolitan Borough Council ("Stockport MBC") and Cheshire East Council. Therefore planning applications for the parts of Poynton Relief Road within

- their respective administrative boundaries were submitted simultaneously to each council on 1 September 2016.
- 5.16. A full Environmental Statement was submitted as part of the planning documentation.
- 5.17. Within Cheshire East the application is still undetermined. The planning application (reference 16/4436M) was reported to a special sitting of Cheshire East Council Planning & Highways Regulation Committee on 10th January 2017, at which it was resolved to approve the scheme.
- 5.18. Cheshire East Council will not be in a position to issue planning permission until confirmation has been received from the Secretary of State for Communities and Local Government that he will not 'call in' the application for a final decision. The Stockport MBC section of Poynton Relief Road has already been referred to the Secretary of State for confirmation, and he has already confirmed that there will not be a 'call in'. As such it is expected that the same recommendation will be made for the Cheshire East Council section of Poynton Relief Road.
- 5.19. The six week judicial review period will only begin when the formal planning permission is issued.

6. Wards Affected and Local Ward Members

6.1. Poynton West and Adlington – Cllr Mike Sewart, Cllr Michael Beanland. Poynton East and Pott Shrigley – Cllr Jos Saunders, Cllr Howard Murray – Prestbury – Cllr Paul Findlow.

7. Implications of Recommendations

7.1. Policy Implications

Outcome 1: Our local communities are strong and supportive

Outcome 2: Cheshire East has a strong and resilient Economy

Outcome 3: Cheshire East is a green and sustainable place

Outcome 4: People live well and for longer in Cheshire East

7.2. Legal Implications

- (a) The powers that the Council would use to compulsorily acquire the necessary land and rights is set out in Section 4 above.
- (b) The powers of compulsory purchase contained in the Highways Act 1980 are subject to distance limits from the centre line of the proposed new road as set out in Section

249 and Schedule 18 of the Act and the proposed new principal road and the associated side roads and drainage works will fall within those limits.

- (c) While an authority should use compulsory purchase powers where it is expedient to do so, in considering whether to confirm the CPO and SRO the Secretary of State will need to be convinced that there is a "compelling case in the public interest for compulsory acquisition" and Members should apply a similar test before authorising its making on the balance of the information contained in this report.
- (d) In making a CPO and SRO the acquiring authority is also expected to show that the scheme is unlikely to be blocked by physical or legal impediments to implementation. These include related infrastructure works, the need for planning permission and completion of the Section 8 Agreement with Stockport to ensure that we can act on that authorities behalf. As already noted the recommendation in this report is to proceed with the CPO and SRO.
- (e) Those receiving notice of the making of the CPO have a right to object and, if they wish, have their objections heard at a local public inquiry. As acquiring authority, the Council will need to make the case for the Order at any inquiry. The CPO does not take effect until confirmed by the Secretary of State. However, once the Order is confirmed an affected party aggrieved by the decision would have a further six weeks after receiving notification of the confirmation to challenge the decision in the Administrative Court on a point of law. This could result in the Order, or the decision to confirm it, being quashed in whole or in part.

7.3. Financial Implications

- (a) As reported to Cabinet in February 2017 the scheme is estimated to cost c£38m. The Cabinet resolved at that meeting to underwrite the costs of delivering the scheme.
- (b) The Council has provisionally secured £22m of funding through the Government's Local Growth Fund, and previously the Local Transport Board. The bid for funding was part of the Cheshire and Warrington Growth Deal which in total received £142m to improve connectivity and deliver growth across the region.
- (c) A sum of £2m is also lodged with Greater Manchester Combined Authority (GMCA) and will be used for the scheme.

- (d) At this stage other potential funding contributions being considered include Community Infrastructure Levy (CIL) or Section 106 agreements for development potential released by the scheme on land within the vicinity of the road.
- (e) The works required to relocate the Golf Course are estimated to cost circa £900k. Advance works to divert overhead services to facilitate the relocation are expected to cost circa £e150k.
- (f) It is difficult to estimate the costs associated with the CPO process owing to the number of third party variables over which the Council has no control. On the basis that there is likely to be a public inquiry, costs are likely to be in the region of £300,000. This estimate would need to meet the costs of surveyors / solicitors / barristers / land referencing fees but would exclude any references to the Lands Tribunal in respect of compensation.

7.4. Human Rights Assessment

- (a) In deciding whether to proceed with compulsory purchase Members will need to consider the Human Rights Act 1998 and Article 1 of the First Protocol and Article 8 to the European Convention on Human Rights. There are no domestic dwellings directly affected within the proposed CPO land.
- (b) Article 1 protects the rights of everyone to the peaceful enjoyment of their possessions. No person can be deprived of their possessions except in the public interest and subject to national and international law.
- (c) Article 8 protects private and family life, the home and correspondence. No public authority can interfere with this interest except if it is in accordance with the law and is necessary in the interests of national security, public safety or the economic well-being of the country.
- (d) Members will need to balance whether the exercise of these powers are compatible with the European Convention on Human Rights. In weighing up the issues it is considered that there is a compelling case in the public interest for the acquisition of land which will bring benefits to the residents and businesses of Poynton that could not be achieved by agreement and this outweighs the loss that will be suffered by existing landowners. The CPO will follow existing legislative procedures.
- (e) All parties have the right to object to the CPO and attend a public inquiry arranged by the Secretary of State. Parties not

included in the CPO may be afforded that right if the inquiry inspector agrees. The decision of the Secretary of State can be challenged in the High Court, an independent tribunal, for legal defects. Those whose land is acquired will receive compensation based on the Land Compensation Code and should the quantum of compensation be in dispute the matter can be referred to the Upper Tribunal (Lands Chamber) for independent and impartial adjudication. The Courts have held that this framework complies with the Convention on Human Rights. Accordingly, a decision to proceed with the recommendation on the basis that there is a compelling case in the public interest would be compatible with the Human Rights Act 1998.

7.5. Equality Implications

In progressing the Orders and carrying out consultations the Council will take into account the needs of persons with protected characteristics as set out in equalities legislation.

7.6. Rural Community Implications.

Completion of the Poynton Relief Road will address congestion and facilitate movement across the Borough to the benefit of both urban and rural communities.

7.8. Human Resources Implications

There are no anticipated long term impacts on establishment staffing levels or costs. If additional temporary resources are required these will be met from the project budget.

7.9. Public Health Implications.

Completion of the Poynton Relief Road will improve air quality in the town which has a designated Air Quality Management Area thus contributing to public health objectives.

7.10. Implications for Children and Young People.

No implications for children and young people as distinct from the wider community.

7.11. Other Implications

Not delivering the scheme will mean that the improvements and benefits outlined above will not be achieved and the congestion and air quality issues will continue unabated.

Public expectations would not be met leading to a lack of public confidence and reputational harm to the Authority.

The Department for Transport's provisional funding allocation of £22m towards the cost of the scheme would be lost.

8. Risk Management

- 8.1. Progressing a CPO would be preceded by an offer of voluntary negotiations to acquire by agreement which could continue during the CPO process. Ultimately, however, the making of a CPO could be the only way to resolve the major area of uncertainty that could otherwise delay the projects programme.
- 8.2. Entering into the CPO process offers the assurance that the DfT requires to ensure a successful Final Approval for the scheme.
- 8.3. The Council can notify the Secretary of State that it no longer wishes to use its CPO powers in respect of any interest and request the Secretary of State not to confirm the CPO over those interests at any time if negotiations are successful or if the Council considers the financial risk too great.
- 8.4. If the scheme did not proceed for any reason the Council will have incurred expense in the relocation of a Golf Facility. However, the option to acquire the land for the PRR will be extant.
- 8.5. If the Adlington Golf Centre facility is not relocated in advance of the works there is a risk that the compensation costs for the harm the scheme would cause to the business will result in a claim for compensation which is currently not budgeted for in the scheme estimate
- 8.6. The land required at the Adlington Golf Centre will remain subject to the CPO in case the proposed voluntary agreement does not proceed to completion and for the purposes of clearance of title once acquired.

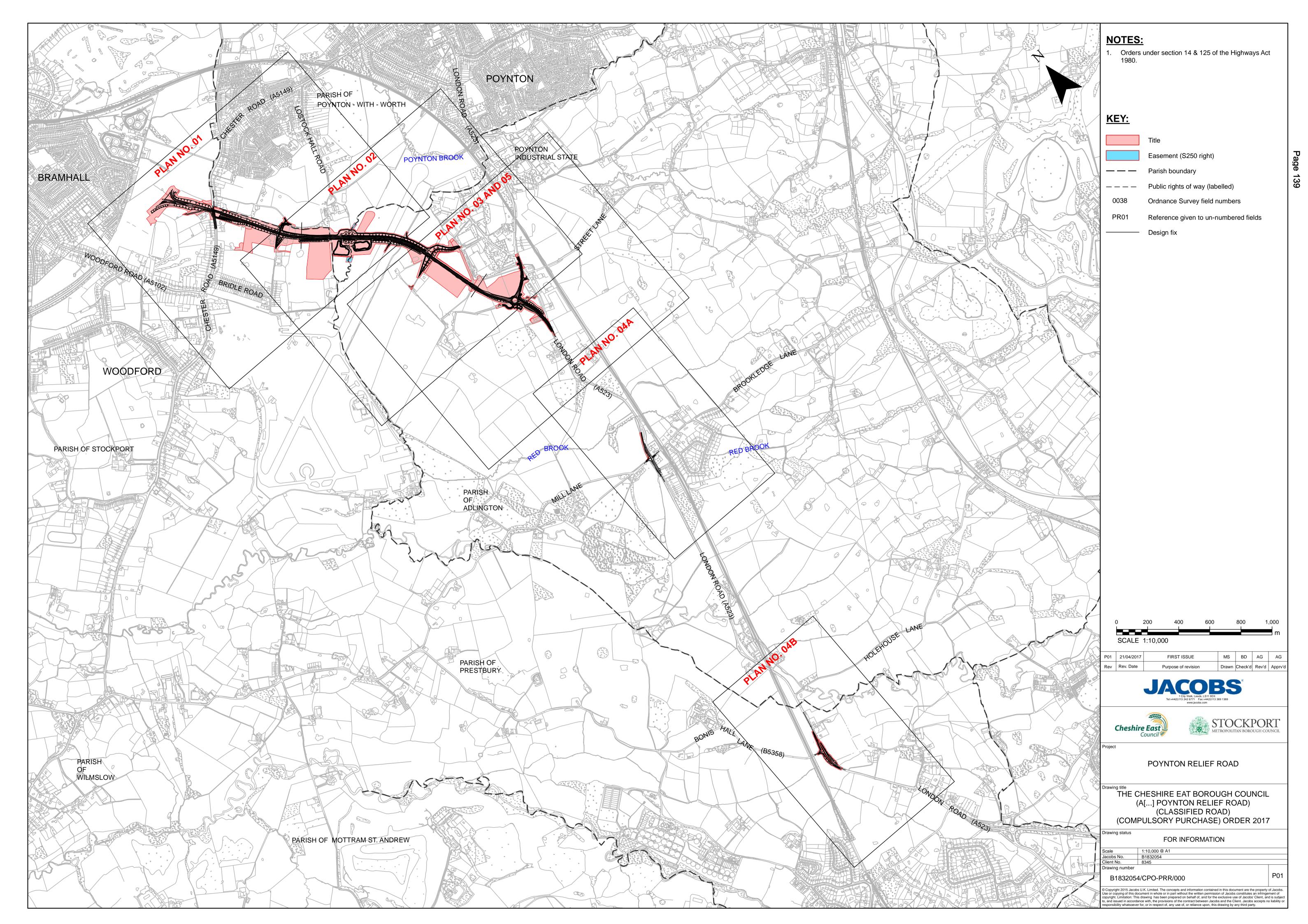
9. Contact Information

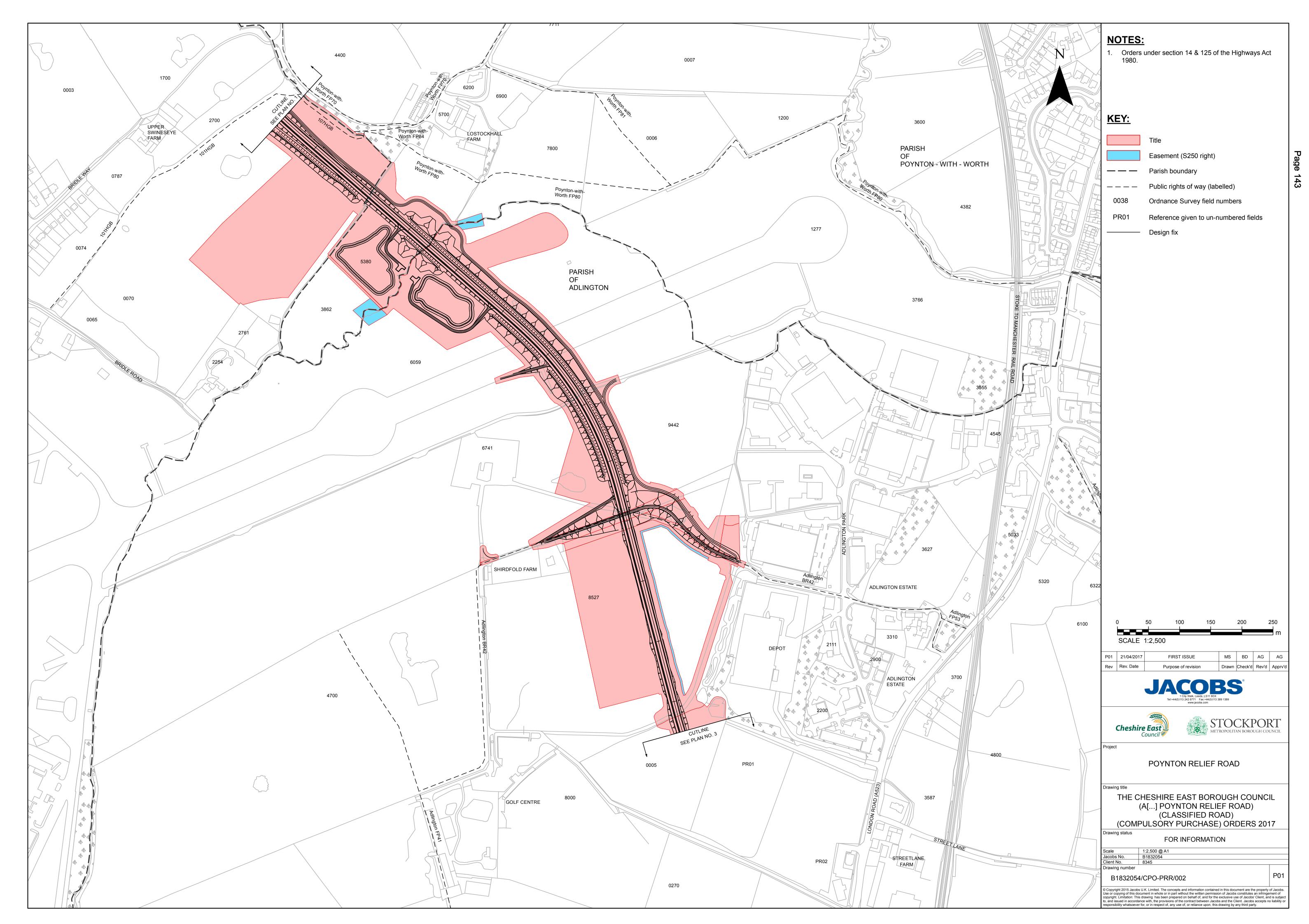
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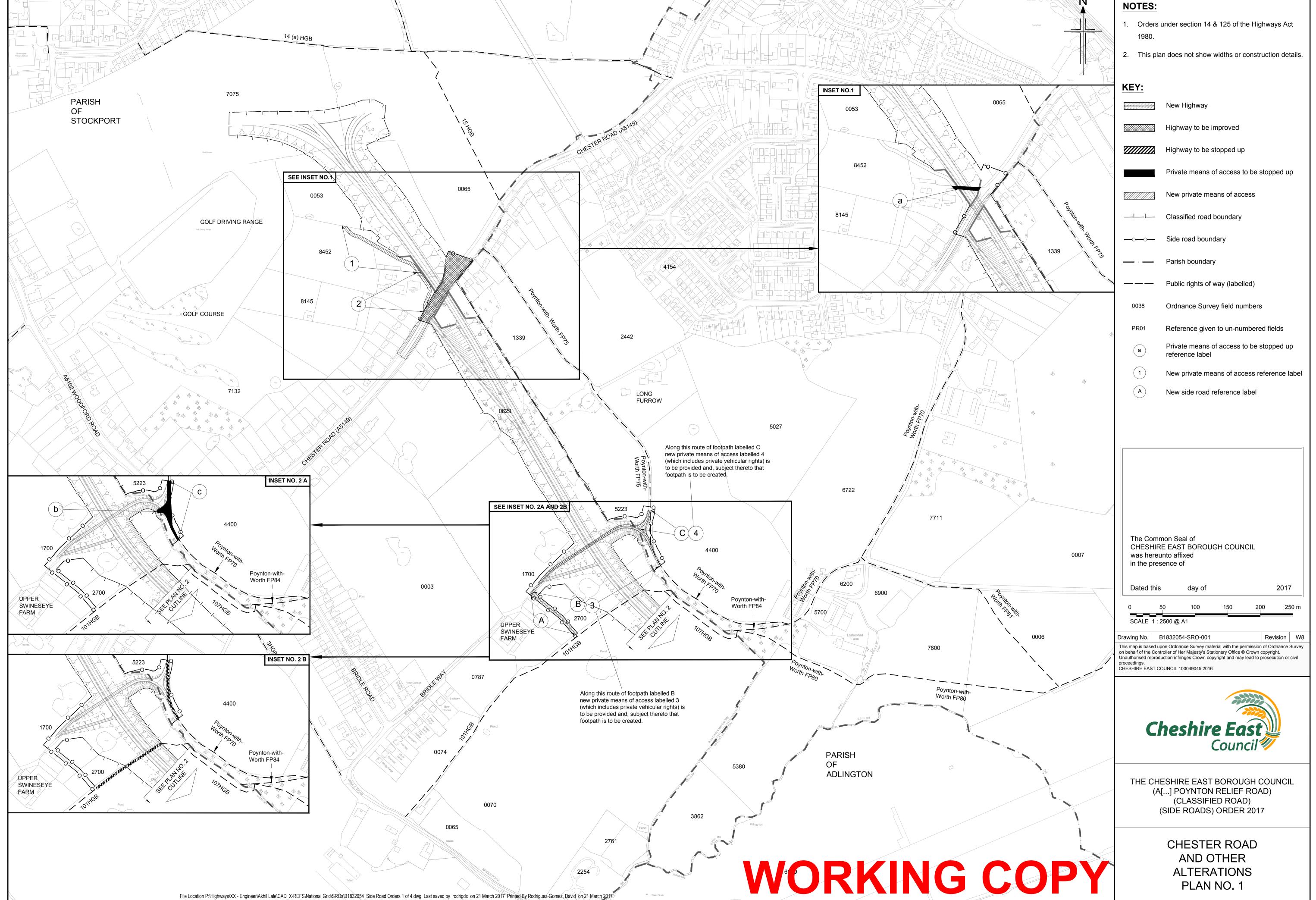
Name: Chris Hindle

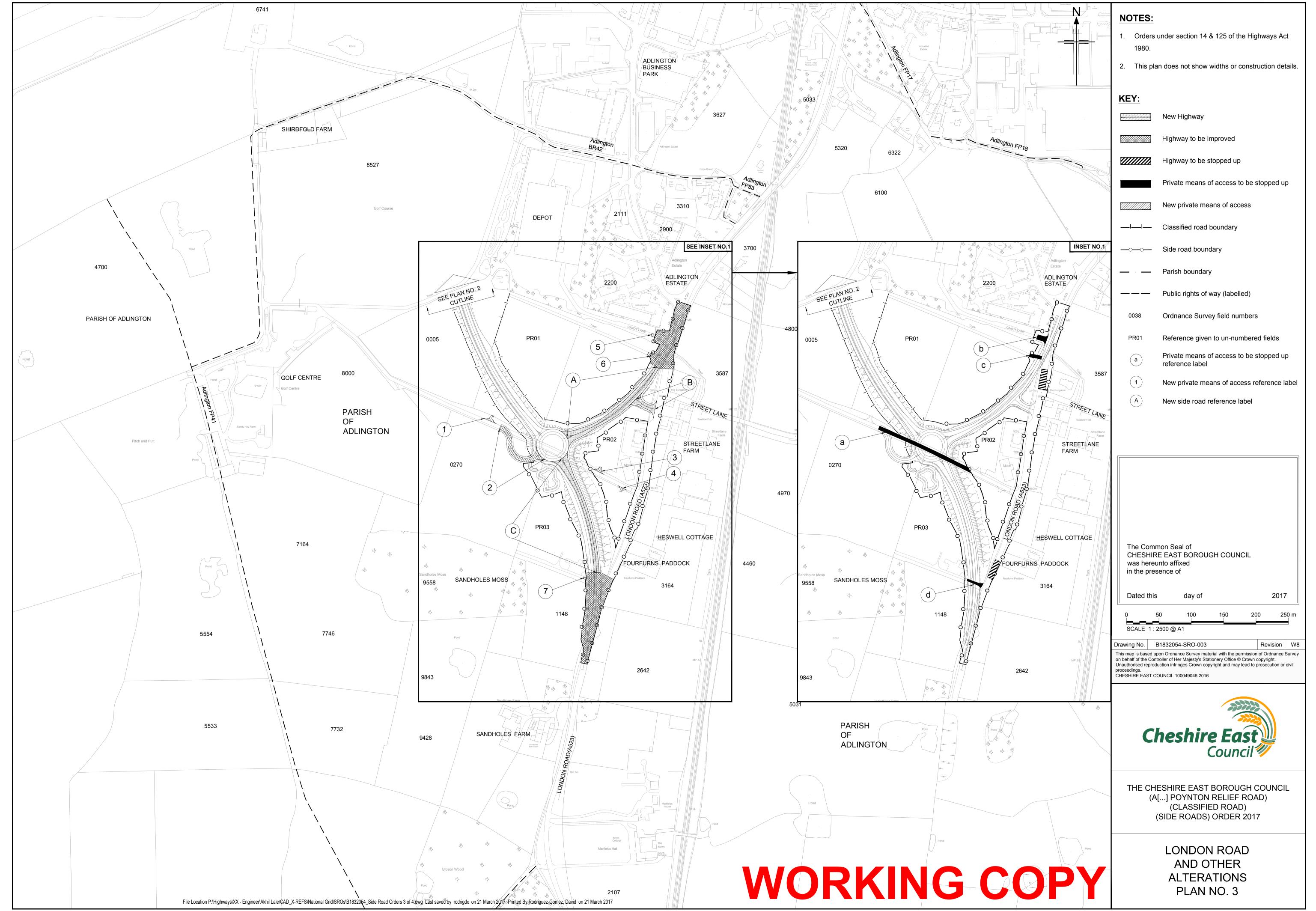
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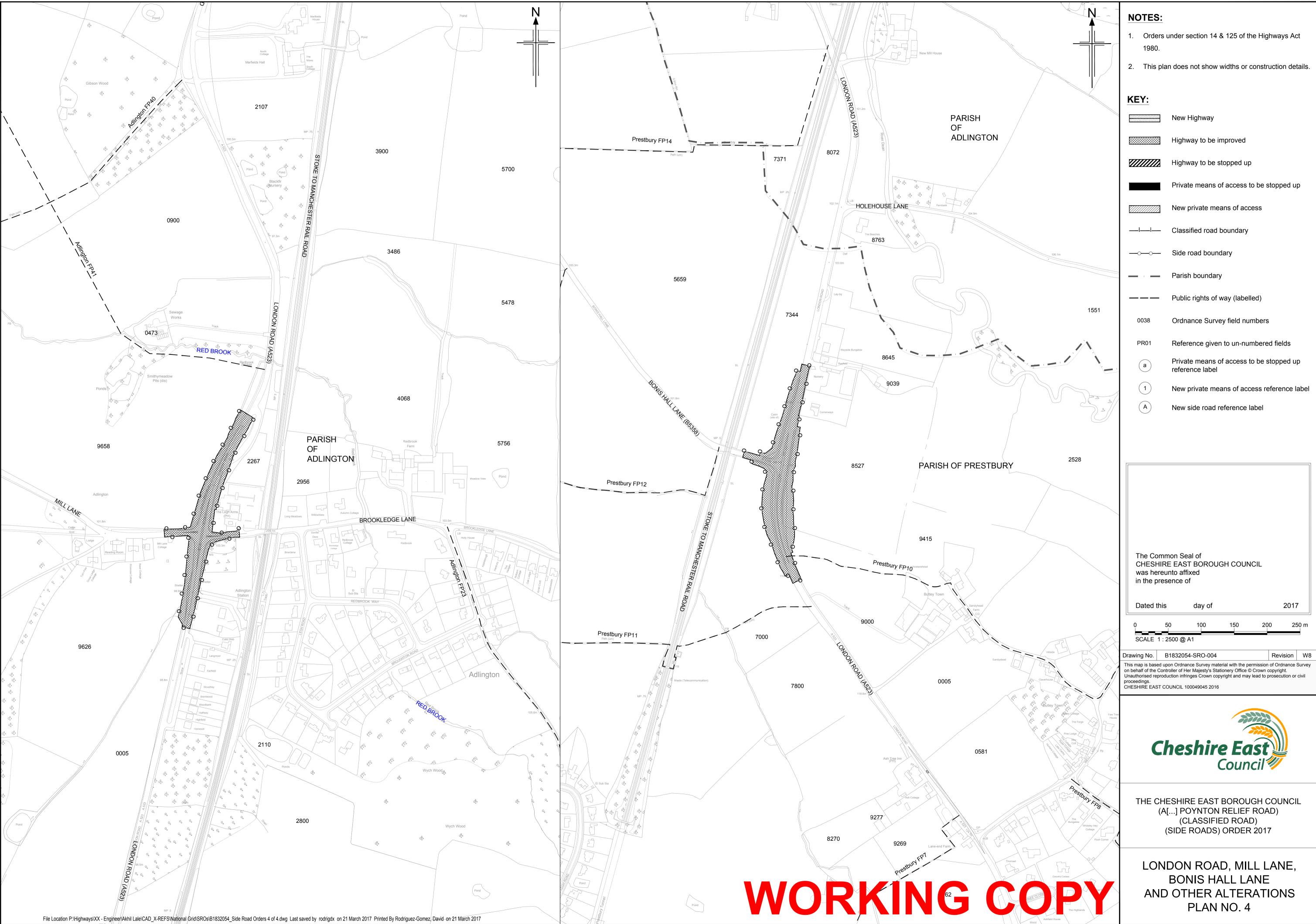
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High Level Schedule

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Scheme		Qtr 2	Qtr	3 Qtr 4	Qtr:	1 Qtr	2 Qtr	3 Qtr 4	Qtr 1	Qtr 2	2 Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3 Qtr 4	Qtr	1 Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3 Qtr 4
Poynton Relief Rd																														
Inception and Feasibility																														
Options Phase										_																				
Development Phase																														
Procurement																														
Construction																														
Post Construction																														

Poynton RR - Scheme Cost

Cost Element	Estimate
Construction & Preliminaries	£23,062,769
Statutory Undertakers Diversions (C3 Estimates)	£3,485,520
Adlington & Pott Shrigley Mitigation Measures	£250,000
A34 Modification and A555/ A5102 Construction inc design fees Delivery of PRR spur	£1,800,000
Moss Lane Mitigation	
Land, Property & Injurios Affection	£1,850,565
Part 1 Claims	£2,068,270
Preparation Costs	£2,767,532
Supervision Costs	£1,153,138
Quantified Risk Assessment (QRA) - Not Including Part 1 Claims	£1,581,205
TOTAL	£38,019,000

Income	
Local Transport Board (LTB)	£5,600,000
Local Growth Fund (LGF)	£16,400,000
Greater Manchester Combined Authority (GMCA)	£2,000,000
Developer Contribution (Anticipated Section 106 / Community Infrastructure Levy)	£14,019,000
TOTAL	£38,019,000

Cheshire East Council

Cabinet

Date of Meeting: 9th May 2017

Report of: Frank Jordan, Executive Director of Place

Subject/Title: Bus Service Review – Proposals for Consultation

Portfolio Holder: Cllr David Brown, Highways and Infrastructure

1. Report Summary

- 1.1 The Council provides financial support to secure the operation of sociallynecessary bus services throughout the Borough. These services enable residents to benefit from local bus services where commercial services do not operate. The Council's objectives for subsidising bus services are set out below and have been adopted in the review process:
 - Provide passenger services for residents most in need to enable access to essential services, including health, education, employment, retail and leisure;
 - Provide bus services which maximise value for money and deliver an effective and efficient network of supported bus services;
 - Increase usage of the bus network;
 - Provide a balanced and equitable network of supported bus services which complements the commercial network; and
 - Provide supported bus services which are affordable within the Council's budget from 2018/19 onwards and are financially sustainable.
- 1.2 The supported bus network has not been reviewed in detail for a number of years. A review has been beneficial to assess whether these supported services are best meeting the needs of residents and whether network adjustments are required.
- 1.3 The review has also allowed the Council the opportunity to assess how to maximise the benefits from the resources available for the supported bus network. As part of the medium term budget plan for the Council, a saving target of £1.576m from the supported bus budget is proposed to commence from 1st April 2018. In order to achieve this level of saving a fundamental review of the whole network has been undertaken to optimise the social and financial benefits that the supported bus network provides.
- 1.4 In February 2017, Cabinet approved the methodology for carrying out a supported bus service review. This stage by stage methodology has now been applied to develop a proposed network referred to as the 'Preferred Option'. If approved by Cabinet, the Preferred Option would go forward for a 10 week period of public consultation commencing in late May 2017. This consultation will be targeted at both bus users and non bus users and would

look to engage through a wide range of methods. The outcomes from the consultation will inform a recommendation to Cabinet in autumn 2017 which will include the final supported bus network proposed for implementation.

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

2. Recommendations

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

2.1.4 Note that the outcomes of the consultation and any proposed amendments to the network of supported local buses will be reported back to Cabinet.

3. Other Options Considered

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

4. Reasons for Recommendations

- 4.1 The review has been carried out in accordance with the methodology approved by Cabinet in February 2017. The methodology ensures that a robust evidence base was in place to inform the development of the Preferred Option supported bus network. The evidence base includes data on patronage, usage, accessibility mapping and mapping of a series of criteria relating to the needs for supported local buses.
- 4.2 In developing the Preferred Option for a supported bus network, the approach has been to complement the current commercial bus network in the Borough. The Preferred Option thus provides access to areas that would otherwise be unserved e.g. Knutsford which is not served by any commercial services.
- 4.3 In the Preferred Option, priority was given to providing services that operate throughout the day, for six days a week (Monday Saturday). These services cater for a higher proportion of residents' needs such as journeys to work, to school, for shopping and healthcare. The Preferred Option does not include any evening or Sunday supported services.
- 4.4 The majority of local bus services are conventional fixed route services which operate to a published timetable. Table 1 summarises the fixed route services included in the Preferred Option.

Table 1 Summary of Preferred Option (Fixed Route Services)

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

- 4.5 The network design process has been led by specialists from Transport Service Solutions Ltd to ensure it is informed by current local market intelligence. In addition, the proposals have been subject to independent peer review, which has found that the process has been based soundly on evidence, leading to a robust compromise between practicable coverage and the available budget.
- 4.6 The supported bus budget also provides flexible transport services, a prebooked demand-responsive bus service offering a door-to-door service (formerly known as Dial-a-Ride). The Council currently provides two flexible

transport services – Little Bus which operates Borough-wide and the Crewe Flexi-Rider.

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

retendering and statutory notice periods, the new supported bus network would be implemented from 1st April 2018.

5 Background/Chronology

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

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

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

Stages 2 to 5: Development of evidence base

- 5.4 Stages 2-5 of the methodology have provided the evidence base to guide the Network Redesign (Stage 6). The data gathered during these stages includes:
 - On-board passenger counts on all supported bus services to identify where passengers board, alight and use the supported bus network;
 - On-board questionnaires to ascertain details about passenger journeys –
 journey purpose, type of ticket used (including concessionary), frequency of
 journey and times of day that services are used;
 - Historic monthly patronage data from operators to identify longer term trends in usage as well as any seasonal variation;
 - Mapping the current levels of public transport accessibility across Cheshire East to show accessibility to principal towns and key service centres; and
 - GIS mapping of the Council's criteria-based assessment framework.
- 5.5 The above ensures that an appropriate evidence base has been compiled to inform the network redesign and consider the opportunities and implications arising. Full detail of the methodology and data used for the above was provided previously in the February 2017 Cabinet Report.

Stage 6: Network redesign to develop Preferred Option

- 5.6 The network redesign to develop the Preferred Option has been undertaken taking full account of the evidence base established in Stages 2 to 5 above and the design principles set out in the February 2017 Cabinet Report.
- 5.7 The approach to developing the Preferred Option has looked to provide a balanced and equitable network of supported bus services which

complements the commercial network in order to maximise coverage and provide bus access to areas otherwise unserved, all within the resource constraints defined by the medium term budget plan.

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

Stage 7: Assessment of Preferred Option

- 5.13 The Preferred Option for a new supported bus network has been assessed against the evaluation methodology outlined in the February 2017 Cabinet Report and ensures that the Council is able to respond to challenges about the impact of any changes arising from the review.
- 5.14 The routes provided in the Preferred Option are similar to the Reference Case but are more sustainable and offer better value for money.
- 5.15 Gap analysis modelling has been undertaken to show the number of Cheshire East residential addresses within 60 minutes public transport travel time of a Cheshire East key service centre or principal town. This modelling has been carried out for the following scenarios:

- Present situation: current commercially operated rail / bus services and current supported bus services;
- Preferred Option: current commercially operated rail / bus services and the Preferred Option proposed network of supported bus services;
- Reference case: current commercially operated rail / bus services and the Reference Case network (detailed in section 3.1) using the appraisal tool developed in 2011.
- 5.16 The above provides a robust comparison of the present, the proposed Preferred Option and the Reference Case option.
- 5.17 The results for the five modelled time periods are shown in Table 2.

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

Scenario	Areas Withi	Number of Residential Address Output Areas Within 60 Minutes Bus Travel Time of a Key Service Centre and / or Principal Town									
	Present Situation	Preferred Option	Reference Case								
Weekday Morning Peak (06:00-09:00)	164,962	161,354	158,785								
Weekday Afternoon Peak (16:00-19:00)	165,574	161,481	157,477								
Weekday Off-Peak Period (09:30-16.00)	170,817	163,642	163,225								
Weekday Evening Period (19:00-23:00)	143,315	121,798	132,722								
Sunday (09:30-16:00)	130,090	112,299	112,299								
There are presently 182,6	There are presently 182,625 residential addresses within Cheshire East										

- 5.18 The Preferred Option shows some reductions in the number of households served by rail and bus services within Cheshire East under both options for a revised supported bus network. In the weekday morning peak period (06:00-09:00) the number of households served reduces from 164,962 to 161,354. In the weekday afternoon peak period (16:00-19:00) the number of households served reduces from 165,574 to 161,481. In the weekday off peak period (09:30-16.00) households served reduces from 170,817 to 163,642.
- 5.19 The Preferred Option does offer an enhanced level of accessibility over the Reference Case option during weekdays. This difference is most pronounced in the weekday afternoon peak (16:00-19:00 with 4,004 more households served) and the weekday morning peak (06:00-09:00 with 2,569 more households served).

- 5.20 As no services are proposed for the supported network during evenings and Sundays, the numbers of households served falls back to that provided by the commercial network in these periods for both the Preferred and Reference Case options.
- 5.21 When reviewing the changes in accessibility above, it should be noted that both the Preferred and Reference Case Networks present a 43% saving (38% net saving for Preferred Option) on the current annual supported bus service budget. In terms of vehicle requirements, the current supported bus network in Cheshire East has a Peak Vehicle Requirement (the number of buses at peak times) of some 36 vehicles. With the target savings in place, the budget for the Preferred Option would allow for a Peak Vehicle Requirement of around 16 vehicles.
- 5.22 Accessibility mapping has also been undertaken to highlight the areas of the Borough which would no longer have accessibility to a key service centre or principal town in Cheshire East. Mapping of the results is presented in Appendix 7, with the areas of the Borough which would no longer have weekday 60 minutes bus travel time access by rail or bus including (but are not limited to):
 - Disley (all time periods) whilst Disley is shown as no longer having access, the level of accessibility would remain as at present following the change to the 60 service in March 2017. Disley would continue to be connected to Stockport and Buxton through the commercial 199 service but would not have bus access to a key service centre or principal town in Cheshire East;
 - Some areas of Poynton (all time periods);
 - Areas to the west of Handforth (all time periods);
 - High Legh, Little Bollington, Mere (PM peak, off peak);
 - Cranage and Goostrey (off peak);
 - Warmingham (all time periods);
 - Worleston (AM peak);
 - Rural areas to south and west of Nantwich (mainly off peak);
 - Rode Heath (AM and PM peak periods);
 - Scholar Green (all time periods); and
 - A34 corridor between Alsager and Congleton (off peak).
- 5.23 For areas not served by rail, commercial or supported bus services, measures will be required in terms of flexible and community transport to provide a safety net for people who may be negatively impacted. These measures will also need to be considered for other areas of the Borough who may lose supported bus services during the evenings and Sundays.

Flexible Transport

5.24 The Little Bus flexible transport bus service (pre-booked demand responsive bus services offering a door- to- door service, formerly known as Dial-a-Ride services) provide transport for pre-registered members who are unable to use scheduled bus services.

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

Future Stages of Project

- 5.28 Following approval of the Preferred Option by Cabinet, a thorough and detailed 10 week public consultation would be undertaken, which is scheduled to commence in late May 2017.
- 5.29 A detailed Communications Strategy and Consultation Plan have been prepared and are enclosed in Appendices 2 and 4 respectively. The consultation will allow responses to be submitted online and by post, with 'drop-in sessions' held at each principal town and key service centre.
- 5.30 The consultation will target both bus users and non-bus users with the following groups identified as the key target audience:
 - Users of the affected bus services
 - Vulnerable and equality groups (e.g. older people, people with disabilities)
 - Cheshire East residents
 - Community and voluntary groups
 - Town and Parish Councils
 - Businesses / major employers
 - Schools and educational establishments
 - Bus operators
 - Partner organisations
 - Neighbouring local authorities
 - Council Members/ councillors
- 5.31 Outcomes of the consultation will then inform a recommendation to Cabinet in autumn 2017 on the implementation of a new network of supported local buses.
- 5.32 Following Cabinet approval of the final network, a period of retendering of contracts and re-registration of services would take place in late 2017 / early 2018.

5.33 The timing of all stages in this approach is intended to enable the Council to implement any changes to local supported buses on 1st April 2018.

6 Wards Affected and Local Ward Members

6.1 All Wards and all Ward Members.

7 Implications of Recommendation

Policy Implications

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

Legal Implications

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

Section 63, (1) states:

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

In addition, section 63 (6) states:

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

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

Finally, section 63(7) states:

- 7.5 It shall be the duty of a county council or (as the case may be) of a regional or islands council, in exercising their power under subsection (6) above, to have regard to a combination of economy, efficiency and effectiveness. It shall be the duty of any council, in exercising or performing any of their functions under the preceding provisions of this section, to have regard to the transport needs of members of the public who are elderly or disabled and to the appropriate bus strategy.
- 7.6 In May 2016 the Government introduced the 'Bus Services Bill' with the aim of improving local buses and ultimately increase usage of services. The Bill will affect bus services operating in England (excluding London) and is currently progressing through Parliament with Royal Assent planned for early 2017. The key aspects of this bill are:
 - 1. Strengthen arrangements for partnership working in the sector, introducing 'enhanced partnerships'
 - 2. Introduce new franchising powers with decision making at a local level
 - 3. Provide for a step change in the information available to bus passengers
 - 4. Powers for local authorities to obtain information from providers and also to set up municipal owned bus operators.
- 7.7 It remains important to monitor progress of the Bill and examine any legislation that arises from it during the contemplated service re-design and to assess the impact that any actual/planned legislation may have on the proposals so that they can take into account the up to date law and future proof service delivery.
- 7.8 Once the Preferred Option is approved by Cabinet, the Council will publically consult on the proposal. The consultation process embarked upon must be "fair" and certain basic principles must be adhered to:
 - a. Consultation must be undertaken at a time when proposals are still at a formative stage:
 - It must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response;
 - c. Adequate time must be given for this purpose; and

- d. The product of consultation must be conscientiously taken into account when the ultimate decision is taken.
- 7.9 A Consultation Plan has been produced which sets out the way in which consultation is planned to take place and provides an evidence base for compliance with the consultation process.
- 7.10 When the Council embarks on the consultation it should be prepared to change course if persuaded by the outcome of consultation. To do otherwise would prevent an informed and integrated response and risk challenge to the final decision made on the basis that the outcome was pre-determined.
- 7.11 Under the Equality Act 2010, the Council is required to identify the impacts of any decisions, policies etc on certain protected groups to ensure equality is promoted, and inequality minimised. For example, there must be an assessment made of the impacts on groups or individuals who are disabled, who belong to ethnic or racial groups, on the grounds of age or sex discrimination etc. Completing an Equality Impact Assessment (EIA) as part of the consultation process will both assist in meeting the Council's equality duties and inform the eventual final recommendation made to Cabinet and inform Cabinet's consideration of that proposal.

Financial Implications

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

Table 3 Summary of Supported Bus Service Budget

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

- 7.14 As set out in the above, the Council would still be investing £2,065,470 in local bus services from 1st April 2018 onwards.
- 7.15 As noted in section 5.11, the Council has a statutory responsibility to provide transport services for pupils. A total of 123 pupils are currently allocated to supported bus services that would no longer be provided and the estimated cost of the replacement transport for these eligible pupils is £180,500. This cost would be picked up as part of the Council's school transport budget

- however it should be noted that the Council's net saving as a result of implementing the Preferred Option would be £1.395m.
- 7.16 The Council will also continue to explore external funding opportunities both nationally through central government and locally in conjunction with external partner organisations.

Equality Implications

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

Rural Community Implications

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

Human Resources Implications

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

Public Health Implications

- 7.21 The recommendations have no immediate impact on public health. Access to healthcare facilities is one of the criteria for the development of the Preferred Option.
- 7.22 Further detail on any potential issues with residents accessing healthcare facilities is expected to be determined as part of the consultation of the Preferred Option.

Implications for Children and Young People

7.23 As set out above, the Council has a statutory responsibility to provide transport services for eligible pupils. A total of 123 pupils are currently allocated to

- supported bus services that would no longer be provided and the estimated cost of the replacement transport for these eligible pupils is £180,500.
- 7.24 The implications of the review have also been considered against other Children's Services programmes. The proposals in the Preferred Option do not affect the Available Walking Routes programme and subsequent changes for home to school travel. Detail on the linkages between the review and the home to school travel programme will be available as part of the consultation.

Other Implications (Please Specify)

7.25 N/A

8 Risk Management

- 8.1 Any proposed changes to local bus services are very likely to be unpopular with affected residents. The potential of withdrawing a bus service which residents often rely on can be very emotive and often receives a significantly negative public response.
- 8.2 The key risks associated with the Bus Service Review are considered in the project Risk Register. The headline risks should be noted as follows:

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

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

9 Access to Information/Bibliography

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

10 Contact Information

10.1 Contact details for this report are as follows:

Name: Richard Hibbert

Designation: Interim Head of Transport

Tel No: 07852 722104

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Appendices

Appendix 1 – Supported Bus Service Review Consultation Plan

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

Appendix 3 - Preferred Network Details

Appendix 4 – Supported Bus Service Review Communications Plan

Appendix 5 – Reference Case Scoring Results Using 2011 Evaluation Criteria

Appendix 6 – Project Programme Summary

Appendix 7 – Accessibility Mapping of Options

Appendix 1

Cheshire East Council Supported Bus Service Review



Consultation Plan

Introduction

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

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

Timescales

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

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

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

Consultation material

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

Impact Assessments

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

Stakeholder mapping

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

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

Key to initials:

RM = Rob Minton

MM = Michael Moore (Communications)

SB = Steve Bennet (Web Team)

PC = Phil Christian (Research and Consultation)

BB = Ben Buckley (Research and Consultation)

TJ = Tina Jones (Partnerships)

BD = Barbara Dale (School Organisation and Admissions)

Appendix 2

Key

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

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

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

Cheshire East Supported Bus Services Review

Preferred Option Bus Network Pro-forma

Route reference number	A							
Status	For Con	sultation						
Locations linked by service	Macclesfiel	d-Prestbury						
Peak Vehicle Requirement of Route		1						
Current service(s) partially or wholly operating this								
route	1	9						
Any differences from a current service?	Yes							
Key details of proposed service:	Weekday	Saturday						
First bus start time	0730 / 0807	0820 / 0850						
Last bus start time	1705 / 1750	1620 / 1650						
Frequency during day	Hourly	Hourly						
Seating capacity of vehicle	2	21						
Summ	nary of route							

Current service 19 revised to start later and finish earlier. No change to route but one trip withdrawn at lunchtime to avoid need for relief driver

Draft Timetable

Version for consultation

Route A: Macclesfield-Prestbury

					PVR	1		
Monday to Friday								
Macclesfield Bus Station	0730	0920	1020	1120	1320	1420	1520	1705
Bond Street	0733	0924	1024	1124	1324	1424	1524	1710
Chester Rd/Ivy Rd	0737	0928	1028	1128	1328	1428	1528	1715
Broken Cross	0740	0931	1031	1131	1331	1431	1531	1719
Whirley Barn Sandy Lane	0743	0934	1034	1134	1334	1434	1534	1722
St Austell Avenue	0746	0938	1038	1138	1338	1438 1441	1538 1541	1726 1729
Fallibroome High School Prestbury Hall	0749 0753	0941 0945	1041 1045	1141 1145	1341 1345	1441	1541	1729
Prestbury, Parkhouse Drive	0756	0948	1048	1148	1348	1448	1548	1736
Lees Lane	0.00				1010	1110	1552	
McCanns	0800							1740
McCanns							1605	1745
Lees Lane	0807							
Prestbury, Parkhouse Drive	0811	0950	1050	1150	1350	1450	1610	1750
Prestbury Hall	0815	0953	1053	1153	1353	1453	1613	1753
Fallibroome High School	0819	0957	1057	1157	1357	1457	1617	1757
St Austell Avenue	0822	1000	1100	1200	1400	1500	1620	1800
Whirley Barn Sandy Lane	0825	1003	1103	1203	1403	1503	1623	1803
Broken Cross Chester Rd/Ivy Rd	0828 0835	1006 1009	1106 1109	1206 1209	1406 1409	1506 1509	1626 1629	1806 1809
Bond Street	0843	1014	1114	1214	1414	1514	1634	1814
Macclesfield Bus Station	0848	1018	1118	1218	1418	1518	1638	1818
Saturday								
Macclesfield Bus Station	0820	0920	1020	1120	1320	1420	1520	1620
Bond Street	0824	0924	1024	1124	1324	1424	1524	1624
Chester Rd/Ivy Rd	0828	0928	1028	1128	1328	1428	1528	1628
Broken Cross	0831	0931	1031	1131	1331	1431	1531	1631
Whirley Barn Sandy Lane	0834	0934	1034	1134	1334	1434	1534	1634
St Austell Avenue	0838	0938	1038	1138	1338	1438	1538	1638
Fallibroome High School	0841	0941	1041	1141	1341	1441	1541	1641
Prestbury Hall	0845	0945	1045	1145	1345	1445	1545	1645
Prestbury, Parkhouse Drive	0848	0948	1048	1148	1348	1448	1548	1648
Prestbury, Parkhouse Drive	0850	0950	1050	1150	1350	1450	1550	1650
Prestbury Hall	0853	0953	1053	1153	1353	1453	1553	1653
Fallibroome High School	0857	0957	1057	1157	1357	1457	1557	1657
St Austell Avenue	0900	1000	1100	1200	1400	1500	1600	1700
Whirley Barn Sandy Lane	0903	1003	1103	1203	1403	1503	1603	1703
Broken Cross	0906	1006	1106	1206	1406	1506	1606	1706
Chester Rd/Ivy Rd	0909	1009	1109	1209	1409	1509	1609	1709
Bond Street	0914	1014	1114	1214	1414	1514	1614	1714
Macclesfield Bus Station	0918	1018	1118	1218	1418	1518	1618	1718

Route Description

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

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

Seating Capacity

21

Cheshire East Supported Bus Services Review

Preferred Option Bus Network Pro-forma

Route reference number		В
Status	For cons	sultation
Locations linked by service	Crewe -	Nantwich
Peak Vehicle Requirement of Route		1
Current service(s) partially or wholly operating this		
route	3	39
Any differences from a current service?	N	lo
Key details of proposed service:	Weekday	Saturday
First bus start time	0725 / 0825	0725 / 0825
Last bus start time	1625 / 1725	1625 / 1725
Frequency during day	Two hourly	Two hourly
Seating capacity of vehicle	2	1
Summar	ry of route	
No observe to verite outine of	able of eviction 20 man	a d
No change to route or timet	able of existing 39 propos	ea.

Draft Timetable

Version for consultation

Route B: Crewe - Nantwich			PVR		1	
Mondays to Saturdays						
Crewe, Bus Station	0725	0925	1125	1325	1525	1725
Shavington, Dodds Bank	0723	0925	1123	1323	1525	1723
9	0737 0740	0937	1140	1340	1537	1737
Shavington Sugar Loaf Shavington The Elephant	0744	0940	1144	1344	1544	1740
Hough, Cobbs Lane Village Hall	0749	0949	1149	1349	1549	1744
Shavington, Stocks Lane	0752	0952	1152	1352	1552	1752
Wybunbury, Bridge Street, Red Lion	0756	0956	1156	1356	1556	1756
Walgherton, London Road, Boar's Head	0758	0958	1158	1358	1558	1758
London Road, First Dig Lane	0803	1003	1203	1403	1603	1803
London Road, Stapeley Gardens	0806	1006	1206	1406	1606	1806
Nantwich Bus Station	0816	1016	1216	1416	1616	1816
Nantwich Bus Station	0825	1025	1225	1425	1625	
London Road, Stapeley Gardens	0835	1035	1235	1435	1635	
London Road, First Dig Lane	0838	1038	1238	1438	1638	
Walgherton, London Road, Boar's Head	0843	1043	1243	1443	1643	
Wybunbury, Bridge Street, Red Lion	0845	1045	1245	1445	1645	
Shavington, Stocks Lane	0849	1049	1249	1449	1649	
Hough, Cobbs Lane Village Hall	0853	1053	1252	1452	1652	
Shavington The Elephant	0858	1058	1258	1458	1658	
Shavington Sugar Loaf	0902	1102	1302	1502	1702	
Shavington, Dodds Bank	0905	1105	1305	1505	1705	
Crewe, Bus Station	0915	1115	1315	1515	1715	

Route Description

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

Seating Capacity

Cheshire East Supported Bus Services Review

Preferred Option Bus Network Pro-forma

Route reference number	C							
Status	For consultation							
Locations linked by service	Congleton-Holmes Cha	apel-Middlewich-Crewe						
Peak Vehicle Requirement of Route	3	3						
Current service(s) partially or wholly operating this								
route	42 ar	nd 1B						
Any differences from a current service?	Y	es						
Key details of proposed service:	Weekday	Saturday						
First bus start time	0655 / 0715	0725 / 0725						
Last bus start time	1715 / 1715	1705 / 1705						
Frequency during day	Hourly	90 minutes						
Seating capacity of vehicle	35							
Summ	ary of route							

Existing 42 service revised to start later and finish earlier and reduced to every 90 minutes on a Saturday. The route has been revised within Crewe to serve Eagle Bridge Medical Centre (instead of the current 1B).

The route would no longer serve Victoria Avenue or Rolls Avenue

Draft Timetable

Version for consultation

Route C: Congleton-Holmes Chapel-Middle		PVR								
Mondays to Friday										
Congleton Fairground	0655	0750	0925	1025	1125	1225	1325	1455	1525	1715
West Heath, Delamere Road	0707	0802	0923	1023	1137	1237	1337	1507	1537	1713
Somerford	0711	0806	0941	1041	1141	1241	1341	1511	1541	1731
Holmes Chapel. London Road	0720	0820	0950	1050	1150	1250	1350	1520	1550	1740
Centurion Way	0727	0827	0957	1057	1157	1257	1357	1527	1557	1747
Middlewich, Bull Ring	0737	0837	1007	1107	1207	1307	1407	1537	1607	1757
Cledford, Turnpike	0743	0843	1013	1113	1213	1313	1413	1543	1613	1803
Manor Park, Long Lane	0747	0847	1017	1117	1217	1317	1417	1547	1617	1807
Leighton Hospital	0802	0902	1032	1132	1232	1332	1432	1602	1632	1822
Minshull New Road, Rolls Avenue	0806	0906	1036	1136	1236	1336	1436	1606	1636	1826
Morrisons, Bus Shelter	0812	0912	1042	1142	1242	1342	1442	1612	1642	1832
Eagle Bridge Medical Centre	0816	0916	1046	1146	1246	1346	1446	1616	1646	1846
Crewe, Bus Station	0821	0921	1051	1151	1251	1351	1451	1621	1651	1851
Crewe, Bus Station	0715	0855	0955	1055	1155	1255	1355	1455	1625	1715
Eagle Bridge Medical Centre Morrisons, Bus Shelter	0720 0724	0900 0904	1000 1004	1100 1104	1200 1204	1300 1304	1400 1404	1500 1504	1630 1634	1720 1724
Minshull New Road, Rolls Avenue	0724	0904	1004	1104	1204	1304	1404	1504	1639	1724
Leighton Hospital	0735	0905	1009	1115	1215	1315	1415	1515	1645	1735
Manor Park, Long Lane	0750	0930	1030	1130	1230	1330	1430	1530	1700	1750
Cledford, Turnpike	0755	0935	1035	1135	1235	1335	1435	1535	1705	1755
Middlewich, Bull Ring	0810	0944	1044	1144	1244	1344	1444	1544	1714	1809
Centurion Way	0817	0949	1049	1149	1249	1349	1449	1549	1719	1814
Holmes Chapel. London Road	0826	0956	1056	1156	1256	1356	1456	1556	1726	1821
Somerford	0832	1002	1102	1202	1302	1402	1502	1602	1732	1827
West Heath, Delamere Road	0840	1006	1106	1206	1306	1406	1506	1606	1736	1831
Congleton Fairground	0855	1018	1118	1218	1318	1418	1518	1618	1748	1843
Saturday										
Congleton Fairground	0725	0925	1055	1225	1355	1525	1705			
West Heath, Delamere Road	0737	0937	1107	1237	1407	1537	1717			
Somerford	0741	0941	1111	1241	1411	1541	1721			
Holmes Chapel. London Road	0750	0950	1120	1250	1420	1550	1730			
Centurion Way	0757	0957	1127	1257	1427	1557	1737			
Middlewich, Bull Ring	0807	1007	1137	1307	1437	1607	1747			
Cledford, Turnpike	0813	1013	1143	1313	1443	1613	1753			
Manor Park, Long Lane	0817	1017	1147	1317	1447	1617	1757 1812			
Leighton Hospital Minshull New Road, Rolls Avenue	0832 0836	1032 1036	1202 1206	1332 1336	1502 1506	1632 1636	1816			
Morrisons, Bus Shelter	0842	1042	1212	1342	1512	1642	1822			
Eagle Bridge Medical Centre	0846	1046	1216	1346	1516	1646	1826			
Crewe, Bus Station	0851	1051	1221	1351	1521	1651	1831			
Crewe, Bus Station	0725	0925	1055	1225	1355	1525	1705			
Eagle Bridge Medical Centre	0730	0930	1100	1230	1400	1530	1710			
Morrisons, Bus Shelter Minshull New Road, Rolls Avenue	0734 0739	0934 0939	1104 1109	1234 1239	1404 1409	1534 1539	1714 1719			
Leighton Hospital	0739	0939	1115	1239	1415	1539	1719			
Manor Park, Long Lane	0800	1000	1130	1300	1430	1600	1740			
Cledford, Turnpike	0805	1005	1135	1305	1435	1605	1745			
Middlewich, Bull Ring	0814	1014	1144	1314	1444	1614	1754			
Centurion Way	0819	1019	1149	1319	1449	1619	1759			
Holmes Chapel. London Road	0826	1026	1156	1326	1456	1626	1806			
Somerford	0832	1032	1202	1332	1502	1632	1812			
West Heath, Delamere Road	0836	1036	1206	1336	1506	1636	1816			
Congleton Fairground	0848	1048	1218	1348	1518	1648	1828			

Route Description

Congleton Fairground (Bus Station), Market Street, Mountbatten Way, Mill Street, Swan Bank, West Street (return via West Street, Antrobus Street and Mill Street), West Road, Holmes Chapel Road, Comberland 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, West Street, Dunwoody Way, Morrisons Store, Dunwoody Way, Wistaston Road, Market Street, Delamere Street, Tower Way, Crewe (Bus Station)

Cheshire East Supported Bus Services Review

Preferred Option Bus Network Pro-forma

Route reference number	D1, D2							
Status	For con	sultation						
Locations linked by service	Macclesfield-New Mills-Ha	yfield; Macclesfield-Buxton						
Peak Vehicle Requirement of Route		_						
Current service(s) partially or wholly operating this								
route	58 a	nd 60						
Any differences from a current service?	N	lo						
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		-						
Sum	mary of route							
No changes proposed to existing 58 and	60 services which are manag	ed by Derbyshire CC						

<u>Draft Timetable</u> XB Contract		Route D1	_			ultation yfield									
Monday to Saturday															
									SSH	SCD				NS	
Macclesfield, Bus Station Hurdsfield, Church Kerridge Rd Junction Rainow, Mount Pleasant Rainow, Smithy La The Highwayman Charles Head Kettleshulme Taxal Horwich End, White Horse Stoneheads Whaley Bridge, Rail Station Whaley Bridge, Tesco Newtown, Old Post Office	0710 0717 0720 0722 0724 0728 0730 0733 0727 0740 0742 0745	0812 0819 0822 0824 0828	0850 0857 0900 0902 0904* 0908 0910 0913 0917 0920	0950 0957 1000 1002 1004* 1008 1010 1013 1017 1020 1027 1032 1035 1041	1050 1057 1100 1102 1104* 1108 1110 1113 1117 1120 1122 1125 1131	1150 1157 1200 1202 1204* 1208 1210 1213 1217 1220 1227 1232 1235 1241	1250 1257 1300 1302 1304* 1308 1310 1313 1317 1320 1322 1325 1331	1350 1357 1400 1402 1404* 1408 1410 1413 1417 1420 1427 1432 1435 1441	1450 1457 1500 1502 1504* 1508 1510 1513 1517 1520 1522 1525 1531	1450 1457 1500 1502 1504* 1508 1510 1513 1517 1520 1522 1525 1531	1550 1557 1600 1602 1604* 1608 1610 1613 1617 1620 1622 1625 1631	1700 1707 1710 1712 1714 1718 1720 1723 1727 1730 1732 1735 1741	1750 1757 1800 1802 1804 1808 1810 1813 1817 1820 1822 1825 1831	1845 1850 1853 1855 1857 1901 1903 1906 1910 1912	
New Mills, Bus Station arr New Mills School Low Leighton, Ollerset View Bridge Street/Stafford Street	0754 0758		0934	1044	1134	1244	1334	1444	1534 1538	1534 1537 1541	1634	1744	1834		
Thornsett Printers Arms Birch Vale, Grouse Hotel Hayfield, Bus Station	0800 0802 0805		0940 0942 0945		1140 1142 1145		1340 1342 1345		1540 1542 1545	1547 1549 1552	1640 1642 1645				
Hayfield, Bus Station Birch Vale, Grouse Hotel Thornsett Printers Arms Bridge Street/Stafford Street Low Leighton, Ollerset View New Mills School		0714 0717 0719 0722		SSH 0810 0813 0815 0819	SCD 0810 0813 0815 0821	0850 0853 0855 0859	0950 0953 0955 0959		1150 1153 1155 1159		1350 1353 1355 1359		1600 1603 1605 1609	1650 1653 1655 1659	NS
New Mills, Bus Station Newtown, Rail Station Whaley Bridge, Tesco Whaley Bridge, Rail Station Stoneheads Horwich End, White Horse	0636 0639	0728 0731 0737 0740		0824	0825	0904 0907 0913 0916	1004 1007 1013 1016	1054 1057 1103 1106 1111 1119	1204 1207 1213 1216	1254 1257 1303 1306 1311 1319	1404 1407 1413 1416	1454 1457 1503 1506 1511 1519	1614 1617 1623 1626	1704 1707 1713 1716	1804 1807 1813 1816
Taxal Kettleshulme Charles Head The Highwayman Rainow, Smithy La Rainow, Mount Pleasant Kerridge Rd Junction Hurdsfield, Church Macclesfield, Bus Station	0942 0646 0649 0651 0655 0657 0659 0700	0745 0749 0752 0754 0758 0800 0802 0804 0810	0828 0830 0832 0833 0845			0922 0926 0929 0931* 0935 0937 0939 0940 0945	1022 1026 1029 1031* 1035 1037 1039 1040 1045	1122 1126 1129 1131* 1135 1137 1139 1140 1145	1222 1226 1229 1231* 1235 1237 1239 1240 1245	1322 1326 1329 1331* 1335 1337 1339 1340 1345	1422 1426 1429 1431* 1435 1437 1439 1440 1445	1522 1526 1529 1531 1535 1537 1539 1540 1545	1632 1636 1639 1641* 1645 1647 1649 1650 1655	1722 1726 1729 1731 1735 1737 1739 1740 1745	1820 1824 1826 1828 1832 1834 1836 1837
Codes	NS *	Not Satu	•	Door on r	SCD	Schoolda	ays Only		SSH Sati	urday & S	choolholid	lays			
	-	Operated		Boar on r	equest										
XB Contract		Route D	2	Maccles	field-Bux	tton									
Monday-Saturday Macclesfield Bus Station	NS 0655	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	NS 1745	1845		
Forest Cottage	0702	0813	0913	1013	1112	1213	1322	1413	1513	1622	1713	1743	1852		

XB Contract		Route D2		Maccles	Macclesfield-Buxton									
Monday-Saturday														
	NS											NS		
Macclesfield Bus Station	0655	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1745	1845	
Forest Cottage	0702	0822	0922	1022	1122	1222	1322	1422	1522	1622	1722	1752	1852	
Cat & Fiddle	0713	0833	0933	1033	1133	1233	1333	1433	1533	1633	1733	1803	1900	
Burbage Leek Road	0719	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739	1809	1906	
Burbage Level Lane	0721	0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1811	1908	
Buxton Market Place	0728	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748	1818	1915	
Buxton Sylvan Park	0731		0951		1151		1351		1551	1651	1751	1821	1918	
	NS	NS	so											
Buxton Sylvan Park	0615	0732	0735	0835	0925	1025	1125	1225	1325	1425	1525	1625	1705	1805
Buxton Market Place	0618	0738	0738	0838	0928	1028	1128	1228	1328	1428	1528	1628	1708	1808
Burbage Level Lane	0625	0745	0745	0845	0935	1035	1135	1235	1335	1435	1535	1635	1715	1815
Burbage Leek Road	0628	0748	0748	0848	0938	1038	1138	1238	1338	1438	1538	1638	1718	1818
Cat & Fiddle	0634	0754	0754	0854	0944	1044	1144	1244	1344	1444	1544	1644	1724	1824
Forest Cottage	0643	0803	0803	0903	0953	1053	1153	1253	1353	1453	1553	1653	1733	1833
Macclesfield Bus Station	0650	0810	0810	0910	1000	1100	1200	1300	1400	1500	1600	1700	1740	1840
Codes	NS	Not Saturd	lays		so	Saturday	Only							

Cheshire East Supported Bus Services Review

Preferred Option Bus Network Pro-forma

Route reference number	E1, E2							
Status	For consultation							
Locations linked by service	Altrincham-Wilmslow-Mobberley-Knutsford-Macclesfield; Altrincham-Wilmslow-Mobberley-Knutsford-Northwich							
Peak Vehicle Requirement of Route	4	ļ						
Current service(s) partially or wholly operating this								
route	27, 88 and	1 188, 289						
Any differences from a current service?	Ye	es						
Key details of proposed service:	Weekday	Saturday						
First bus start time	0700 / 0638	0735 / 0752						
Last bus start time	1835 / 1845	1735 / 1845						
Frequency during day	See summary	See summary						
Seating capacity of vehicle	3.	5						
Sum	mary of route							

The current 88 service between Altrincham and Knutsford is reduced to hourly frequency, with all journeys serving Morley Green. Alternative services extend to Macclesfield and Northwich every two hours to replace the 27 and 289.

Draft Timetable

<u>Version for consultation</u>
Altrincham-Wilmslow-Mobberley-Knutsford-Macclesfield
Altrincham-Wilmslow-Mobberley-Knutsford-Northwich Route E1 Route E2

Altrincham Interchange Stand C Halebarns Hale Road Rydal Drive O725 O885 O885 O885 O885 O885 O885 O885 O8	
Halbebrans Hale Road/Rydal Drive 0725 0855 0855 1555 1555 1655 1755 1855	
Mobberley Town Lane/Bucklow Ave 0721	
Pickmere, Red Lion	
Beggermans Lane 0954	
SCD SCD	
Macclesfield Bus Station 0710 0830 1055 1255 1455 177 Churchill Way 0715 0835 1100 1300 1500 177 Macclesfield General Hospital 0719 0839 1104 1304 1504 177 Macclesfield, Broken Cross 0721 0841 1106 1306 1506 177 Monks Health, Traffic Lights 0725 0845 1110 1310 1510 179 Chelford, Station Road 0729 0849 1114 1314 1514 1574	
Over Peover, Gate Inn 0733 0853 1118 1318 1518 17' Whipping Stocks Inn 0735 0855 1120 1320 1520 18I Ollerton, Post Office 0740 0900 1125 1525 18I Beggermans Lane 1325	10 14 16 50 54 58
Knutsford Rail Station 0744 0904 1129 1529 18 Northwich Watling Street 0705 0955 1155 1355 1655 Northwich Railway Station 0709 0959 1159 1359 1659 Lostock Gralam, Crossroads 0714 1004 1204 1404 1704 Lostock Gralam, Langford Road 0718 1008 1208 1408 1708 Wincham Rayners Iane 0723 1013 1213 1413 1713 Pickmere, Red Lion 0726 1016 1216 1416 1716 Tabley Windmill 0733 1023 1223 1423 1473 Knutsford Rademy 1530	0
Knutsford Bus Station Stand 3 0740 0746 0906 1031 1131 1231 1331 1431 1535 1535 1535 1531 183 1835 <	1835 1844
Hobcroft Lane Slade Lane Small Lane Pepper Street Knolls Green, Bird In Hand O748 0848 0948 1048 1148 1248 1348 1448 1455 Knolls Green, Bird In Hand Wilmslow Bank Square Stop B 0804 0904 1004 1104 1204 1304 1404 1504 1600 1700 1800 Wilmslow Bank Square Stop B 0808 0908 1008 1108 1208 1308 1408 1508 1608 1708 1808 Wilmslow Bank Square Stop B 0638 0808 0908 1008 1108 1208 1308 1408 1508 1608 1708 1808 Wilmslow Bank Square Stop B 0638 0808 0908 1008 1108 1208 1308 1408 1508 1608 1708 1808 Wilmslow Bank Square Stop B 0638 0808 0908 1008 1108 1208 1308 1418 1518 1618 1718 1818 Halebarns Hale Road/Rydal Drive 0700 0830 0930 1030 1130 1230 1330 1430 1530 1630 1730 1830 Altrincham Interchange Stand C 0710 0840 0940 1040 1140 1240 1340 1440 1540 1640 1740 1840	1848 1900 1904
Saturdays	
Altrincham Interchange Stand C 0745 0845 0945 1045 1145 1245 1345 1455 1645 1745 Halebarns Hale Road/Rydal Drive 0755 0855 0955 1055 1155 1255 1355 1455 1555 1655 1755 Morley Green Church 0807 0907 1007 1107 1207 1307 1407 1507 1607 1807 1807 Wilmslow Bank Square Stop A 0821 0921 1017 1117 1217 1317 1417 1517 1617 7171 1817 Wilmslow Rail Station 0824 0924 1024 1124 1221 1321 1421 1524 1621 1721 1821 Knolls Green, Bird In Hand 0837 0937 1037 1137 1237 1327 1427 1527 1637 1737 1837 Small Lane Pepper Street Hobcroft Lane Slade Lane 1427 1527 1427 1527 1637 1737 1	
Mobberley CE Primary School Mobberley Town Lane/Euckkow Ave 0841 0941 1041 1141 1241 1341 1441 1541 1641 1741 1841 Knutsford Bus Station Stand 3 0752 0852 0952 1052 1150 1250 1350 1450 1550 1650 1750 1850 Knutsford Bus Station Stand 3 0752 0852 0952 1052 1152 1252 1452 1552 1652 Tabley Windmill 0859 1103 1303 1503 1703 1703 Pickmere, Red Lion 0903 1103 1303 1503 1703 1703 Wincham, Raynors Lane 0908 1108 1308 1508 1708 1703 Lostock Gralam, Langford Road 0913 1113 3131 1513 1713 Lostock Gralam, Langford Road 0918 1118 1318 1518 1718 Northwich Railway Station 0923 1123 1328 1523 1723	
Knutsford Bus Station 1154 1354 1554 Knutsford Railway Station 0754 1154 1354 Beggermans Lane 0954	
Ollerton, Post Office 0759 1159 1359 1559 Whipping Stocks Inn 0801 1001 1201 1401 1601 Over Peover, Gate Inn 0805 1005 1205 1405 1605 Chelford, Station Road 0809 1009 1209 1409 1609 Monks Health, Traffic Lights 0813 1013 1213 1413 1613 Macclesfield, Broken Cross 0817 1017 1217 1417 1617 Macclesfield General Hospital 0819 1019 1219 1419 1619 Churchill Way 0826 1026 1226 1426 1626 Macclesfield Bus Station 0830 1030 1230 1430 1630	

Macclesfield Bus Station			0855		1055		1255		1455		1655
Churchill Way			0900		1100		1300		1500		1700
Macclesfield General Hospital			0904		1104		1304		1504		1704
Macclesfield, Broken Cross			0906		1106		1306		1506		1706
Monks Heath, Traffic Lights			0910		1110		1310		1510		1710
Chelford, Station Road			0914		1114		1314		1514		1714
Over Peover, Gate Inn			0918		1118		1318		1518		1718
Whipping Stocks Inn			0920		1120		1320		1520		1720
Ollerton, Post Office			0925		1125				1525		1725
Beggermans Lane							1325				
Knutsford Rail Station			0929		1129				1529		1729
Northwich Watling Street		0755		0955		1155		1355		1555	
Northwich Railway Station		0759		0959		1159		1359		1559	
Lostock Gralam, Crossroads		0804		1004		1204		1404		1604	
Lostock Gralam, Langford Road		0808		1008		1208		1408		1608	
Wincham Rayners lane		0813		1013		1213		1413		1613	
Pickmere, Red Lion		0816		1016		1216		1416		1616	
Tabley Windmill		0823		1023		1223		1423		1623	
Knutsford Bus Station Stand 3		0831	0931	1031	1131	1231	1331	1431	1531	1631	1731
Knutsford Bus Station Stand 3	0735	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735
Mobberley Town Lane/Bucklow Ave	0744	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744
Mobberley CE Primary School											
Hobcroft Lane Slade Lane											
Small Lane Pepper Street											
Knolls Green, Bird In Hand	0748	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748
Wilmslow Rail Station	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
Wilmslow Bank Square Stop B	0804	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804
Wilmslow Bank Square Stop B	0808	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808
Morley Green Church	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818
Halebarns Hale Road/Rydal Drive	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830
Altrincham Interchange Stand C	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840

Outward Outward
Altrincham Interchange, Stamford New Road, Railway Street, Ashley 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, Statley Road, Beston Road and Knutsford Bus Station, Northwich Road, Chester Road, 65391, Pickmere, Hall Lane, Townshend Road, Fryer Road, Station Road, Chesterway, Witton Street, Old Warrington Road Road, Albion Road, Venables Road, Chesterway, A533,Northwich Watling Street

Northwich Watting 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 Rall Station, Station Road, Swain Street, Green Lane, Alderley Road, Water Lane then as reverse of outward route to Stamford New Road and Altrincham Interchange

Outward
Altrincham Interchange, Stamford New Road, Railway Street, Ashley Road, Hale Road, Malmslow Road, Altrincham Road, Morley Green Road, Mobberley Road, Altrincham Road, Walmslow Road, Altrincham Road, Morley 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, Beston Road and Knutsford Bus Station, Beston Road, Stanley Road, Adams Hill Brook Street, Chelford Road, 4537, Oilerton, Seven Sisters Lane, A50, Whipping Stocks, Over Peover, Well Bank Lane, Mill Lane, Pepper Street, A537, Chelford Road, Broken Cross, Failibroome Road, Victoria Road, Maccesfield Hospital (Out), Victoria Road, Prestbury Road, Cumberland Street, Chester Road, Chestergate, Churchill Way, Park Green, Sunderland Street, Queen Victoria Street, Macclesfield Bus Station.

Return

Macclesfield Bus Station via Mill Street, Park Street, Churchill Way, King Edward Street, Chester Road, Cumberland Street, Prestbury Road, Victoria Road, Macclesfield Hospital(out), Victoria Road, Fallibroome Road, Broken Cross, Chelford Road, A537, Pepper Street, Mill Lane, Well Bank Lane, Over Peover, Whipping Stocks, A50 Holimes Chapel Road, Seven Sisters Lane, Oilerton, A537 Chelford Road, Broken Road, Fallibroome Road, Ford Road Broken Road, Station Road, Station Road, Station Road, Station 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

Cheshire East Supported Bus Services Review

Preferred Option Bus Network Pro-forma

Route reference number	F				
Status	For consultation				
Locations linked by service	Macclesfield-Bollington/Keri	ridge-Poynton-Hazel Grove			
Peak Vehicle Requirement of Route	2				
Current service(s) partially or wholly operating this					
route	11, 392 and P1				
Any differences from a current service?	Y€	es			
Key details of proposed service:	Weekday	Saturday			
First bus start time	0715 / 0715	0815 / 0815			
Last bus start time	1715 / 1715	1715 / 1715			
Frequency during day	Hourly	Hourly			
Seating capacity of vehicle	Seating capacity of vehicle 21				
Summary of route					

The service would operate hourly. At the northern extent of the route the service would terminate at Hazel Grove (Park & Ride) for onwards connections. The route would continue to Poynton and follow a similar route to the P1 within Poynton to serve Middlewood. Between Macclesfield and Bollington the route would be similar to the current 11 although alternate journeys would serve Dorchester Way and Bollington (Crossfield Road) or Badger Road and Kerridge (each served every two hours).

<u>Draft Timetable</u>	<u>Version for consultation</u>										
		Route F	Macclest	field-Poyr	ton-Haze	I Grove			PVR	2	
Monday-Friday									PVK	2	
Macclesfield, Bus Station Tytherington Badger Road	0715	0815 0822	0915	1015 1022	1115	1215 1222	1315	1415 1422	1515	1615 1622	1715
Tytherington, Dorchester Way South West Avenue/Crossfield Road	0722 0730		0922 0930		1122 1130		1322 1330		1522 1530		1722 1730
Kerridge Bulls Head		0830		1030		1230		1430		1630	
Bollington, Turners Arms	0737 0748	0837 0848	0937 0948	1037 1048	1137 1148	1237 1248	1337 1348	1437 1448	1537 1548	1637 1648	1737 1748
Four Lane Ends, Miners Arms Middlewood Green Lane	0756	0856	0956	1046	1156	1246	1356	1446	1556	1656	1746
Hockley Post Office	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
Poynton, Greymarsh Drive	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805
Poynton, Church Hazel Grove, Park & Ride	0808 0812	0908 0912	1008 1012	1108 1112	1208 1212	1308 1312	1408 1412	1508 1512	1608 1612	1708 1712	1808 1812
Tiazer Grove, Faire a reac				392	391	392	391	392	391	392	
	392	392	391								391
Hazel Grove, Park & Ride	0715	0815	0915	1015	1115	1215 1219	1315	1415	1515	1615 1619	1715
Poynton, Church Poynton, Greymarsh Drive	0719 0722	0819 0822	0919 0922	1019 1022	1119 1122	1219	1319 1322	1419 1422	1519 1522	1622	1719 1722
Hockley Post Office	0727	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727
Middlewood Green Lane	0731	0831	0931	1031	1131	1231	1331	1431	1531	1631	1731
Four Lane Ends, Miners Arms	0739 0750	0839 0850	0939 0950	1039 1050	1139 1150	1239 1250	1339 1350	1439 1450	1539 1550	1639 1650	1739 1750
Bollington, Turners Arms Kerridge Bulls Head	0750	0650	0950	1050	1150	1250	1357	1450	1557	1650	1750
South West Avenue/Crossfield Road	0757	0857	0007	1057		1257		1457		1657	
Tytherington, Dorchester Way	0805	0905		1105		1305		1505		1705	
Tytherington, Badger Road	0812	0912	1005 1012	1112	1205 1212	1312	1405 1412	1512	1605 1612	1712	1805 1812
Macclesfield, Bus Station	0012	0912	1012	1112	1212	1312	1412	1312	1012	1712	1012
Saturday											
Macclesfield, Bus Station	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	
Tytherington Badger Road	0822	0000	1022	4400	1222	4000	1422	4500	1622	4700	
Tytherington, Dorchester Way South West Avenue/Crossfield Road		0922 0930		1122 1130		1322 1330		1522 1530		1722 1730	
Kerridge Bulls Head	0830		1030		1230		1430		1630		
Bollington, Turners Arms	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	
Four Lane Ends, Miners Arms Middlewood Green Lane	0848 0856	0948 0956	1048 1056	1148 1156	1248 1256	1348 1356	1448 1456	1548 1556	1648 1656	1748 1756	
Hockley Post Office	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	
Poynton, Greymarsh Drive	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	
Poynton, Church	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808	
Hazel Grove, Park & Ride	0912	1012	1112	1212	1312	1412	1512	1612	1712	1812	
	392	391	392	391	392	391	392	391	392	391	
Hazel Grove, Park & Ride	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	
Poynton, Church	0819 0822	0919 0922	1019 1022	1119 1122	1219 1222	1319 1322	1419 1422	1519 1522	1619 1622	1719 1722	
Poynton, Greymarsh Drive Hockley Post Office	0827	0922	1022	1127	1227	1327	1422	1522	1627	1727	
Middlewood Green Lane	0831	0931	1031	1131	1231	1331	1431	1531	1631	1731	
Four Lane Ends, Miners Arms	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739	
Bollington, Turners Arms Kerridge Bulls Head	0850	0950 0957	1050	1150 1157	1250	1350 1357	1450	1550 1557	1650	1750 1757	
South West Avenue/Crossfield Road	0857	0907	1057	110/	1257	1357	1457	1007	1657	1757	
Tytherington, Dorchester Way	0905		1105		1305		1505		1705		
Tytherington, Badger Road	0046	1005	4440	1205	4040	1405	4540	1605	4740	1805	
Macclesfield, Bus Station	0912	1012	1112	1212	1312	1412	1512	1612	1712	1812	

Route Description

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

London Road North, Hazel Grove Park & Ride Return as reverse of outward route to the Silk Road then Sunderland Street, Queen Victoria Street to Macclesfield Bus Station

Macclesfield Bus Station, Mill Street, Mill Lane, Silk Road, Beech Lane, Manchester Road, Dorchester Way, Manchester Road, Tytherington Lane
Bollington Road, Princess Road, Heath Road, Crossfield Road, South West Avenue,

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

Seating Capacity

Cheshire East Supported Bus Services Review

Preferred Option Bus Network Pro-forma

Route reference number	G1, G2, G3, G4, G5, G6				
Status	For cons	sultation			
Locations linked by service	Nantwich-Wrenbury Circular;	Nantwich-Wrenbury Circular;			
Peak Vehicle Requirement of Route	2				
Current service(s) partially or wholly operating this					
route	51, 52, 53, 71,72 and 73				
Any differences from a current service?	Ye	es			
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	2	7			
Summary of route					

The routes of the present 72 and 73 (routes G1 and G2 respectively) would operate between Nantwich and Audlem / Wrenbury only instead of continuing to Whitchurch as at present. Both would operate every two hours with no change to journeys serving Brine Leas or Malbank School . Nantwich Local Services to Cronkinson Oak, Millfields and Sainsburys will be reduced slightly.

Draft Timetable						Version	for cons	sultation	1
<u> </u>		Nantwi	ch Rural Se	ervices			PVR	2	<u> </u>
	Route G1 Route G2		Nantwich Nantwich		-				
Monday-Saturday	SCD	SSH				SCD	SSH		
Nantwich Bus Station Malbank School Acton Church	0745	0805	0905	1105	1305	1505 1515 1520	1505	1705	
Swanley Nantwich Millfields Ravensmoor Farmers Arms Sound Common Lane Aston Crossroads Manakas Obtains	0750 0753	0810 0813	0910 0913 0918 0923	1110 1113 1118 1123	1310 1313 1318 1323	1522 1525	1510 1513 1518 1523	1710 1713 1718 1723	
Wrenbury Station Wrenbury Pinsley View Wrenbury Station Aston Crossroads Sound Common Lane	0756 0758 0800 0807	0816 0818 0820 0827	0925 0927	1125 1127	1325 1327	1531 1533 1535 via	1525 1527	1725 1730	
Ravensmoor Farmers Arms Nantwich Millfields Swanley Acton Church Malbank School	0812 0817 0819 0824	0832 0835	0933 0936	1133 1136	1333 1336	Audlem	1533 1536	1736 1739	
Nantwich Bus Station	0833	0840	0941	1141	1341	1615	1541	1744	
	Route G3		Nantwich	n-Audlem	Circular				
Monday-Saturday	SCD	SSH					SCD	SSH	
Nantwich Bus Station Nantwich, Railway Station Brine Leas School	0750 0754	0750 0754	0845 0849	0945 0949	1145 1149	1345 1349	1515 1519 1522	1515 1519	1705 1709
Hankelow, White Lion PH Buerton, Festival Avenue	0806	0806	0901 0906	1001 1006	1201 1206	1401 1406	1534	1531	1721 1726
Audlem, St James Church Buerton, Festival Avenue Hankelow, White Lion PH	0811 0816 0821	0811 0816 0821	0911 0916	1011 1016	1211 1216	1411 1416	1539 1544 1549	1536 1541 1546	1731 1736
Brine Leas School Nantwich, Railway Station Malbank School	0830 0833 0840	0833	0928	1028	1228	1428	1601	1558	1748
Nantwich Bus Station	0848	0837	0932	1032	1232	1432	1605	1602	1753
Nantwich-Wrenbury-Aston-Audlem	-Nantwich								
Schooldays Only									
Wrenbury Pinsley View Wrenbury Station Aston Crossroads Ravensmoor Farmers Arms Swanley Acton Church Malbank School Nantwich Bus Station	0756 0758 0800 0812 0817 0819 0824 0833			School urch oor Farme Pinsley \ Station ossroads m, Combe	ers Arms /iew		1505 1515 1520 1522 1525 1531 1533 1535 1540		
			Lightwood Audlem, S Buerton, Hankelow Nantwich	St James Festival A v, White L	venue ion PH		1543 1547 1552 1557 1613		
Route G4	Nantwich	- Cronk	inson Oak	- Delame	re Road	- Nantwich	ı		
Mondays to Saturdays									
Nantwich, Bus Station Nantwich, Railway Station Cronkinson Oak Delamere Road Bishop Wood The Pike Nantwich, Railway Station Nantwich, Bus Station	1000 1004 1006 1013 1015 1018 1022 1028	1100 1104 1106 1113 1115 1118 1122 1128	1300 1304 1306 1313 1315 1318 1322 1328	1400 1404 1406 1413 1415 1418 1422 1428	1610 1614 1616 1623 1625 1628 1632 1638				
Route G5	Nantwich	- Brere	ton Drive -	Sainsbu	rys - Dav	enport Av	enue - Na	ntwich	
Mondays to Saturdays									
Nantwich, Bus Station Brereton Drive Sainsburys Supermarket	0945 0948 0951	1045 1048 1051	1245 1248 1251	1345 1348 1351	1445 1448 1451				

Davenport Avenue Nantwich, Bus Station	0954 0959	1054 1059	1254 1259	1354 1359	1454 1459
Route G6		Nantwic	h-Millfiel	ds	
Nantwich, Bus Station	1030	1230	1430	1630	
Millfields Marsh Lane	1035	1235	1435	1635	
Millfields Queens Drive	1037	1237	1437	1637	
Nantwich, Bus Station	1043	1243	1443	1643	
Codes	SCD SSH	Schooldays Saturdays and Schoolholidays			ays

Route Descriptions

Route Descriptions

Route G1

AM Journey

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

PM Journey

PM Journey

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

Route G2

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

Route G3

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

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

Route G4

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

Route G5

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

Route G6

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

Seating Capacity

27

Cheshire East Supported Bus Services Review

Preferred Option Bus Network Pro-forma

Route reference number	Н				
Status	For consultation				
	Congleton-Bromley Estate; Co	•			
Locations linked by service	Bugla	wton			
Peak Vehicle Requirement of Route	2	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	2	7			
Summary of route					
No changes to reute or timetables of surrent 00, 04 and 02 convices planned					
No changes to route or timetables of current 90, 91 and 92 services planned.					

<u>Draft Timetable</u> <u>Version for consultation</u>

Route H1 Congleton-Bromley Estate							PVR		2			
Monday-Saturday												
Congleton Fairground	0805 0812	0835 0842	0905 0912	0935 0942	and	05	35	until	1605 1612	1635 1642	1705 1712	1735 1742
Bromley Estate Congleton Fairground	0812	0842	0912	0942	at	12 20	42 50		1620	1650	1712	1742
Route H2 Congleton-Mossley												
Monday-Saturday												
Congleton Fairground	0753	0823	0853		23	53		1623	1653	1723	1753	
Leek Road Mossley Corner	0758 0800	0828 0830	0858 0900	and at	28 30	58 00	until	1628 1630	1658 1700	1728 1730	1758 1800	
Cross Lane	0803	0833	0903	aı	33	03		1633	1700	1733	1803	
Falmouth Road	0804	0834	0904		34	04		1634	1704	1734	1804	
Congleton Fairground	0813	0843	0913		43	13		1643	1713	1743	1813	
Route H3 Congleton-Buglawton												
Monday-Saturday												
Congleton Fairground	0815	0845	0915	0945		15	45		1615	1645	1715	1745
Buglawton St Johns Road Co Op Buglawton Harvey Road	0822 0823	0852 0853	0822 0923	0952 0953	and at	22 23	52 53	until	1622 1623	1652 1653	1722 1723	1752 1753
Buglawton St Johns Road Co Op	0825	0855	0925	0955	al	25 25	55		1625	1655	1725	1755
Congleton Fairground	0833	0903	0933	1003		33	03		1633	1703	1733	1803

Route Descriptions

Route H1

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

Route H2

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

Route H3

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

Seating Capacity

Bus Service Review – Communications Plan

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

Overarching Messages

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

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

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

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

Considerations

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

Risks

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

Project Messages

Cheshire East wide messages:

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

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

Communications Plan Overview

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

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

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

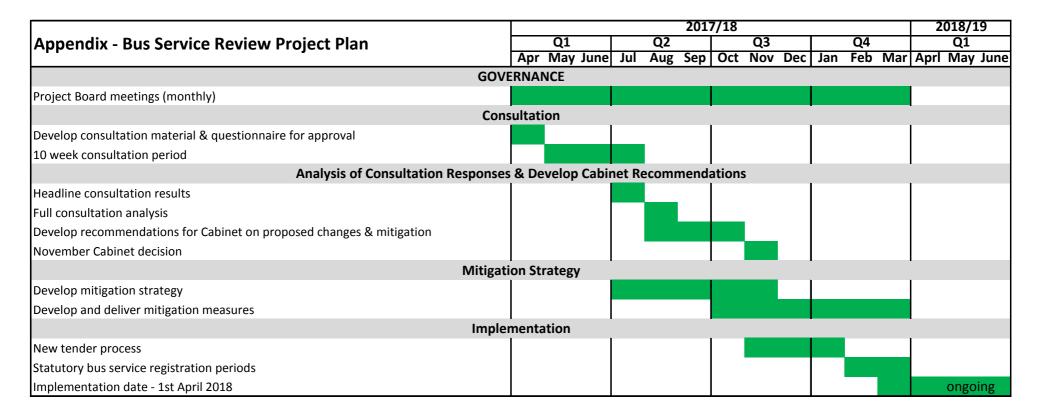
Stakeholder Analysis

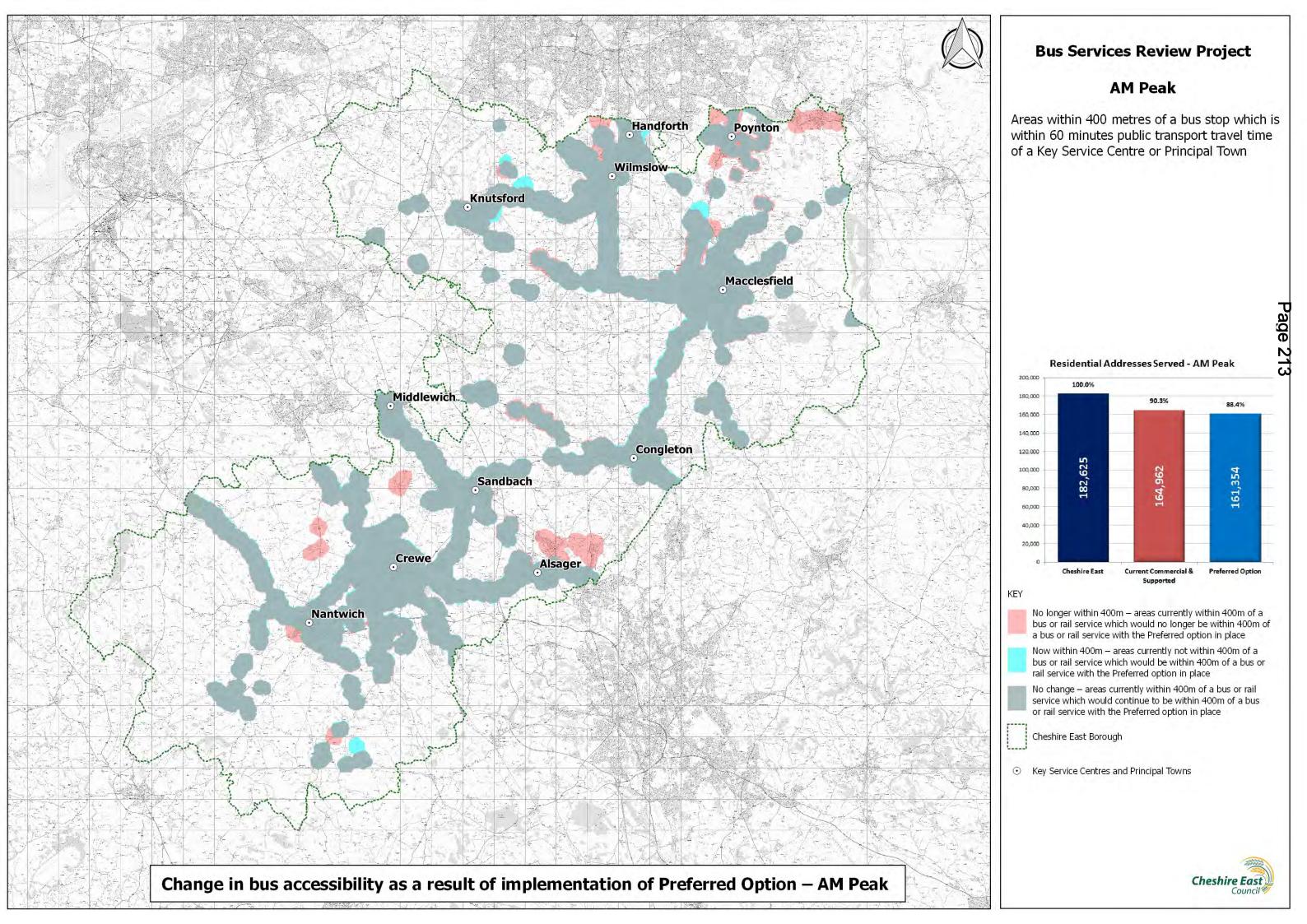
Stakeholder Analysis										
Who is impacted? (the audience)	How are they impacted?	Communication objectives								
Bus Passengers – in particular people without access to private cars living in rural areas	 Reduction or removal of services may mean lack of access to jobs, services and amenities 	 Seek to engage with individuals to understand their needs and implement services reductions which still provide an acceptable level of accessibility. Be clear about the need to achieve reduction in budgets. Provide clear timescales for consultation. Provide clear information as part of consultation so people can make informed opinions. Reach out to widest possible range of current bus users. Identify potential mitigation measures 								
General Public (including non bus users)	 Reduction or removal of travel options to access jobs, services and amenities Fair application of methodology that best meets current needs and future vision within available means 	 Be clear about the need to achieve reduction in budgets. Provide clear timescales for consultation. Provide clear information as part of consultation so people can make informed opinions. Reach out to widest possible range of general public. 								
Bus Operators	 Reduction in revenue of operators may put additional pressure on businesses 	 Clear communication of information in a timely manner Maintain a good working relationship with operators 								
Politicians 1. MPs 2. Cabinet, especially Highways and Infrastructure	 Residents may be dissatisfied with approach and recommendations for service reductions in their area 	 Ensure kept informed and consult appropriately to take into account their views and feedback they have received from residents 								

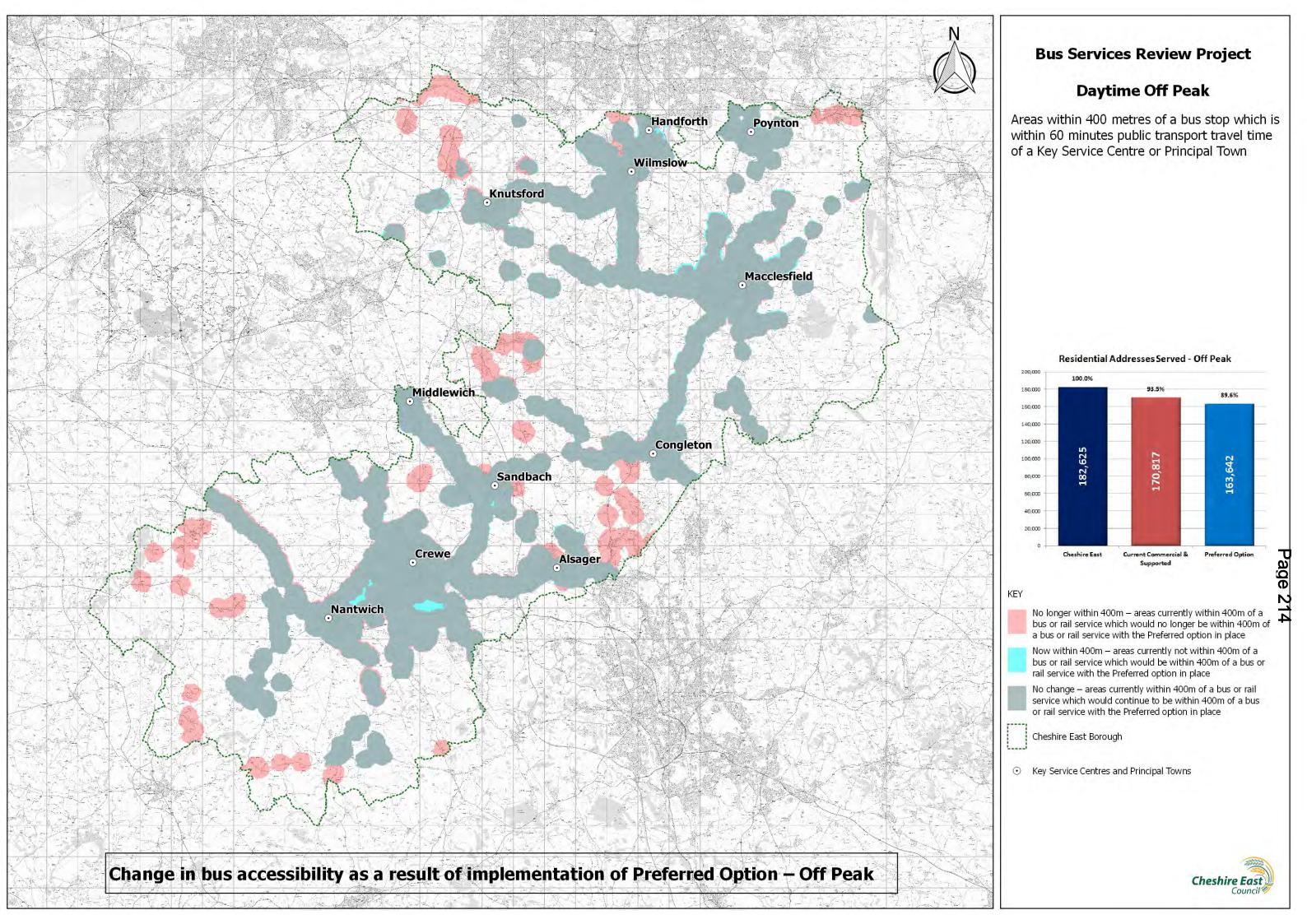
Portfolio Holder 3. Members 4. Town & Parish Councils Press / Media 1. Local 2. National	- Likely to be intense public interest and scrutiny in the Council's approach to consultation and service reductions	 Be clear about the need to achieve reduction in budgets Be honest and transparent with communications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

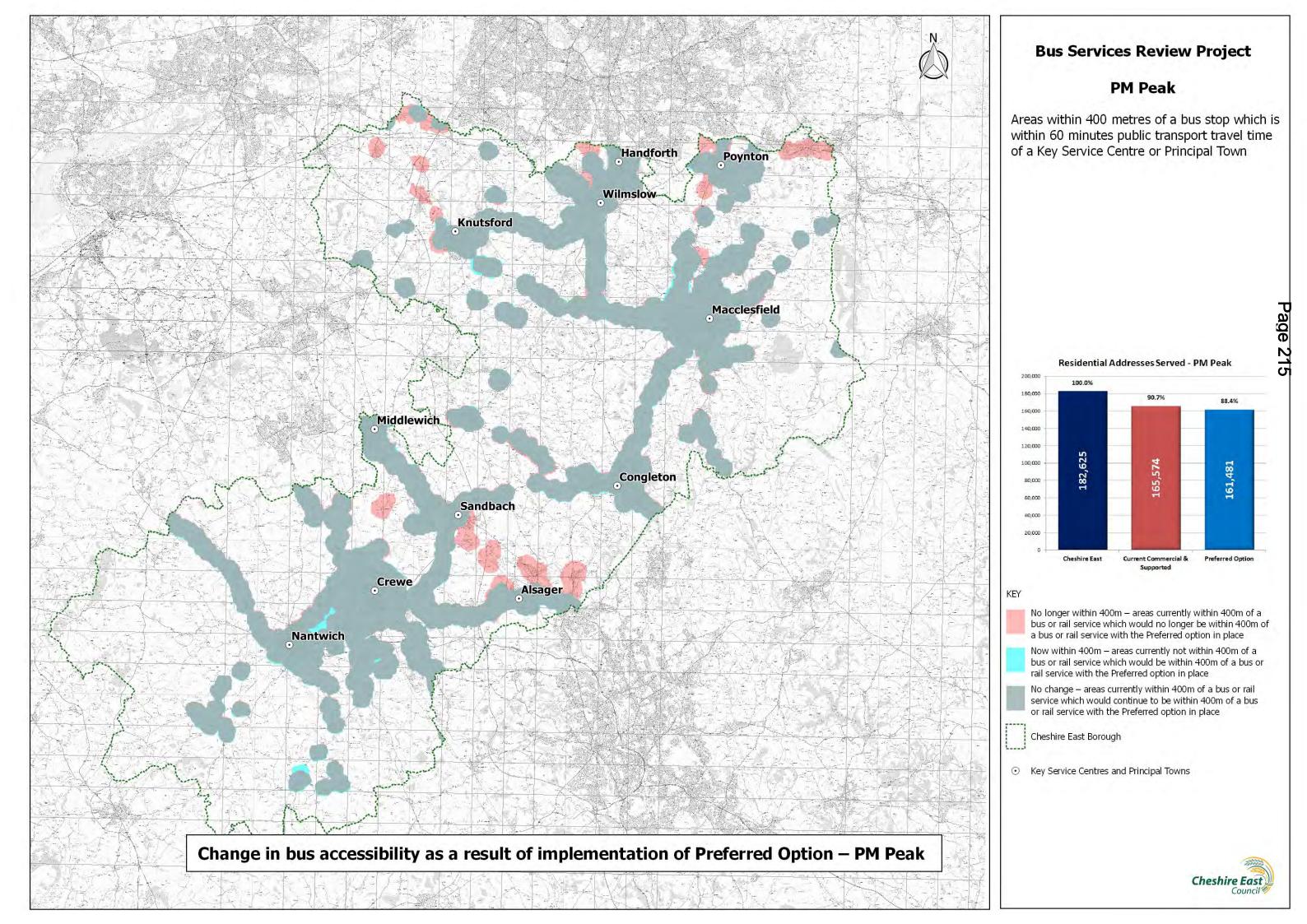
	Weighted Scores					Contract	
			Service	LTP			Index
	Route	Days Operated	Туре	Priorities	Accessibility	Financial	out of 100
	51/52/53 72/73 Nantwich - Whitchurch/Locals	Mondays to Saturdays	All day	5.6	7.20	2.75	86.47
	77 Congleton - Mow Cop - Kidsgrove	Mondays to Saturdays	All day	6.3	7.20	2	86.19
	319 Sandbach - Holmes Chapel - Goostrey	Mondays to Saturdays Mondays to Fridays	All day	6.3	7.20	1.75	84.80
Highest scoring	Beartown Network	Monday to Saturday	All day	6.3	5.66	3	83.17
within Reference Case Option	42 Crewe - Congleton	Mondays to Saturdays	All day	6.3	6.17	2.25	81.86
	32 Sandbach - Crewe	Mondays to Saturdays Mondays to Saturdays	All day	4.9	7.20	2.5	81.18
	39 Nantwich - Wybunbury - Crewe	Monday - Saturday	All day	5.6	7.20	1.75	80.91
	88 Knutsford - Wilmslow - Altrincham	Mondays to Saturdays	All day	5.6	5.14	3.75	80.59
	60/63/64 Glossop - Macclesfield	Mondays to Saturdays Mondays to Saturdays	All day	5.6	5.14	3.73	79.20
	00/03/04 diossop - Macciestieiu	ivioridays to Saturdays	All day	3.0	3.14	3.3	79.20 U
	289 Northwich - Knutsford - Altrincham	Mondays to Saturdays	All day	6.3	6.17	1.75	79.08
	38 Macclesfield - Crewe (evenings	Mondays to Saturdays Mondays to Saturdays	Eve	4.9	7.20	2	79.40
	99 Congleton - Macclesfield	Monday to Saturdays Monday to Friday infill	Infill	5.6	6.17	2.25	77.97 O
	58 Bakewell - Buxton - Macclesfield	Mondays to Saturdays	All day	5.6	5.14	3.25	77.81
	315 Congleton - Rode Heath	Monday to Saturday	All day	5.25	7.20	1.5	77.57
	Nantwich Rural Services	Mondays to Saturdays	All day	4.2	7.20	2.5	77.29
	8 Sydney - Crewe - Wistaston (Sunday Service & PH)	Sundays	Sun	5.6	6.17	2.3	76.58
	Flexible Transport (Little Bus)	Mondays to Fridays	Flexible Trans	5.25	6.69	1.75	76.10
	14/45A Crewe - Sydney/Marshfield	Mondays to Fridays Mondays to Saturdays	Infill	6.3	4.63	2.75	76.06
	19 Macclesfield - Prestbury	Mondays to Saturdays Mondays to Saturdays	All day	4.9	6.17	2.73	75.46
	27 Macclesfield - Frestbury	Mondays to Saturdays Mondays to Saturdays	Infill	4.9	6.17	2.25	74.07
		Mondays to Saturdays Mondays to Saturdays	All day	4.9	5.66	2.23	72.60
	11 Macclesfield - Bollington 1 Crewe - Nantwich	Sundays	Sun	4.9	6.17	2.5	71.57
	130 Macclesfield - Manchester	Sundays	Infill	4.2	5.14	2.75	71.37
	200 Wilmslow - Manchester Airport	Monday to Sunday	All day	4.9	5.14	2.75	71.13
Lower scoring	392/3 Macclesfield - Poynton - Stockport	Mondays to Saturdays	All day	4.9	5.14	2.75	71.13
services not	6 Shavington - Leighton Hospital	Sundays	Sun	5.6	5.14	2.73	70.86
included within Reference Case Option	300 Knutsford Town Service	Saturdays	All day	4.9	5.66	2	69.82
	37 Sandbach- Winsford	Monday to Saturday Evening	Eve	4.9	5.14	2.5	69.74
	SB1-3 Sandbach Town Services	Monday to Friday	All day	3.85	4.63	3.75	68.00
	38 Crewe - Macclefield	Sundays	Infill	4.2	6.17	1.75	67.40
	P1 Poynton - Hazel Grove	Mondays to Saturdays	All day	4.2	4.63	3	65.77
	6 Shavington - Leighton Hospital	Monday - Saturday Eve	Eve	5.6	5.14	1	65.30
	35 Altrincham - Warrington	Mondays to Saturdays	All day	3.85	4.63	3.25	65.22
	300 Knutsford - Longridge Circular	Mondays to Saturday evenngs	Eve	3.15	7.20	1.25	64.50
	78 Nantwich - Alsager	Saturdays	Sat	2.8	7.20	1.5	63.95
	5/6 Macclesfield - Weston Estate	Sundays	Sun	4.2	4.63	2.25	61.60
	8/9 Crewe Wistaston/Sydney	Late afternoon/evening Saturdays	Infill	5.6	4.63	0.75	61.05
	31 Crewe - Winsford	Mondays to Saturday	Eve	4.2	5.14	1.5	60.29
	47 High Leigh - Warrington	Tuesdays and Fridays	All day	2.45	5.14	3	58.90
	78 Nantwich - Alsager	Mondays to Fridays	Infill	3.5	5.14	1.75	57.79
	9/10 Macclefield - Moss Rose/Bollington	Friday & Saturday Evenings	F & S Eve	3.15	4.12	2.5	54.29
	Crewe Flexirider	Mondays to Fridays	Flexible Trans	2.45	4.63	1.25	46.31
	9/10 Macclefield - Moss Rose/Bollington	Sundays and Public Holiday Evenings	SUN & PH eve	3.15	4.12	1	45.95
	*Flexible Transport (Little Bus) has been assumed to be reduced						

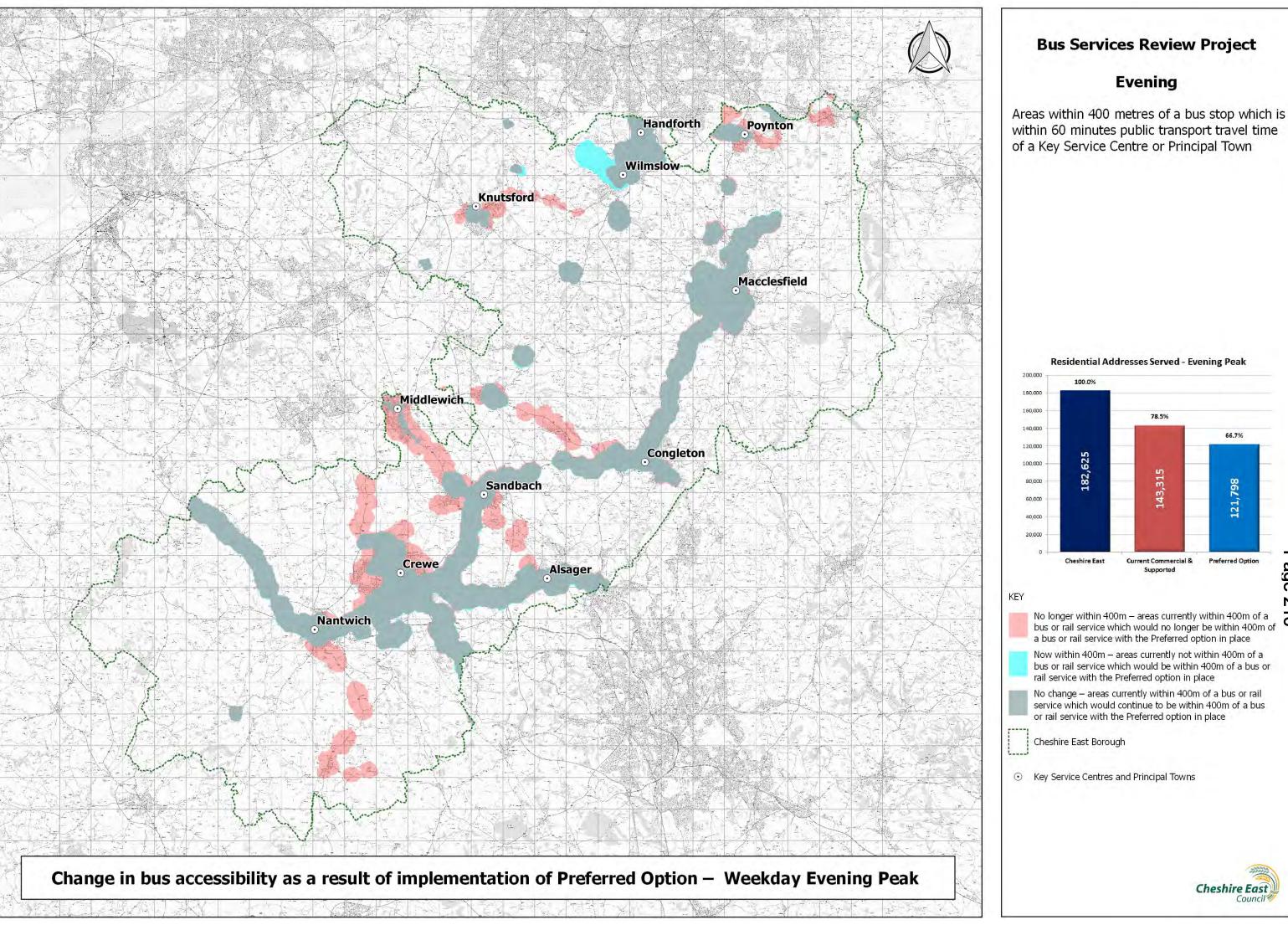
^{*}Flexible Transport (Little Bus) has been assumed to be reduced proportionally in line with the reduction to scheduled supported bus services)







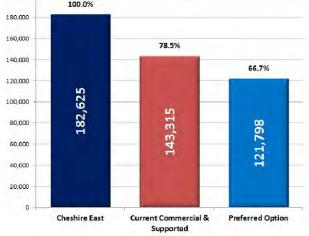




Bus Services Review Project

within 60 minutes public transport travel time



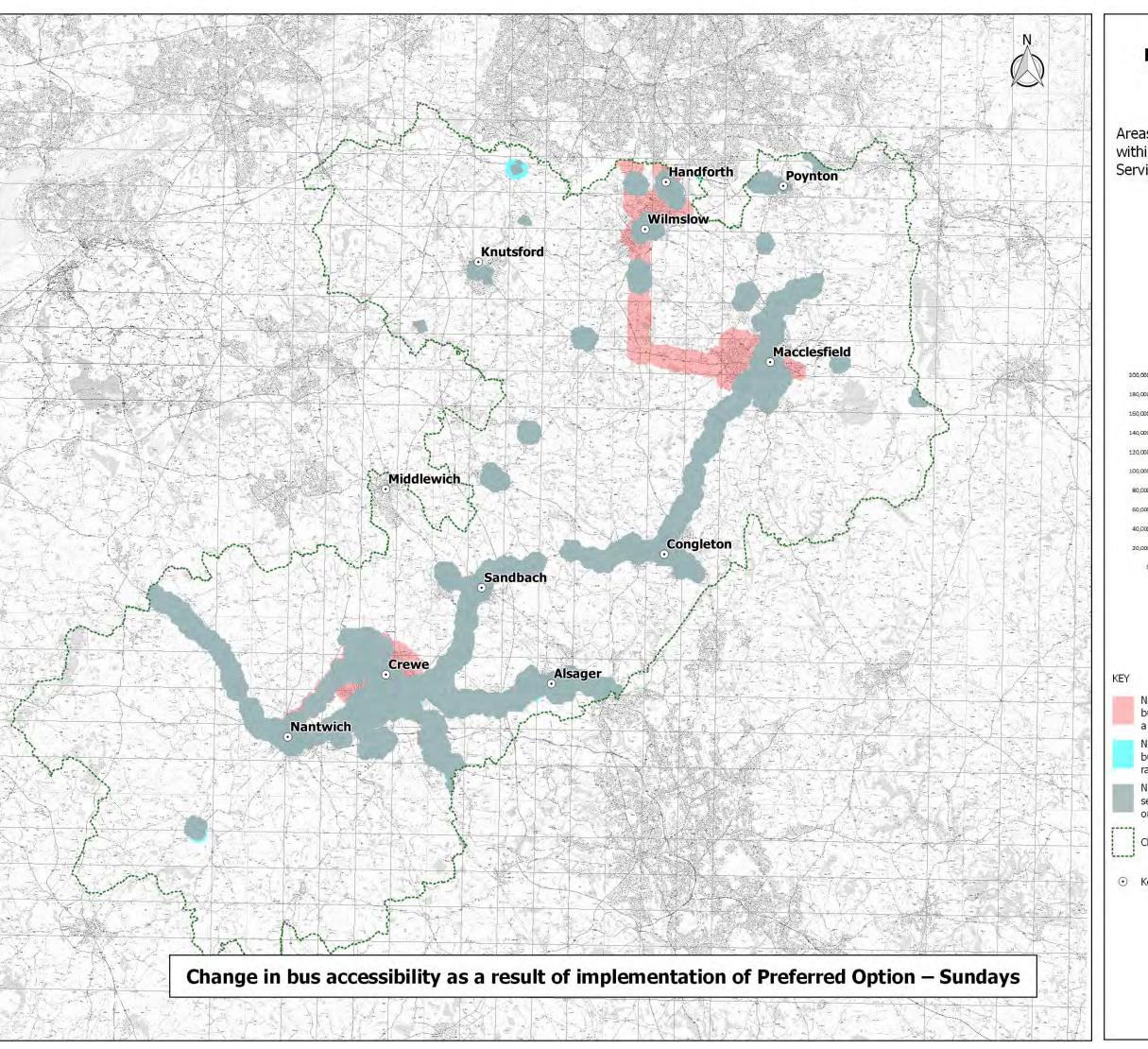


bus or rail service which would no longer be within 400m of a bus or rail service with the Preferred option in place

bus or rail service which would be within 400m of a bus or

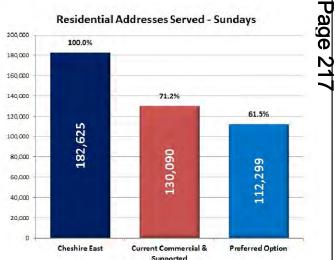
service which would continue to be within 400m of a bus





Bus Services Review Project Sunday

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



No longer within 400m – areas currently within 400m of a bus or rail service which would no longer be within 400m of a bus or rail service with the Preferred option in place

Now within 400m — areas currently not within 400m of a bus or rail service which would be within 400m of a bus or rail service with the Preferred option in place

No change – areas currently within 400m of a bus or rail service which would continue to be within 400m of a bus or rail service with the Preferred option in place

Cheshire East Borough

Key Service Centres and Principal Towns



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Cheshire East Council

Cabinet

Date of Meeting: 9th May 2017

Report of: Executive Director of Place

Subject/Title: Delivery of Town Centre Regeneration Scheme for

Congleton – The Mills

Portfolio Holder: Cllr Don Stockton, Regeneration

1.0 Report Summary

- 1.1 The importance of protecting the vitality and viability of town centres is well recognised. As the third largest town in Cheshire East, Congleton is key to the economic prosperity of the Borough.
- 1.2 Scarborough Development Group (SDG), and their predecessor Modus Properties, have been negotiating with the Council, and former Congleton Borough Council, for around a decade to acquire two Council land assets in Congleton town centre. These assets being the freehold of the market square (shown edged red on the attached plan) and the leasehold of Princess Street car park (shown edged blue), the freehold of which is owned by SDG. The purpose of these acquisitions is to marry these assets with land already in SDG's ownership to create a single development site.
- 1.3 In December 2013 planning approval (Planning Reference 12/1211C) was granted for a multi-level redevelopment scheme which was anchored by a new food store and created a new public square, car parks, indoor market and servicing (including lifts). This scheme was broadly compatible with the Council's regeneration objectives for Congleton and would transform the Princess Street area and regenerate Mill Street. This permission has now expired. Following a re-evaluation of the retail market, SDG propose to progress a scheme but replace the food store element with a range of retail / leisure units and this will require a fresh planning application.
- 1.4 Negotiations have taken place for the disposal of the land and approval is sought for a conditional sale of the two Council land assets, to facilitate the delivery of a regenerative development. The disposal of the site will result in a mixed use redevelopment scheme providing new town centre retail and leisure accommodation, provision of public toilets, new market square and improved market facility and is estimated to create approximately 250 new full time equivalent jobs (this excludes the market and construction jobs).

- 1.5 The transaction will be a land sale, with a capital receipt obtained at Open Market Value. Assurances around the delivery of actual development can be achieved through 'covenants' that require the land to be developed out in accordance with a specific planning consent. This will bind the land until the scheme is delivered but would allow for SDG adding additional development to the planning consent should this be viable and meet the Council's aspirations for the town centre.
- 1.6 The Council's interests can be further safeguarded with a buy back option which can be exercised if SDG fails to deliver the development within specified timescales.

2.0 Recommendation

- 2.1 It is recommended that the Cabinet delegates authority to the Executive Director of Place in consultation with the Portfolio Holder for Regeneration, the Portfolio Holder for Finance, and the Chief Operating Officer and the Director of Legal Services, to
 - Authorise the conditional sale of the land shown edged red and blue on the attached plan, to facilitate the comprehensive development of the town centre site in Congleton and;
 - Complete any ancillary legal documents in conjunction with the disposal of the land and transfer of the market operation for this purpose
 - Advertise any required public open space notices and parking consultations and consider any responses and complete the statutory process
 - Reduce the income targets and assumptions for the Car Parking Service and ANSA to reflect the reduction in annual income from parking charges and market rents once the site transfers.

3.0 Other Option Considered

3.1 The main alternative to the approach set out in this report is to not progress the sale to SDG and to seek an alternative regeneration pathway for the town centre. This would potentially be difficult however due to SDG being a key landowner. In addition, prevailing market conditions in the retail sector are challenging at present with relatively low levels of investment in town centre retail schemes outside of the main economic centres. It is believed by the professional team working on this scheme that the proposals from SDG represent the best opportunity for significant investment and regeneration in the current economic cycle.

4.0 Reasons for Recommendation

4.1 The objective of the disposal is to enable delivery of a high quality mixed use development to not only provide much needed modern retail and leisure accommodation capable of attracting new occupiers to the town centre and substantially increase footfall, but also to regenerate a rundown area that is

- the focus for anti-social behaviour through the provision of a new market and public square that can be used for events throughout the week.
- 4.2 The proposal will maximise the probability of the Council generating an appropriate capital receipt and deliver the regeneration benefits for Congleton with the greatest certainty.

5.0 Background

- 5.1 Congleton town centre has suffered from limited retail and leisure provision and has been identified as having demand for substantial retail capacity.
- The Congleton Borough Local Plan recognised the need to support vitality in the town centre and allocated the site for a retail scheme. The emerging Local Plan recognises that new investment can recapture a larger share of local consumer expenditure and footfall and that development of this site would increase the town's attractiveness.
- 5.3 The Council has been pursuing the delivery of a high quality mixed use development for more than 10 years to support its regenerative aspirations and the need has become more pressing with the anticipated growth in the town's population resultant from the planned increase in housing in Congleton.
- The Council has committed £1.1Million capital expenditure investment in public realm within the town centre and SDG propose to use similar materials for the public realm within their scheme to enhance and improve the overall provision of public realm in the town centre.
- 5.6 SDG has 'Special Purchaser' status as the owner of the key land parcel and having obtained a planning approval for a scheme which is consistent with the Council's own objectives. Providing the Council obtains a financially acceptable offer in line with an independent valuation, the Council will be in a position to treat with SDG.
- 5.7 SDG's proposals include the retention of the existing indoor and outdoor market on the site currently operated by City Markets under a charter granted to the town in 1272 by the Earl of Lincoln, Henry de Lacy and consists of 11 indoor stalls and 84 outdoor stalls. SDG will take a transfer of the land including the market with the operator in situ and propose to ensure the continuity of the market throughout the development process and deliver a new market facility within the scheme. Whilst the Council cannot compel the developer to deliver this objective within the land sale there will be covenants on the land that require the land to be developed out in accordance with the specific planning consent, to include the new market provision. This will bind the land until the scheme is delivered but would allow for SDG adding additional development to the planning consent should this be viable and meet the Council's aspirations for the town centre.

6.0 Wards Affected

- 6.1 The land to be disposed of falls within the Congleton East & Congleton West Wards. Local Ward Members are Cllr. David Brown, Cllr. Glen Williams, Cllr. Paul Bates, Cllr. George Hayes, Cllr. Gordon Baxendale and Cllr. Geoff Baggott.
- 6.2 Pre-planning discussions have taken place with Ward Members. Whilst there is a concern around deliverability with SDG, the majority of members at ward level are appreciative of the renewed approach being taken and are keen to see development delivered in Congleton.

7.0 Policy Implications

7.1 The policy implications are significant. Congleton has been identified as a key service town in the emerging Cheshire East Local Plan and the area adjacent to the existing Bridestones shopping centre (in particular, Mill Street, the market square and area surrounding Princess Street) is in need of renewal. With the anticipated increase in housing numbers in Congleton, there is a pressing need to address the vitality of the Town Centre.

8.0 Implications for Rural Communities

8.1 Whilst the development is a town centre scheme, it is anticipated that the scheme will also be of benefit to surrounding rural communities.

9.0 Financial Implications

- 9.1 The site is to be disposed of at Open Market Value in line with Section 123 of the Local Government Act 1972. Therefore, the Council will receive a capital receipt for the land sale at open market value.
- 9.2 Records provided by the Car Parking Service suggest an annual income of circa £23,899 from car parking fees and associate expenditure of circa £10,336 giving a net revenue of circa £13,563 from the Princess Street Car Park site. Records provided by ANSA suggest that net income to the Council from the market to be in region of £10,329 per annum.
- 9.3 Therefore, if none of the lost car parking income is recouped from car parking displaced to other Council owned car parks, there could be a loss of revenue to the Council of £23,892 per annum from parking and markets income. The Services income targets should be adjusted to reflect this loss of income accordingly.

10.0 Legal Implications

10.1 Counsel advice has been obtained as part of the Council's ongoing Due Diligence activities, which determined that the previous disposal contract between the Council, as landowner, and SDG, may not be linked to delivery or timing of specific development milestones. Terms such as construction of the

infrastructure with the Council retaining liability (culvert, retaining wall, etc.) or specification as to the provision of the various anticipated public benefits (public square, street market, indoor market, lay-by parking and service lifts) cannot be included.

- 10.2 This advice has resulted in the simplified conditional land disposal subject to a 'covenant' to provide assurances around delivery of the development proposed by SDG.
- 10.3 The Localism Act 2011 introduced the General Power of Competence, which allows the Council to do anything an individual can do, provided it is not prohibited by other legislation. These powers have replaced the previous wellbeing powers, however, the use of these powers must be in support of a reasonable and accountable decision made in line with public law principles.
- 10.4 The General Disposal Consent 2003 authorises the disposal of land at less than best consideration if the undervalue is £2million or less, if the undervalue is higher than £2million consent to the disposal is required from the Secretary of State. However the Council still has a fiduciary duty at all times to the taxpayers and must fulfil this duty in a way which is accountable to the local people.
- All disposals must comply with the European Commission's State aid rules. When disposing of land at less than best consideration the Council is providing a subsidy to the occupier of the land. In such cases the Council must ensure that the nature and the amount of the subsidy complies with State aid rules, failure to comply means that the aid is unlawful and may result in the benefit being recovered with interest from the recipient. If the occupier receives less than approximately £155,000 (200,000 Euros) in state aid over a 3 year period then the De Minimis Regulation will apply (small amounts of aid are unlikely to distort competition).
- 10.6 Contractual arrangements will be included in the sale agreement to ensure that liability for remediating the site transfers to the purchaser. The Council cannot use the sale contract and land transfer to obligate the Buyer to remediate the land or to implement the proposed development as to do so would amount to a development agreement which is subject to the Public Contracts Regulations 2015. The Council would therefore be in breach of these regulations by failing to undertake an EU compliant procurement and would be at risk of challenge.
- 10.7 Continued legal advice will be required to ensure that the disposal is structured in such a way as to ensure that the arrangement remains outside the scope of the Regulations and proceeds without risk of challenge to the Council.

11.0 Implications for Human Resources

- 11.1 The sale will create sustainable employment in the town centre which will act as a catalyst for attracting more take up in the town centre and more sustainable employment in the retail and leisure sector.
- 11.2 There are no staffing or TUPE implications for the Council in the transfer of the land or market operation.

12.0 Implications for Public Health

12.1 The sale will facilitate a regenerative benefit for Congleton town centre and redevelop a site that is a focus for anti-social behaviour. The scheme will be designed in a sensitive way to deter such behaviour. Public Health and Local Policing implications would be considered in detail as part of the planning process, to be undertaken by SDG once terms of sale are agreed.

13.0 Risk Management

- 13.1 The sale of the land would necessarily be dependent upon SDG securing full planning consent for the proposed development. There is a risk with such developments that there would be unforeseen challenges at the planning application stage but this risk is, in part, mitigated by the precedent set by the previous scheme having secured planning consent and the pre-application consultations undertaken by SDG which suggests broad support for the scheme proposed.
- 13.2 Extensive ground and environmental surveys have previously been undertaken by SDG and, therefore, they have a good understanding of the site constraints. That the proposed scheme does not involve subterranean levels and relocation of the Howty Brook reduces the risk that adverse ground conditions would impact on the viability of the scheme.
- 13.3 SDG's ability to deliver a scheme in an expedient timescale is central to the Council's aspirations. After planning consent is secured, the principal risk on delivery is SDG securing a sufficient number of tenant 'pre-lets' to commence build-out of the scheme. The Council has received assurances from SDG that their funder has approved the development proposals and that their agents are confident that the scheme, as proposed, would be attractive to the occupier market. The risk associated with occupier demand is intrinsic to any development proposal such as this. This must, therefore, be acknowledged as a material risk to delivery, as would be the case for any similar regeneration scheme.
- 13.4 SDG's proposals include the retention of the existing indoor and outdoor market on the site and propose to ensure the continuity of the market throughout the development process and deliver a new market facility within the scheme. Whilst the Council cannot compel the developer to deliver this objective within the land sale there will be covenants on the land that require the land to be developed out in accordance with the specific planning consent.

This will bind the land until the scheme is delivered but would allow for SDG adding additional development to the planning consent should this be viable and meet the Council's aspirations for the town centre.

14.0 Access to Information

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

Name: Frank Jordan

Designation: Executive Director of Place

Tel No: 01270 86643

Email: frank.jordan@cheshireeast.gov.uk



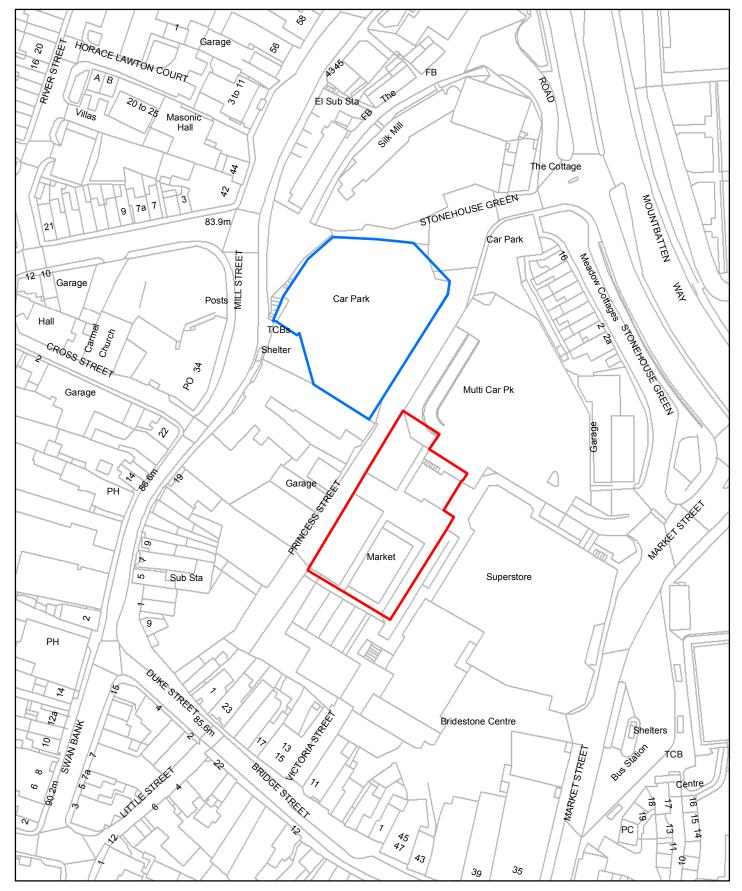


The Mills, Congleton.

1:1,250

Plan Ref: 47372 Date: March 2017

at A4





Cheshire East Council

Cabinet

Date of Meeting: 9th May 2017

Report of: Kath O'Dwyer, Acting Chief Executive/Mark Palethorpe,

Acting Executive Director People

Subject/Title: Shared Fostering Service

Portfolio Holder: Cllr Liz Durham, Children and Families

1. Report Summary

1.1. The purpose of this report is to seek approval to progress plans for the development of a shared fostering service for Cheshire East alongside Warrington, Halton, Cheshire West and Chester. Further the report seeks approval to explore the feasibility of a single local authority delivering the functions of the fostering service on behalf of the partnership.

2. Recommendations

The report seeks approval from Cabinet for the following:

- 2.1. Agree that Cheshire East should collaborate with Halton, Cheshire West and Chester and Warrington in the recruitment, assessment and training of foster carers.
- 2.2. Agree that one of the partner local authorities will be the host local authority for the initial collaboration phase.
- 2.3. Agree that the feasibility of developing a fully integrated service and a single fostering agency are explored and progressed this if it is deemed viable.
- 2.4. Agree for the development and establishment of the shared fostering services to be delegated to the Deputy Chief Executive and Executive Director for People in consultation with the lead member for Children and Families.
- 2.5. That authority to sign off an inter authority agreement is delegated to the Deputy Chief Executive and Executive Director of People in consultation with the Head of Legal Services.

2.6. Require officers to continue developing the shared fostering service in order for collaboration to occur in October 2017 and a fully integrated service, if deemed viable, in 2018.

3. Reasons for Recommendations

- 3.1. In order for Cheshire East to meet its statutory duty to provide sufficient foster placements for children who are coming into or who are in our care it is necessary for a new model/approach to be delivered. Currently demand outstrips provision and there is currently a heavy reliance on costly Independent Fostering Agencies (IFA) placements which is placing an additional financial pressure on the council.
- 3.2. Both collaboration and a fully integrated shared fostering service offer economies of scale that should lead to a more effective and efficient service delivery.

4. Background/Chronology

4.1. A shared fostering service presents a number of opportunities. The common services and processes within fostering services are a 'good fit' with both collaboration and the development of an integrated service. Fostering services undertake key functions, namely;

Recruitment	Currently the four local authorities are individually advertising for foster carers across the patch and effectively are trying to attract from within the same pool. The creation of a common brand and a single campaign would present a stronger, more effective approach. Shared resources will improve the quality and targeting of recruitment and will reduce the reliance on IFA placements.
Assessment	Assessment is a common process. All four councils follow the Skills to Foster Framework. Collaboration would enable more frequent introductory training across the services footprint and support the faster recruitment of foster carers.
Panel Process	This is a common process – a shared approach would result in efficiencies and a more effective approval process with speedier decisions.
Family and Friends Assessment	There is commonality in approaches to Family and Friends assessments and the development of a single model of assessment would result in a more efficient process.
Placements	Collaboration and ultimately integration would increase capacity across the patch. Sharing resources across neighbouring authorities will allow children to remain closer to their community and enable children to remain at their existing schools.

- 4.2. Over recent years there has been an unprecedented national rise in the numbers of children coming into care which has resulted in local authority fostering services being unable to meet the demand for foster placements. Increasingly there has been a reliance on independent fostering agencies (IFAs) to provide placements resulting in significant financial pressures for councils. IFA placements cost on average £700 £900 per week, more than double the cost of an internal LA fostering placement.
- 4.3. The cost of IFA placements across the four partner local authorities in the first half of 2016-17 totalled £6,411,838. From April 16 August 16 in Cheshire East alone the cost was £1,792,997. In order to become more competitive in the market it is imperative that local authorities adopt a much more business-like approach and mirror the processes adopted by the IFAs in relation to recruitment.
- 4.4. IFAs are usually large organisations focusing solely on the recruitment of mainstream foster carers. In comparison local authorities have relatively small fostering services with competing priorities, as the fostering teams not only recruit and support mainstream foster carers but also assess and support kinship/connected carers (family and friends carers). The connected carers assessments are usually required as part of the court process and have tight timescales for completion.
- 4.5. Currently the four partner local authorities are aiming recruitment campaigns at the same population in the sub-region with competing messages. Operating as a separate entity each local authority is currently not only competing with their neighbouring local authorities but with a strong IFA market. It is therefore not surprising that, to a large extent, the local authorities have lost a section of the market to the IFAs. Collaboration between the local authorities would allow resources to be used more effectively and efficiently through economies of scale and the pooling of resources. As demonstrated by the examples of shared adoption services (e.g. WWiSH) collaboration can result in much improved recruitment processes and an increase in the number of applicants who are assessed and approved without undue delay.
- 4.6. The key aims of the proposal for collaboration and the development of a shared fostering service are to achieve:
 - A more effective service through improved recruitment, assessment and training of prospective foster carers
 - Improved outcomes for children through greater placement choice and the increased availability of placements that can meet their needs.
 - A more efficient service through economies of scale and the pooling of budgets

- Efficiency savings through a reduced reliance on costly agency placements
- A more effective user experience for prospective foster carers.
- 4.7. Collaboration and a shared fostering service will be developed with a focus on providing sufficient foster placements to meet the needs of the four local authority partners. The key objectives are:
 - To provide a sufficient range and number of foster carers able to parent children with a wide range of profiles and needs, enabling more children to be placed 'in house'
 - To develop and support carers to enable the placement of sibling groups and older children
 - To deliver a high performing and improved recruitment and assessment service reflected by a reduced reliance on IFA placements
 - To better retain mainstream carers through the provision of high quality support and training
- 4.8. As a consequence of collaborating and establishing a shared service to deliver the aims and objectives set out above, the following benefits will be achieved:
 - The service will have a clear focus and sense of responsibility and accountability for recruiting foster carers that meet the needs of the children across the patch
 - Children will be able to be placed either in or close to their local community, school and family networks
 - Improved safeguarding of children as they will be placed in local authority placements with robust monitoring and oversight
 - A comprehensive training programme for prospective and recruited foster carers that is flexible and enables participation
 - A common foster carer allowance and benefits scheme that promotes the retention of carers
 - A reduced reliance on IFA placements that serves to reduce the financial pressure of these costs upon local authorities.

4.9. PROJECT GOVERNANCE

4.9.1 In order to ensure the effective governance of the initial collaboration between the four local authorities and the development of an integrated fostering service a project board has been established consisting of the assistant directors of each local authority:

Nigel Moorhouse
 Fiona Waddington
 Tracey Coffey
 Cheshire East
Warrington Borough Council
Halton Borough Council

Emma Taylor Cheshire West and Chester Council

- 4.9.2 Project Board members are supported in their work by the respective Heads of Service/Service Managers who have responsibility for fostering services and project management support is being provided by Warrington Borough Council and Cheshire West and Chester councils.
- 4.9.3 A steering group has also been established consisting of the Heads of Service/ Service Managers and the Fostering Team Managers. The steering group's work is focused on identifying commonalities in process and practice and developing a proposed structure and operating model.
- 4.9.4 The proposal is for collaboration to take place and a shared fostering service to be developed between Cheshire East, Halton and Cheshire West and Chester and Warrington. The four partnering local authorities have a strong history of collaborative working in respect of children's services: a shared youth offending service across the four authorities and three of the local authorities are partnering in the establishment of a regional adoption agency.
- 4.9.5 The London Tri-Borough (Royal Borough of Kensington & Chelsea; City of Westminster and Hammersmith and Fulham) has successfully operated a shared fostering service for several years and received Outstanding and Good Ofsted grades for their overall services, including fostering.
- 4.9.6 It is proposed that the development of the service is phased.

<u>Phase 1</u> will be through collaboration and the sharing of resources with regard to recruitment, assessment and training with the aim of going live in October 2017.

<u>Phase 2</u> will involve the move to a fully integrated service incorporating the carer supervision and support functions.

- 4.9.7 The Tri-Borough has become a single fostering agency in order for the requirements of statutory regulations to be met and the feasibility of the partnership doing so will be explored concurrently with Phase 1. The aim is for a fully integrated service to go live in July/August 2018 as this will involve significant planning as a full service operating model will need to be devised and approved.
- 4.9.8 It is proposed that one of the four local authorities will become the host authority for the initial collaboration phase. The other three local authorities will undertake the governance and quality assurance role through a Partnership Board. The service would be underwritten by an inter-authority agreement based on a detailed business case/service specification.
- 4.9.9 Should the proposal be approved a communications and stakeholder consultation plan will be produced and implemented. Key stakeholders are staff, foster carers, panel chairs and children and young people and

the trade unions. A full staff consultation will be undertaken for each Phase of the development.

5. Wards Affected and Local Ward Members

5.1. All wards effected. Foster carers and cared for children are comparatively small in number and reside across Cheshire East.

6. Implications of Recommendation

6.1. Policy Implications

6.1.1 A strong and effective fostering service will ensure that more cared for children are placed with foster carers in their local communities.

6.2. Legal Implications

- 6.2.1. There is no separate legal entity being formed and as such there are no procurement implications. However the partnering authorities have to consider how their functions will be performed. As stated above the feasibility of becoming a single shared fostering agency will be explored during Phase 1 in order to ensure that statutory regulations are met. The powers to establish a single shared fostering agency are contained in sections 101, 102, 112 and 113 of the Local Government Act 1972 and sections 19 and 20 Local Government Act 2000. The regulations made under these Acts together with the general powers of competence are contained within the Localism Act 2011, and the powers within section 2 of the Local Government Act 2000 and the supporting provisions within section 111 Local Government Act 1972.
- 6.2.2. Phase 1 involves the collaboration of the four local authorities and the sharing of resources. Each local authority will continue to be registered as a fostering agency and uphold the statutory requirement pursuant to The Fostering Services (England) Regulations 2011, that a local authority must appoint one of its officers to manage the local authority fostering service.
- 6.2.3. In terms of agreements between the partner authorities it is proposed that there will be a detailed inter-authority agreement that will set out the relationship and interface arrangements between the authorities for the collaboration alongside a service agreement which together with the business case and specification will set out the arrangements and standards for service delivery.
- 6.2.4. Consultations with a range of stakeholders will be undertaken should the proposal be agreed. A formal consultation with staff will be undertaken once the service delivery model for each phase has been formally agreed by the four local authorities.

6.3. Financial Implications

- 6.3.1. Financial modelling of the shared service will be undertaken once the proposed structure is finalised. This will be based on 'demand' i.e. numbers of children in care in each local authority. The savings that are to be made through collaboration and the establishment of a shared service is through the reduction of spend on IFA placements as more foster carers are recruited and the stock of internal placements increases. Cheshire East has set a savings target within the MTFS of £100,000 from this work.
- 6.3.2. The proposal for collaboration and the development of an integrated fostering service is part of a wider strategy to ensure that cared for children are looked after in local placements. Through reducing the number of children coming into care and increasing the number of internal foster placements the need for IFA placements will reduce. It is estimated that in 2017-18 there will be a 20% reduction in new IFA placements being made and a further 25% reduction in 2018 -19. These estimates take into account the lead in time for recruitment which is approximately 9 months from the point of an enquiry being made.
- 6.3.3. As a shared service it will be necessary to have a common fostering allowance payment and benefits scheme. It is envisaged at this stage that when a foster carer is approved the financial payment will be made by the local authority in which the foster carer resides. If four separate payment schemes were to remain this could impact on recruitment as there would be a lack of parity and fairness between carers with some carers being paid more or less than others. A new aligned payment structure will be developed and consulted on in Phase 1.

6.4. Equality Implications

6.4.1. A strong fostering service would support the growth of carers across all sectors of the local community.

6.5. Rural Community Implications

6.5.1. A strong fostering service would support the growth of carers across all sectors of the local community, including those in rural areas.

6.6. Human Resources Implications

6.6.1. An inter-authority agreement will provide the overall governance framework for the collaboration stage in which one local authority will take the lead in managing the recruitment, assessment and training of foster carers. Staff will be seconded from each of the partner authorities into a joint team in accordance with the powers under s113 of the Local Government Act 1972.

- 6.6.2. Should the collaboration model move to a fully integrated shared service this would introduce employment law and human resources considerations. There are two options for dealing with staffing arrangements in an integrated service:-
 - The transfer of staff under the Transfer of Undertakings (Protection of Employment) Regulations 2006 (TUPE);
 - The secondment of staff in accordance with the powers under s113 of the Local Government Act.
- 6.6.3. At this stage the staff whose focus will be recruitment, assessment and training will be seconded from each authority into a joint team. The staffing arrangements for an integrated service will be explored as part of the feasibility exercise to develop a single fostering agency.

6.7. Public Health Implications

- 6.7.1. No specific public health implications have been identified.
- 6.8. Implications for Children and Young People
- 6.8.1. A strong fostering service would enable more cared for children to be placed with our own foster families within our local communities.

7. Risk Management

7.1. The key risks are detailed in the table below:

Risk	Level	Mitigation
Withdrawal of local authority commitment or lack of agreement as to lead authority	Low	There is a history of collaboration between the four local authorities and there is no reason to indicate that any would withdraw or be unable to agree upon the lead authority
Legal – Local authorities must deliver a fostering service	Low	Local authorities will still be delivering a service by commissioning the lead authority to deliver the service on their behalf. In Phase 1 each local authority will continue to register as a fostering agency and have an appointed manager to manage their respective fostering service.
Financial –	Low	Local authorities will not be

Risk	Level	Mitigation
continued reliance on IFAs due to inability to recruit.		competing; a strong brand will improve recruitment alongside a business like approach to recruitment to enhance our position in the market.
Regulatory concerns/Ofsted	Low	The Partnership Board will monitor the performance and quality assure the service provided by the lead authority, including meeting statutory requirements and the national minimum fostering standards.
		Ofsted currently do not have a framework for inspecting shared services and hence if the collaboration moves to a fully integrated service it will be inspected 4 times. However with the statutory requirement for local authorities to be part of a Regional Adoption Agency Ofsted will most likely be tasked with developing an inspection framework for a shared service.
Governance	Low	The Partnership Board will offer robust governance and performance manage and quality assure the service being provided. The Corporate Parenting Committee in Cheshire East will continue to have a scrutiny role in relation to the fostering service.
Reputation	Low	The government is keen for local authorities to enter into different delivery models in order to improve outcomes for children. This development will be seen as innovative practice.

8. Access to Information/Bibliography

8.1. Children Act 1989 http://www.legislation.gov.uk/ukpga/1989/41/contents

- 8.2. Fostering Services National Minimum Standards
 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/192705/NMS Fostering Services.pdf
- 8.3. Fostering Services (England) Regulations 2011 http://www.legislation.gov.uk/uksi/2011/581/contents/made
- 8.4. Local government 1972 http://www.legislation.gov.uk/ukpga/1972/70/contents
- 8.5. Local Government Act 2000 http://www.legislation.gov.uk/ukpga/2000/22/contents

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Cheshire East Council

Cabinet

Date of Meeting: 9th May 2017

Report of: Chief Operating Officer, Peter Bates

Subject/Title: 5-year ICT Investment Programme 2017

Portfolio Holder: Cllr Peter Groves, Finance and Assets

1. Report Summary

- 1.1. Both Councils depend on Microsoft® Windows-based software for key ICT and service functions, ranging from authenticating network users to providing employees with critical communication and collaboration tools. Microsoft delivers in Office 365 a highly capable set of offerings that offer a robust email, calendaring, scheduling, task management, desktop productivity, telephony, real-time communications, and collaboration experience. Office 365 (O365) can be tailored to specific requirements, as well as those of groups of users within both Councils and service areas, alternative service delivery vehicles and to enable more effective partnership working.
- 1.2. This Cabinet report recommends the strategic engagement of Microsoft as a Cloud migration partner to support ICT Services in the implementation of an aspirational and transformational hybrid (80% cloud and 20% in house) solution which will enable the following objectives:
 - Deliver significant financial benefits for both Councils service areas and ICT Services; and is future proofed to meet the needs of both Councils.
 - Supports the ambition to facilitate Council staff to work in an agile and flexible way and enable services to be delivered from anywhere on any device and promoting the use of online tools.
 - Improve data capture and quality features, which will not only provide more accurate operational information, but will also, support efforts to predict service demand patterns and trends more accurately.
 - Support staff cost avoidance, achieved through a combination of implementing a new core IT platform and business process improvements.
 - Be scalable to ensure that any growth or decrease in demand can be serviced.

- Ensure that both Councils only pay for the service they consume.
- Enable existing ICT restrictions and inflexibility to be removed to provide opportunities for partnership working and collaboration.
- 1.3. This large-scale data centre migration programme to Microsoft Office 365 and a cloud platform service (Azure) combines Microsoft services expertise across cloud strategy, infrastructure, IT service delivery and change management to plan, sequence and deliver a major cloud transformation. It is designed to be a medium to long term engagement, supporting both Councils through their ICT shared services transformation programme.
- 1.4. Microsoft Services is the Professional Services organisation within Microsoft. Their role would be to work with both Councils through ICT Services to realise the full value of our investment in the Microsoft technology stack as quickly as possible. Other benefits of partnering directly with Microsoft Services includes: proven methodologies and tools; knowledge and expertise; reputation and commitment; and the de-risk of moving to Microsoft Office 365 and Azure Cloud with a Microsoft value added reseller or provider.

2. Recommendation

- 2.1. That the Cabinet approves procurement of Microsoft Cloud migration partner services at an estimated total cost of £5.31m (excluding VAT) over a 2-year contract period; funded jointly from the Cheshire East Council approved ICT Infrastructure Investment Programme budget and Cheshire West and Chester (through programme recharges or staged payments as agreed).
- 2.2. That authority be delegated to the Chief Operating Officer in consultation with the Shared Services Joint Committee and Portfolio Holders for ICT from both Cheshire East and Cheshire West and Chester Councils:
 - to enter into all necessary contractual arrangements to deliver the solution; and
 - to use the Digital Marketplace G-Cloud 8 framework to procure an ICT migration partner to transfer ICT shared services into the Cloud.

3. Other Options Considered

- 3.1. The detailed business case, which underpins this report, considered options on services to deliver the programme and how these were to be procured. The most appropriate route balances time, risk, capability, delivery and cost.
- 3.2. There are a number of options available to the Council in terms of how they support the delivery:
 - An end to end delivery partner to oversee the design, build and operate of the new hybrid infrastructure,

- A technical delivery partner to oversee design and build with operate managed by the Council, or
- A programme management partner to oversee a multi-supplier delivery approach for the key work packages and oversee benefits realisation (new infrastructure, networks, disaster recovery, migration)
- 3.3. The ICT Services 5-year Infrastructure Investment Programme business case recommends Option 1 above. The new hybrid world will be very different to the current infrastructure. Making the hybrid solution work efficiently once delivered (bringing together both Cloud solutions and converged infrastructure) requires deep experience and a wide range of capabilities that we do not believe the ICT Services currently possesses, especially within the current Infrastructure or architecture teams.
- 3.4. Getting the most out of the new investment is critical and this requires a new mind-set when considering the design for both the new infrastructure and operations. Security, resilience, hybrid IT design and new ways of working are required to deliver the business benefits.
- 3.5. The flexibility and scalability of cloud and converged solutions bring new opportunities to do things differently to manage change effectively, reduce the cost of operations and deliver an automated infrastructure platform using modern agile principles. From an operations point of view and value for money in using cloud services, these are key elements to build into a more efficient future IT infrastructure model.
- 3.6. Microsoft Cloud migration partner services incorporate the following:
 - Advice and guidance to support development of cloud strategies and reshaping IT functions to take full advantage of cloud services.
 - Programme governance, working alongside the client to ensure both Councils benefit from the expertise and experience of delivering similar projects to other local authorities.
 - Full implementation of production solutions including migrations of infrastructure and associated applications to the Cloud both as fixed fee or time and materials engagements.
 - Proof of concepts and jumpstarts to quickly get the cloud journey started.
 - Support the shaping and implementation of a Cloud First future IT operating model.
 - Adoption and Change Management services to support end user adoption and acceleration of return of investment in cloud technologies.
 - A range of ongoing proactive and reactive support services covering all Cloud platforms.

- 3.7. In addition to moving enterprise workloads into the Cloud, the heritage, depth and range of Microsoft's devices and services are unique. This includes working across the business, end users, infrastructure, applications and IT operations, to cover the full output.
- 3.8. The technology options considered within the business case included:
 - Do nothing; continue with existing technology landscape in its current form supported by existing ICT shared services
 - Fully on premise hosting (traditional non-cloud) including maintenance of essential services and compliance whereby the Councils implement new applications and technology improvements; supported by existing in house ICT shared services.
 - Full cloud infrastructure as a service (laaS) and associated applications
 - Hybrid (a combination of the traditional and cloud approaches):
 - 50% cloud and 50% on premise hosting
 - 80% cloud and 20% on premise hosting
 - Cloud migration partner investment to support the implementation of this investment programme.
- 3.9. In summary, the management strategy is to engage a Cloud migration partner (Microsoft) to support ICT Services in the implementation of an aspirational and transformational hybrid (80% cloud and 20% in house) solution supported by a strong governance model and programme monitoring and reporting.

4. Reasons for Recommendation

- 4.1. The next few years will see significant changes across the entire public sector. The shape and size of our councils will change however the need to provide high levels of service to our residents will remain, and be set against a backdrop of financial austerity.
- 4.2. With these challenges come new opportunities; information and communications technology (ICT) will be able to help both Councils to achieve efficiencies, providing the mechanism to support shared services and most importantly, keep pace with residents' changing needs and expectations.
- 4.3. The detailed 5-year ICT Infrastructure Investment Programme business case highlights specifically the strategy for the next 24 months. This is both an aspirational and transformational investment programme which will enable ICT Services to contribute to achieving the strategic objectives of both Councils in their mission to deliver high quality services to the residents and people of Cheshire.

- 4.4. ICT Services host, administer and support about 1500 applications for the two Councils. Most of these applications are Commercial Off The Shelf (COTS) packages and it is the nature of these packages that drives many of the issues experienced by ICT Services currently. Many of these packages have small user volumes, are provided by SME suppliers and are on old, out of date operating systems, with the security, service management and maintainability risks that result.
- 4.5. There has been a sustained lack of investment in the infrastructure with an estimated 80% of the infrastructure being more than five years old and on minimal support in 2017-18. As a result, there is a serious unsustainable service delivery and compliance risk which is affecting delivery of the Councils business with recurring major incidents.
- 4.6. Chronic underinvestment in ICT assets reduces maturity, retards delivery capability, inhibits innovation and change, and leads to a very slow, manual environment where staff focus on repetitive tasks rather than supporting the development of new capabilities and transformation. The ability to support new change is limited by the capacity and the capability of some staff.
- 4.7. Current ICT spend masks these significant challenges and vulnerabilities that require both an initial investment and ongoing investment to ensure that both Councils can have confidence in a modern, responsive hybrid infrastructure (utilising both on premises and cloud capabilities).
- 4.8. A new hybrid platform is proposed comprising in-house and cloud elements which will need to be procured, initially in small tranches to replace the most aged elements of the in-house infrastructure and provide an initial capability in the cloud to grow experience.
- 4.9. The infrastructure will grow incrementally towards a full scale significantly reduced footprint from that of the current infrastructure. This reduced hosting requirement will be achieved through aggressive application portfolio management, consolidating applications where possible and retiring or replacing applications unsuitable for modern infrastructures.
- 4.10. The new infrastructure will be significantly more productive and intrinsically automated beyond that of the current legacy estate, making infrastructure management achievable within current staffing levels.
- 4.11. Moving the application portfolio to a modern basis will reduce the technical diversity of the infrastructure needed to support the applications. This will reduce support costs, enable automation and increase the agility of the delivery organisation. These improvements will then increase the bandwidth for supporting change
- 4.12. Operations will benefit from new uplifted tooling, creating an authoritative asset baseline and a status view of infrastructure activity. Attainable delivery service levels, agreed with the Councils and documented in the

- Service Catalogue, will be matched by underlying process and infrastructures to provide a sustainable quality of service.
- 4.13. A simplified End User Compute (EUC) environment will reduce the cost and complexity of current application delivery and improve application experience for the User.
- 4.14. Skills, processes and tooling will be uplifted across CEC ICT Services to underpin and exploit the benefits of the new infrastructure to the maximum extent.
- 4.15. Because of these changes, CEC ICT Services will be able to support base operations with improved efficiency and focus more effort to delivering the changes needed for the Councils. Equally the infrastructure, with elements both in-house and within the cloud, will be better placed to support the Councils in reacting to changing circumstances and supporting the working partnerships with other Public and Private Sector organisations particularly health.

5. Background/Chronology

- 5.1. In October 2011: Gartner were asked to benchmark Cheshire shared services IT Service against organisations with environments of a similar size and complexity, and reported that hardware was retained longer than the peer group average and that the age of some of the hardware was cause for concern and was likely to result in higher than normal support costs.
- 5.2. In November 2013: A subsequent Gartner IT overview benchmark highlighted several key areas for consideration a) Total IT business as usual (BAU) costs, at £8.9m, were 53% lower than a similar workload peer group (this figure has not increased since despite growth in technology use and investment in digital services) and b) BAU costs were also £4m (32%) lower than the lowest cost quartile. As this was significantly lower than Gartner expected, they recommended that ICT shared services should review the level of spend and resourcing, and re-assess the maturity of IT processes and re-measure on a regular basis.
- 5.3. In April 2016: ICT shared services was transferred to Cheshire East Council when the financial position, resourcing and inherited asset position were reviewed and processes put in place to improve management practices. Cheshire East Council (CEC) ICT Services provides ICT Services to both Cheshire East Council and Cheshire West and Chester Council (CWAC). Services are provided to approximately 10,000 Users within a budget of approximately £17.5m per annum.
- 5.4. April 2016 February 2017: Joint ICT Services monthly contractual performance reports (2016-17) continue to indicate continued failure to meet indicators which supports the previous benchmarking outcomes.

- 5.5. In October 2016: A contextual statement to support the ICT Services Service Catalogue and cost model highlighted the lack of investment in ICT infrastructure and essential replacement.
- 5.6. In November 2016: Hewlett Packard Enterprises (HPe) and Microsoft were engaged by ICT Services to undertake a data centre review and Cloud readiness assessment. These specific external reviews informed this report.
- 5.7. In February 2017: Hybrid, a combination of the traditional and cloud approaches, was considered in more detail within a detailed business case. This was circulated to Joint Officer Board and shared with Cheshire West and Chester.
- 5.8. March 2017: It is proposed that the delivery of a strategic investment programme will address the need to provide a flexible, utility based costing model and remove the dependency on ageing infrastructure through cloud-based solutions that are managed by a strategic technology provider/s. It will also prevent threats to customer information either from ageing technology or cyberattack. The programme puts forward proposals for transforming the technology:
 - Phase 1: Within 3-6 months enable ICT Services to become a Cloud ready organisation with a 2020 vision, supporting both Councils with Microsoft Office 365 in the Cloud and migration of file servers. Internet resilience is a key consideration and will need to be introduced within this phase.
 - Phase 2: An aggressive 3-24 month application transfer roadmap moving on premise to the Cloud reducing in house data centre provision by 80% (initial assessments indicate approx. 922 servers identified as suitable and 174 servers requiring further analysis) whilst improving disaster recovery, resilience and back up capabilities and providing an agile DevOps environment
- 5.9. ICT shared services has not invested in internal skills and development to support new technologies and is reliant on individual contractors recruited on a project by project basis to supplement the permanent resource base and provide specialist skills. Contractors are not a constant resource or a coherent body of knowledge. New incumbents require time to understand the ICT shared services environment and have not worked with other contractors and staff members. The urgent need to invest in both technology and in house skills is apparent. Both Councils require aggressive implementation of cloud services. The risks of undertaking the required transformation within 24 months with individual contractors are high. In house staff need new skills and a comprehensive training and development programme. It is therefore proposed that we look to the market for a strategic Cloud migration partner to support the implementation of this investment programme.

- 5.10. The detailed business case makes a strategic recommendation is to engage a Cloud migration partner (Microsoft) to support ICT Services in the implementation of an aspirational and transformational hybrid (80% cloud and 20% in house) solution.
- 5.11. The detailed business case was approved at both Technical Enablers Group and Executive Monitoring Board. Joint funding has been agreed in principle with Cheshire West and Chester.
- 5.12. The financial benefits of the business case are included in the 2017-20 Medium Term Financial Strategy.

6. Wards Affected and Local Ward Members

6.1. All Wards will be affected by this proposal

7. Implications of Recommendation

7.1. Policy Implications

7.1.1. This proposal is in line with Council policies.

7.2. Legal Implications

- 7.2.1. The value of this procurement at over £1,000,000 requires it to comply with both the Council's Contract Procedures and the Public Contracts Regulations 2015 (Public Contracts Regulations). The proposed procurement route using the G-Cloud 8 framework provides a compliant route for procuring the software applications.
- 7.2.2. The Crown Commercial Service conducts regular procurements under the Public Contracts Regulations for the G-Cloud Frameworks, the G-Cloud 8 Framework being the latest itteration of the Framework. Services are procured under the G-Cloud Framework via the Government's Digital Marketplace which enables Buyers to search for services which match the Buyer's criteria and draw up a short list of potential Suppliers. Buyers evaluate the short listed Suppliers on the basis of price or Most Economically Advantageous Tender (MEAT). In some instances only one supplier may meet the criteria meaning that further evaluation may not be required. This process takes place on the Digital Marketplace there is no call for further competition, suppliers are evaluated on the basis of the information they have supplied to the Digital Market Place. On completing the evaluation the Buyer chooses the service and awards the contract to the Supplier.
- 7.2.3. The Council's Contract Procedures provide that, where a legally procured framework agreement is used, there is an exemption to the requirements for competition.
- 7.2.4. The maximum duration of the call off is 2 years when the process may be repeated if necessary under the then relevant G-Cloud framework if

the supplier meets the criteria applicable at that time as well as the MEAT principles, which enable qualitative, technical and sustainable aspects of a tender submission to be considered as well as price when determining which supplier to award to.

7.3. Financial Implications

- 7.3.1. The delivery of a strategic investment programme will address the need to deliver financial benefits of £5m over a 5-year period, provide a flexible, utility based costing model and remove the dependency on ageing infrastructure through cloud-based solutions that are managed by a strategic technology provider/s. These financial benefits are included in the 2017-20 Medium Term Financial Strategy. It will also prevent threats to customer information either from ageing technology or cyberattack.
- 7.3.2. All of Microsoft Services in G Cloud 8 (Lot 4) catalogue have an element of agility and flexibility in terms of scope based on the Contracting Authority's environment, infrastructure, skills and desired outcomes. As such, an initial scoping and discovery activity (Phase 1) will be undertaken to determine resource profiles required and pricing for any given requirement. The business case identifies specific requirements, tasks and has received a fixed price quotation from Microsoft Services for Phase 1 activities of £741k excluding VAT. This price includes an approved discount against current list rates.
- 7.3.3. An indicative price of £4.17m excluding VAT for Phase 2 activities which is based on the SFIA rate card which has been used to determine an indicative time and materials delivery price. Note that this is calculated at a substantial discount rate and may change after June 2017.
- 7.3.4. An overarching 3-year Microsoft Premier Support package is also required to deliver sections of the transformation programme and deliver business as usual support throughout, at a cost of £395k excluding VAT.
- 7.3.5. Microsoft Cloud migration partner services are therefore estimated at a total cost of £5.31m (excluding VAT) over a 2-year contract period, funded jointly from the previously approved Cheshire East Council ICT Infrastructure Investment Programme and Cheshire West and Chester (through programme recharges or staged payments as agreed).

7.4. Equality Implications

7.4.1. An Equality Impact Assessment has been completed and is attached as Appendix 1

7.5. Rural Community Implications

7.5.1. The proposal will support the creation of greater digital choice for those in rural communities.

7.6. Human Resources Implications

7.6.1. No implications identified, as this paper relates to the provision of the technical solutions required in order to enable the compliant delivery of ICT and digital solutions. Resources to implement the solutions are identified in the detailed business case.

7.7. Public Health Implications

7.7.1. The ICT Investment Programme supports the Adults, Children's and Public Health (ACPH) Programme which enables the delivery of the Care Act 2014.

7.8. Implications for Children and Young People

7.8.1. The ICT Investment Programme supports the ACPH Programme and joint working arrangements with regional health colleagues, and the Digital Programme which enables resident's access to Council services.

7.9. Other Implications

- 7.9.1. The detailed business case to support the full 5-year ICT Infrastructure Investment Programme has been reviewed through Council corporate governance procedures: Joint Officer Board (9th February), Technical Enablers Group (1st March), Shared Services Joint Committee (23rd March) and Cabinet process (11th April 9th May). Cheshire West and Chester will seek financial approval through appropriate internal governance.
- 7.9.2. Governance is key to the successful delivery of this transformational investment programme. It is proposed that the purpose of the strategic programme board is to engage the senior ICT stakeholders from both Councils in delivering the ICT Investment Programme from a strategic perspective and, to deliver the required outcomes and benefits; act as sign off authority for key decisions or significant changes in scope; and to assure quality and alignment to Corporate and Service objectives.

8. Risk Management

8.1. This paper relates to the provision of ICT shared services; the risks relate to the procurement and implementation of the technical solutions to ensure both Councils deliver a compliant and transformational ICT Services.

8.2. If the proposals made in this paper are not approved at the Cabinet meeting on 9th May 2017, there is a high likelihood on ongoing ICT major incidents and service disruption.

9. Access to Information/Bibliography

- 9.1. Appendix 1 Reasons for Recommendation expanded version
- 9.2. Appendix 2 Equality Impact Assessment

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

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Appendix 1 Reasons for recommendation – detailed description

- 1.1. ICT is no longer just back office automation; it has become a critical service. If it is unavailable, the Councils cannot deliver services to our service users. ICT Services has the capability of pro-actively contributing to service redesign, which is needed to address the challenges facing the Council. ICT has a pivotal role to play in improving efficiency, reducing costs across both Councils and supporting both as they move away from direct service provision into more sophisticated commissioning models and shared solutions.
- 1.2. ICT Services continues the process of standardisation and simplification based on the premise of a common technical architecture across both Councils, designed to enable local delivery suited to local needs. We understand that delivery will continue to grow through partnerships and service provider organisations in the public, private and third sectors and with this investment programme enabling greater interoperability to underpin these new models for our residents.
- 1.3. Demand for public services from our populace and their expectations of levels of service are ever increasing. Citizens, residents and businesses expect the same levels of access and availability that they receive online from large private sector organisations. Residents expect to be able to access their services from anywhere they can get onto the internet and in a manner that suits them. This investment programme places a strong emphasis on providing choice in the way people access services whilst encouraging them to use the most efficient digital channels.
- 1.4. A key principle of this programme has been to identify least cost infrastructure solutions that provide the foundation for the systems used by both internal service providers and citizens. Minimising the cost of this aspect of technology provision will allow priority to be given to the business systems and applications where most service benefit is derived. Achieving this objective will require all systems owners to support and maintain the standards applicable for the common infrastructure components.
- 1.5. Information security is a critical focal point, given the amount of information both Councils hold and the potential damages to individual and businesses should this be inappropriately released. Great emphasis has been placed on protecting our systems against threats and maintaining constant vigilance to protect against any new threat. Internal investment in training and education for our users, to raise awareness of security risks and to promote good data security practice wherever staff handle information runs in tandem with this investment programme across both Councils.
- 1.6. In addition to supporting the Councils in their mission to deliver high quality services to the residents and people of Cheshire, it is underpinned by the ICT Services Business Plan.

- 1.7. The term 'cloud service' has been used in technology environments for many years. It is an alternative business model for the delivery of ICT services. It has been proposed by both Councils that rather than buy or own equipment and associated services these are rented on an as required basis from providers with massive capacity.
- 1.8. Until adopted and offered at scale by companies such as Amazon, Google, IBM and Microsoft; early doors ICT press indicated that the economic case for 'cloud' solutions was relatively weak and did not offer a good return on investment for any council, when previously assessed. In part this was due to government security standards which restricted how much of our systems infrastructure could be put in the cloud. All the while extensive 'on premise' solutions have not been maintained in parallel, assets have been sweated (as directed by both Councils) and performance indicators could not be realised. This position has changed as the major cloud providers above now offer data tethering with geography, for example, Europe has signed Safe Harbour Agreements and EU Model Clauses acceptable to the UK Government. Other benefits of adopting cloud services are cited as:
 - Software that is provisioned as Software as a Service is maintained at the latest version as part of the package: new features are automatically available, and there is no lag whilst ICT prepares the upgrade then implements it,
 - <u>Speed</u> (better to say Agility and Flexibility): new services can be brought online quickly and scaled as needed. The speed of cloud provision is often identified as the single most important reason to move to a cloud service model. Included here is the capacity to scale up and down as necessary. Extra capacity can be used at intense periods and then turned off when not in use.
 - <u>Fail Fast, Succeed Faster</u>: try something, get fast feedback and then rapidly inspect and adapt or kill it fast before more money is spent
 - <u>Collaboration</u>: as data and service are not locked inside a data centre it is easier to share these with partners.
 - <u>Integration</u>: cloud services have integration designed in at the start and most vendors expect customers to blend solutions from different places and have setup solutions to integrate across vendor boundaries.
 - Cost: Councils will only pay for what they use, and it runs on a revenue not capital basis. The ability to turn things off when not needed and hence not pay for them can give rise to some savings, but this needs to be balanced with a more intense management of things like the starters, leavers and movers' processes within both Councils and the business hours of service(s) required. In the context of transformation, this also avoids tie in to long term contracts.
 - <u>Security</u>: the major cloud vendors have spent heavily on security and have achieved high levels of certification with UK and US governments, the scale of the operations means that services can afford to implement excellent security at a low unit cost.

- <u>Resilience</u>: Cloud helps you plan and manage enterprise wide resilience, aiding speedy recovery and mitigating the impact of disasters.
- 1.9. With the previous security obstacles resolved, the transformation of our current ICT assets to cloud based solutions, the infrastructure investment programme will pursue a reduced cost of ownership. The programme will dovetail and support the internal digital programmes, cloud first shared and COT procurements, decommissioning of duplicate systems, information assurance and data management programmes.
- 1.10. Standardisation will allow both Councils to access cheaper "cloud" services for our core infrastructure requirements and negate the need for future major investment in physical technology assets instead moving to a pay as you go consumption basis. Cloud based services will increasingly be the mechanism of choice for technology services and ICT Services is keen to use these where appropriate. Other Councils, such as Shropshire, Kent and Somerset have also adopted similar strategies. ICT will move basic utility type services away from in-house sourced systems to commodity cloud services. An example would be our email system, this is currently provisioned as a service hosted and run in-house. However, for the great bulk of our email, an external service such as Microsoft Office 365 (O365) would provide a cheaper and more functional service.
- 1.11. The policy of ICT Services, in agreement with both retained Clients, is that as current services or applications come to a natural upgrade or procurement milestone and where hardware becomes or has become obsolete (and performance is suffering), then they would be to move these to compliant public cloud based services. This therefore means a move to Software as a Service (SaaS) for commodity type requirements such as email, and Infrastructure as a Service (laaS) where no SaaS offering is available or does not meet our requirements. The strategic aim of ICT Services will therefore move away from the ownership and support of hardware and software to procuring services as and when new facilities are requested.
- 1.12. The delivery of a strategic investment programme will address the need to provide a flexible, utility based costing model and remove the dependency on ageing infrastructure through cloud-based solutions that are managed by a strategic technology provider/s. It will also prevent threats to customer information either from ageing technology or cyberattack. The programme puts forward proposals for transforming the technology:
 - Phase 1: Within 3-6 months enable ICT Services to become a Cloud ready organisation with a 2020 vision, supporting both Councils with Microsoft Office 365 in the Cloud and migration of file servers. Internet resilience is a key consideration and will need to be introduced within this phase.
 - Phase 2: An aggressive 3-24 month application transfer roadmap moving on premise to the Cloud reducing in house data centre provision by 80% (initial assessments indicate approx. 922 servers identified as suitable and 174 servers requiring further analysis)

- whilst improving disaster recovery, resilience and back up capabilities and providing an agile DevOps environment
- 1.13. The "do nothing option" or continue with existing processes, sweating assets and leave the ICT support arrangements and the technology landscape as-is in its current form with firefighting piecemeal capital investment was considered. Shared Services Joint Committee, Joint Officer Board and both ICT retained client teams are aware of previous benchmarking exercises undertaken within ICT shared services since 2009 and the inherited challenges for ICT Services going forward. Gartner were asked to benchmark Cheshire shared services IT Service against organisations with environments of a similar size and complexity, and reported in October 2011 that hardware was retained longer than the peer group average and that the age of some of the hardware was cause for concern and was likely to result in higher than normal support costs. A subsequent Gartner IT overview benchmark, prepared in November 2013, highlighted several key areas for consideration a) Total IT business as usual (BAU) costs, at £8.9m, were 53% lower than a similar workload peer group (this figure has not increased since despite growth in technology use and investment in digital services) and b) BAU costs were also £4m (32%) lower than the lowest cost quartile. As this was significantly lower than Gartner expected, they recommended that ICT shared services should review the level of spend and resourcing, and re-assess the maturity of IT processes and re-measure on a regular basis. This is also supported by the joint ICT Services monthly contractual performance reports (2016-17) which indicate continued failure to meet indicators. The do-nothing option was therefore rejected as non-compliant and not meeting the strategies and policies of either Council within the full business case.
- 1.14. A fully on premise hosting (traditional non-cloud) option including maintenance of essential services and compliance was also considered. By 2017-18 80% of ICT assets will be older than 5 years and will be non-compliant with both Councils asset policies. To re-procure the hardware assets and replace obsolete hardware would cost approximately £16m (i.e. 80% of £20m) plus the additional resource costs to procure and implement. This option was therefore rejected in the full business case as unaffordable for both Councils and not in support of internal digital programmes, cloud first benefits, information assurance and data management programmes.
- 1.15. As ICT Services, current technology is non-compliant and the cost of refreshment next year is unaffordable; a more pragmatic option to migrate all infrastructure to IAAS i.e. move all systems and services from on premise servers to cloud based services along with all associated applications was considered in the full business case. The benefit of this approach would be that it moves business applications onto a modern, stable infrastructure and reduces ICT Services resource time and effort with respect to hosting, and incident management where non-compliant or redundant equipment is the cause of performance issues. However, following a review of these assets, and on the feedback received from both Hewlett Packard and Microsoft, it is unlikely that more than 80% of services could be moved to the Cloud as they are non-compliant with Cloud provider

- operating system/s and database version policies therefore a hybrid option had to be considered. The option to move all infrastructure to the Cloud along with associated applications was therefore rejected as applications are non-compliant for Cloud platforms, therefore this is unachievable.
- 1.16. Hybrid, a combination of the traditional and cloud approaches, was considered in more detail within the business case. Two hybrid options (50:50 and 80:20 Cloud: in house provision) were examined in more detail with the key driver for option selection being return on investment (ROI) and the nature of the applications that used by each Council. Each of these applications has dependencies and compliance with a range of Operating Systems (OS) and potentially of other elements such as databases. The choice of these packages and their state in relation to OS versions and service patches forces ICT Services to maintain a diverse hosting and database environment. The significance of these multiple OS and Db versions is that standard cloud and managed platforms generally support OS and DB versions within an N-1 policy. Based on the current standard OS, it is estimated that 20% of existing Council applications could not be migrated to the cloud. Given the specific nature of both Council's services it is likely that there will be a continuing reliance on COTS packages from niche suppliers who have historically lagged behind in maintaining OS and service patch currency, thus forcing the Council to maintain an in house or on premises hosting capability with more flexibility than public and managed cloud providers will generally maintain.
- 1.17. ICT shared services has not invested in internal skills and development to support new technologies and is reliant on individual contractors recruited on a project by project basis to supplement the permanent resource base and provide specialist skills. Contractors are not a constant resource or a coherent body of knowledge. New incumbents require time to understand the ICT shared services environment and have not worked with other contractors and staff members. The urgent need to invest in both technology and in house skills is apparent. Both Councils require aggressive implementation of cloud services. The risks of undertaking the required transformation within 24 months with individual contractors are high. In house staff need new skills and a comprehensive training and development programme. It is therefore proposed that we look to the market for a strategic Cloud migration partner to support the implementation of this investment programme.
- 1.18. The detailed business case makes a strategic recommendation is to engage a Cloud migration partner (Microsoft) to support ICT Services in the implementation of an aspirational and transformational hybrid (80% cloud and 20% in house) solution.





Equality impact assessment is a requirement for all strategies, plans, functions, policies, procedures and services under the Equalities Act 2010. We are also required to publish assessments so that we can demonstrate how we have considered the impact of proposals.

Section 1: Description

Department	ICT Services		Lead officer resp assessment	Lead officer responsible for assessment		Programme Manager	
Service	Chief Operating Officer		Other members of team undertaking assessment		Investment Programme Team		
Date	23/01/2017		Version			Draft	
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		
Title and subject of the impact assessment (include a brief description of the aims, outcomes, operational issues as appropriate and how it fits in with the wider aims of the organisation) Please attach a copy of the strategy/plan/function/policy/procedure/service	our councils will change but the need to provide high levels of service to our citizens will remain, a be set against a backdrop of financial austerity. With these challenges will come new opportunitie information and communications technology (ICT) will be able to help both Councils to achieve efficiencies, providing the mechanism to support shared services and most importantly, keep pace						
Who are the main stakeholders? (e.g. general public, employees, Councillors, partners, specific audiences)	CEC & CWaC Portfolio holders, Members and Councillors ICT Services CEC and CWaC Officers CEC and CWaC Residents and Businesses						



ASDVs and Joint Ventures
Partners and Service Providers
Schools and Academies
General Public

Section 2: Initial screening

Who is affected?	CEC & CWaC Portfolio holders, Members and Councillors
(This may or may not include the	ICT Services
stakeholders listed above)	CEC and CWaC Officers
	CEC and CWaC Residents and Businesses
	ASDVs and Joint Ventures
	Partners and Service Providers
	Schools and Academies
	General Public
Who is intended to benefit and how?	All of the above through improved ICT Service delivery; systems' performance and digital solutions adopting Councils' 'Cloud First' and Central Government Policy of 'Digital by Design' principles; improved data quality and release of staff time within in existing ways of working. Opportunities for new ways of working to be developed that can maximise the efficiencies of mobility; flexibility and simplified system management.
	Both Councils currently experience issues due to lack of robust and efficient reporting to enable well informed decision making due to the complex and organic nature of legacy ICT estate there is little reliable management information readily available. Resulting in duplication of effort and disjointed business functionality across services/Councils.
	Current silo'd systems and methods of working means that Councils' have no 'Single View of Truth' for the Councils themselves or for residents/services.
	This leads to difficulties achieving the Council's objective of 'Tell us Once' approach due to lack of compliant or



	manageable data sharing capabilities throughout the organisations. This also makes it increasingly difficult for Councils to offer a 'Single Front Door' to access Councils Services.
Could there be a different impact or outcome for some groups?	Yes. Some groups are less likely to use or may be unable to use digital channels to access online services. The CE Digital Customer Service Programme principle of 'Assisted Digital Services' (ADS) will be adopted during the transformation of ICT Service. ADS will support the groups who are more likely to be digitally excluded. It will include traditional telephony and face to face services and as legacy channels are retired, they are replaced with 'Digital Access Points' which will guide customers through the use of digital platforms for requesting Councils' Services/Information (e.g. helping customers to use self service machines in selected locations, such as Customer Service Centres) and provide a safety net for the more vulnerable users.
	The aim of the programme is to design and implement a compliant solution, process framework and technical infrastructure that will support lean business solutions working through appropriate procurement, business process review, de-duplication of effort and shared solutions. The underpinning requirements will be flexible and secure supported by an Information assurance and governance model. Clearly defined policies and process will clarify best practice and will be implemented through staff training. The programme should provide all staff with the skills, confidence and tools to work flexibly to best meet their needs and the needs of their service and the wider organisation.
Does it include making decisions based on individual characteristics, needs or circumstances?	Yes. The nature of the programme is that it provides flexibility and options within a defined framework that ensure compliance and management of risk.
Are relations between different groups or communities likely to be affected? (e.g. will it favour one particular group or deny opportunities for others?)	No – this programme is designed to impact all stakeholders equally and provide the benefits associated with flexible digital working.
Is there any specific targeted action	No. Given the nature of the programme and the training that will be required to ensure adoption, this is not



to promote equality? Is history of unequal outcome have enough evidence to otherwise)?	omes (do yoι		anticipated.									
Is there an actual or pot	tential	negati	ve impact o	n these specif	ic cha	racteri	stics? (Please tick)						
Age	Y	N	Marriage partnersh		¥	N	Religion & belief	¥	N	Carers		¥	N
Disability	Y	N	Pregnancy maternity		¥	N	Sex	¥	N	Socio-economic status		Y	N
Gender reassignment	¥	N	Race		¥	N	Sexual orientation	¥	N				
What evidence do you he that you wish to include			•	•		•	ualitative) Please provide es, charts	e addition	onal in	formation	Consultation carried out	/involv	ement
Age				ADS will mit	•	the im	pact of this project on th	nis prote	cted		res	No	
Disability ADS will mitigate the impact of this project on this protected characteristic								No					
Gender reassignment The effect of this project is deemed neutral on this protected characteristic.							No						
Marriage & civil partnership The effect of this project is deemed neutral on this protected characteristic.						No							
Pregnancy & maternity The effect of the characteristic characteristic				•	oroject	is deemed neutral on th	nis prote	ected			No		
				The effect of this project is deemed neutral on this protected characteristic.							No		



Religion & belief	The effect of this project is deen characteristic.		No				
Sex	The effect of this project is deen characteristic.		No				
Sexual orientation	The effect of this project is deen characteristic.	The effect of this project is deemed neutral on this protected characteristic.					
Carers	The effect of this project is deen characteristic.		No				
Socio-economic status	ADS will mitigate the impact of characteristic		No				
Proceed to full impact assessment? (Please tick)	Yes	No	Date 23/01	/2017			

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



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	Is the policy (function etc)	Are there any positive	Please rate the impact	Further action
characteristics	likely to have an adverse impact on any of the groups? Please include evidence	impacts of the policy (function etc) on any of the groups?	taking into account any measures already in place to reduce the impacts identified	(only an outline needs to be included here. A full action plan can be included at Section 4)
	(qualitative & quantitative) and consultations	Please include evidence (qualitative & quantitative) and consultations	High: Significant potential impact; history of complaints; no mitigating measures in place; need for consultation Medium: Some potential impact; some mitigating measures in place, lack of evidence to show effectiveness of measures LOW: Little/no identified impacts; heavily legislation-led; limited public facing aspect	
Age	No	No	Low	None
Disability	No	No	Low	None
Gender reassignment	No	No	Low	None
Marriage & civil partnership	No	No	Low	None
Pregnancy and maternity	No	No	Low	None



Race	No	No	Low	None
Religion & belief	No	No	Low	None
Sex	No	No	Low	None
Sexual orientation	No	No	Low	None
Carers	No	No	Low	None
Socio-economics	No	No	Low	None

Is this project due to be carried out wholly or partly by contractors? If yes, please indicate how you have ensured that the partner organisation complies with equality legislation (e.g. tendering, awards process, contract, monitoring and performance measures) Yes – number currently unknown.

Section 4: Review and conclusion

Summary: provide a brief overview including impa	act, changes, improvement, any gaps in evidence a	nd additional data that is nee	ded
Ensure that the partner organisation/s and contra	actors complies with equality legislation		
Specific actions to be taken to reduce, justify or remove any adverse impacts	How will this be monitored?	Officer responsible	Target date
Please provide details and link to full action plan for actions	To be developed with strategic partner		



When will this assessment be reviewed?	June 2017		
Are there any additional assessments that need	None		
to be undertaken in relation to this assessment?			
Lead officer signoff	Programme Manager	Date	9.2.2017
Head of service signoff	CIO and Head of ICT Services, Gareth Pawlett	Date	9.2.2017

Please publish this completed EIA form on your website

Cheshire East Council

Cabinet

Date of Meeting: 9th May 2017

Report of: Peter Bates, Chief Operating Officer

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

Portfolio Holder: Cllr Don Stockton, Regeneration

1. Report Summary

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

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

2. Recommendation

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

3. Other Options Considered

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

4. Reasons for Recommendation

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

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

5. Background/Chronology

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

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

6. Wards Affected and Local Ward Members

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

7. Implications of Recommendation

7.1. Policy Implications

- 7.1.1. Realising value from waste streams is a key objective of CECs waste strategy. The following high level objectives of the waste strategy are relevant:
 - to continue to exceed national targets for recycling;
 - to provide all households with a simple, easy to use, kerbside recycling collection service and work to increase the types of recyclable materials collected;
 - ensure that residual waste is managed to support waste prevention, reuse and recycling, minimising waste produced; and
 - to reduce disposal to landfill to 0 and achieve 100% disposal to waste to energy generation

7.2. Legal Implications

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

- and the draft contractual documentation. This use of external experts to supplement the Council's internal departments has ensured that a robust and compliant procurement process has been followed throughout.
- 7.2.4. The selection of Lot 1 Bidder 1 as the Preferred Bidder will allow the Council to clarify, specify and optimise Bidder 1's final tender. Although Bidder 1's final tender contains all the elements required and necessary for the performance of the project, it will still be necessary to clarify, specify and optimise Bidder 1's final tender in order to produce a suite of contractual documents to create a legally binding arrangement between the Council and Bidder 1. It is important to note that such clarifications, specification or optimisation, or any additional information, may not involve changes to the essential aspects of Bidder 1's final tender or of the procurement, including the needs and requirements set out in the contract notice or in the descriptive document, where variations to those aspects, needs and requirements are likely to distort competition or have a discriminatory effect.
- 7.2.5. It is recommended that the final decision to award a contract to the Preferred Bidder is delegated to the Portfolio Holder for Regeneration and Assets. This will allow a further and final consideration of all the legal implications of entering into a contract with the Preferred Bidder to be reported before the final decision is made.

7.3. Financial Implications

- 7.3.1. The Council would need to commit capital investment in order to make the scheme viable. The total Council contribution for the preferred bidder of £5.5 million in addition to highways works and the purchase of food waste caddies would be within the scope of the current capital budget allocated towards the cost of the Organic Waste Treatment Procurement in the Council's Capital Programme.
- 7.3.2. Any contribution from the Council would only be made following due diligence on the preferred bidder and the development of a detailed business case.
- 7.3.3. The preferred solution would enable the collection of food waste within the green garden bin therefore negating the need for expensive changes to vehicles and collection rounds. It would cost the Council an estimated £2million to collect food waste separately. Around 40% of the Cheshire East residual waste is currently food costing in the order of £110 a tonne to dispose of.

7.4. Equality Implications

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

7.5. Rural Community Implications

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

7.6. Human Resources Implications

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

7.7. Public Health Implications

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

7.8. Implications for Children and Young People

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

7.9. Other Implications (Please Specify)

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

8. Risk Management

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

9. Access to Information/Bibliography

9.1. In accordance with paragraph 19.4 of the access to information procedure rules, the Tender Evaluation Summary Report is available to members on request. The Report contains exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 (Information

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relating to the financial or business affairs of any particular person (including the authority holding that information)) and is therefore not for publication).

10. Contact Information

Contact details for this report are as follows:

Name: Ralph Kemp

Designation: Corporate Manager Commissioning - Waste and Environmental

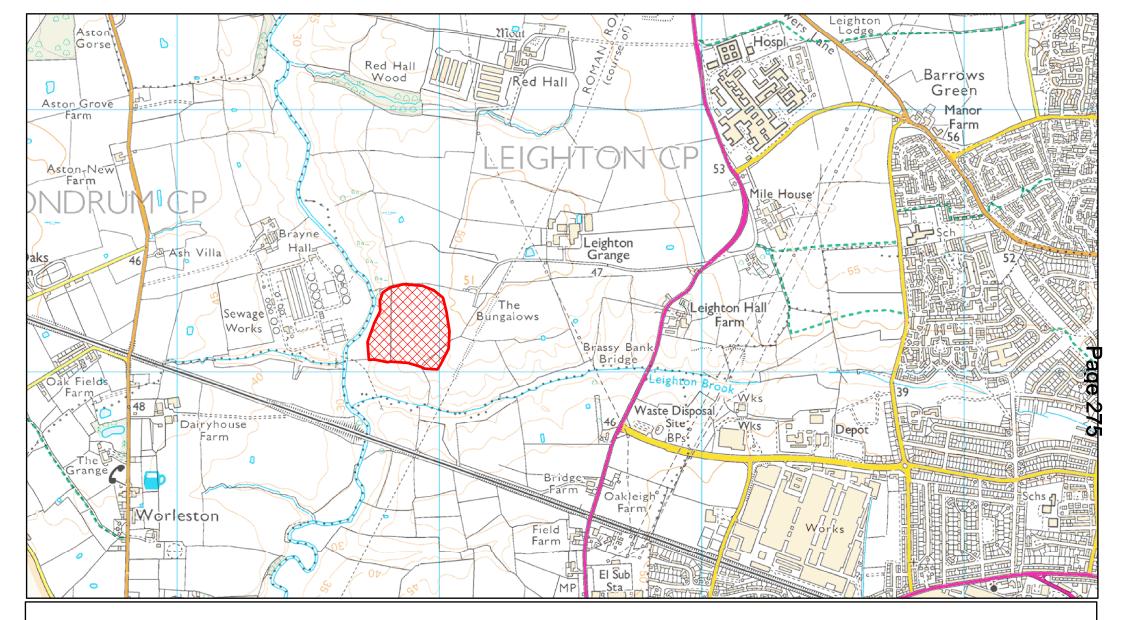
Services

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Appendix A

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









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