

Cabinet Agenda

Date: Tuesday, 7th November, 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 Cheshire East Council decision-making meetings are audio recorded and the recordings are uploaded to the Council's website.

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

1. **Apologies for Absence**
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.

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 - 20)

To approve the minutes of the meeting held on 10th October 2017.

6. **Supported Local Bus Service Review - Proposals for Implementation** (Pages 21 - 284)

To consider a report on the outcomes of the bus service review and an approach to implement a new network of supported local bus services for Cheshire East.

7. **Crewe HS2 Masterplan** (Pages 285 - 324)

To consider a report which seeks authority to launch a consultation on the draft HS2 Masterplan Vision for Crewe.

8. **Strategic Events** (Pages 325 - 350)

To consider a report presenting the Strategic Events Framework for consideration as an important pillar in delivering the Council's strategic priority of 'Quality of Place'.

9. **Connected Communities - Connected to Decision-Making** (Pages 351 - 360)

To consider a report which sets out a work plan on how Cheshire East Council can apply the principles of Participatory Budgeting in the mainstream commissioning cycle to allow communities to be better informed and part of the decision-making process.

10. **Cheshire East Integrated Carers Hub** (Pages 361 - 368)

To consider a proposal to develop an all age (Young Carers and Adult Carers) Integrated Carers Hub for Cheshire East.

11. **Construction Related Consultancy Services Framework** (Pages 369 - 380)

To consider a report on the establishment of a framework agreement through which to commission construction-related consultancy services.

12. **Local Flood Risk Management Strategy 2017** (Pages 381 - 502)

To consider a report recommending the adoption of a Local Flood Risk Management Strategy.

13. **Mid-Year Review of Performance 2017/18** (Pages 503 - 586)

To consider a report on the Mid-Year Review of Performance for 2017/18.

THERE ARE NO PART 2 ITEMS

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CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Cabinet**
held on Tuesday, 10th October, 2017 at Committee Suite 1,2 & 3, Westfields,
Middlewich Road, Sandbach CW11 1HZ

PRESENT

Councillor Rachel Bailey (Chairman)
Councillor D Brown (Vice-Chairman) (for the first part of the meeting only)

Councillors A Arnold, P Bates, J Clowes, J P Findlow, P Groves, D Stockton,
G Hayes and L Wardlaw

Members in Attendance

Councillors D Bailey, Rhoda Bailey, E Brooks, S Corcoran, T Dean, L Durham,
S Edgar, R Fletcher, D Flude, S Gardiner, M Grant, S Hogben, L Jeuda,
D Mahon, R Menlove, B Moran, B Walmsley and G Williams

Officers in Attendance

Kath O'Dwyer, Frank Jordan, Peter Bates, Mark Palethorpe, Dan Dickinson,
Jan Willis and Paul Mountford

The Leader announced that with immediate effect Councillor David Brown was to stand aside from his duties as Deputy Leader of the Council and as a member of the Cabinet for the duration of the investigation into the granting of funds to Berkeley Academy. The role of Deputy Leader included covering the responsibilities of the Leader in her absence. This could well include matters relating to the highways and infrastructure portfolio, which would place Cllr Brown in an untenable position, Councillor Brown having already stood aside from his portfolio responsibilities. Councillor Brown made a brief statement on the matter following which he vacated his seat on the Cabinet. At the Leader's invitation, Group leaders and spokesmen made a brief comment in response to the announcement. The Leader indicated that she intended to make an announcement at Council on 19th October with regard to interim measures.

The Portfolio Holder for Housing and Planning announced that the Secretary of State for Communities and Local Government had dismissed a planning appeal by developers in relation to proposals to build up to 900 new homes on the former Gorstey Hill Golf Course near Crewe. The Secretary of State had supported the Council's decision to refuse the application. In his decision, the Secretary of State had given significant weight to the policies of the Council's recently adopted Local Plan and had indicated that by adopting the Local Plan the Council had been able to demonstrate a five year housing land supply.

52 DECLARATIONS OF INTEREST

The Leader indicated that she was conscious that in relation to agenda item 16 – the sale of land at Longridge, Knutsford – that some Cabinet members had visited the site in question and/or had received several letters on the matter. She believed that all Cabinet members had kept an open mind on the matter.

53 PART 2 PRIVATE AGENDA - TO RESPOND TO ANY REPRESENTATIONS RECEIVED

The Council had received the following representations from Debbie Jamison, Knutsford Residents in Over Ward (KROW), objecting to the appendix to a report on the sale of land at Longridge being considered in Part 2:

“I have now seen the revised text in the forward plan notice on the website, indicating partial exemption.

I would like to confirm that I am still maintaining an objection that I wish you to communicate to the Leader Cllr Bailey and Acting Chief Executive Kath O Dwyer.

1. It would appear that the Local authority is in part protecting itself and this is a conditional sale which implies that the Council will benefit assuming it grants planning permission.
Information is not exempt if it relates to proposed development for which the local planning authority may grant itself planning permission pursuant to Regulation 3 of the Town & Country Planning General Regulations 1992(a).
2. The decision requested still asks Cabinet to approve an outcome before a public consultation has been concluded and the results communicated to them. As this is part of a process, which if conducted incorrectly could lead to scrutiny by a Government minister, and threatens to override public interest, then I am sure that the Leader and cabinet would prefer that the matter is progressed in two stages - if at all!. I ask that the cabinet be requested only to consider the potential disposal of public open space, with all relevant information discussed to understand the circumstances of the request being made AND the potential risks to the Council reputation if it proceeds without emphatically exhausting all other options, and/or following due process.

When this decision was first put to Cabinet informally, it is clear that they were not made aware of all the facts which have come to light since. Or perhaps they were - hence the attempt to push through with a full exemption.”

The Portfolio Holder for Corporate Policy and Legal Services read out the Cabinet's response to the representations as follows:

1. The exempt information contained within the appendix to the Cabinet Report relates to financial matters and information relating to legal professional privilege in respect of the proposed disposal of Council owned land. The report does not consider the planning merits of the future use of the land concerned.
2. The exempt information does not relate to proposed development of land by the Council nor the Council granting planning permission to itself.
3. The determination of planning applications is a non-Executive function of the Council is not determined by Cabinet.
4. The Council is required to follow a statutory process prior to the proposed disposal of public open space and this is set out in the Cabinet report.
5. The Council is satisfied that the information falls within paragraph 3 & 5 of the exempt information categories contained within paragraph 10.4 of the access to information procedure rules in the council's constitution and contains information relating to the financial or business affairs of any particular person and in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. The public interest in maintaining the exemption outweighs the public interest in disclosing the information.

54 PUBLIC SPEAKING TIME/OPEN SESSION

Councillor Neil Forbes, the Mayor of Knutsford, expressed the Town Council's strong objection to the proposed sale of public open space at Longridge, Knutsford. He referred to a letter sent to the Council by the Town Council objecting formally to the proposal but also suggesting a way to resolve an issue with regard to historic covenants on the grass verge which prevented it being used to provide access to the site.

Debbie Jamison, representing Knutsford Residents in Over Ward (KROW) also objected to the sale of public open space at Longridge, Knutsford and presented a petition containing 230 signatures of members of the public calling on the Council to remove any sale proposal for the land shown edged blue (public open space) in the report before members. She added that the fact that the Cabinet had not heard the public's view on the proposal was reason enough to defer a decision at today's meeting to enable officers to work with local stakeholders in arriving at a solution which protects and enhances the provision of open space.

Jeff Gazzard, the Chairman of KROW was as concerned with the process as with the possible impact of the proposal for the land at Longridge. He suggested that it would have been helpful to have included the original plan for the development in the report so that members could see what had originally been proposed. This had included a number of accesses to the site to comply with planning rules.

55 QUESTIONS TO CABINET MEMBERS

Councillor T Dean commented in relation to the proposed Longridge development that the original plan had shown four accesses onto the site and that the landowner had not had regard to the restrictive covenants over the grass verge. The late realisation of this error had led to a badly-conceived plan to sell off highly valued public open space to provide one access road to the site. He added that a non-practising solicitor working for Knutsford Town Council had obtained a copy of the covenant in relation to the grass verge land and had identified the beneficiaries. The Town Council had offered to approach the beneficiaries with a view to releasing the covenant and that offer still stood. He therefore suggested that a decision on the site be deferred for a few weeks or months to allow the relevant parties to take action to overturn the covenant to enable a return to the original access plan.

Councillor S Corcoran asked which Cabinet member(s) had been responsible for the finance function in April and May 2015. The Leader responded that if Councillor Corcoran was unable to access the information from the Council's website, a written answer could be provided.

Councillor R Fletcher referred to a decision taken by Council in February to reduce the bus service budget by £1.6M and to subsequent proposals approved by Cabinet in relation to bus service reductions. The Leader responded that no decisions had been taken in relation to bus services. A review of bus services had been undertaken to ensure that where public money was being provided to support services, those routes were being used. The review had been the subject of a public consultation process. Any proposals arising from the review and the outcome of the consultation process would be submitted to Cabinet in due course for consideration. The Portfolio Holder for Finance and Communities concurred with the Leader's comments.

Councillor D Flude referred to the new Council publication called 'The Voice' which was costing £129,000 to produce. She asked why there had been no cross-party involvement with the development of the publication and questioned its purpose. She also asked if advertising would be used to help pay for the publication, which could have an impact on local newspapers. Finally, she felt that the money could have been used more effectively on front line services. The Portfolio Holder for Democratic and Public Engagement, Assurance and ICT responded that the matter had been considered by the Corporate Overview and Scrutiny Committee.

Advertising would be considered as an option for reducing the unit cost of the publication. The magazine would enable the Council to provide much more information for residents on Council services than was currently available from other publications such as local newspapers.

Councillor L Jeuda referred to Macclesfield Community Transport which would cease operating at the end of November owing to a lack of funding. People from many parts of the north of the Borough used the service for hospital and GP appointments, including, until quite recently, visits to the Mayfield day centre. The cost of taking a taxi to the Mayfield centre was prohibitively expensive. Councillor Jeuda asked if the Council had any plans to support the service in the future. The Leader undertook to provide a written answer.

56 MINUTES OF PREVIOUS MEETING

RESOLVED

That the minutes of the meeting held on 12th September 2017 be approved as a correct record.

57 NOTICE OF MOTION - ALCOHOL ADVERTISING

Cabinet considered the following motion which had been moved by Councillor S Corcoran and seconded by Councillor D Flude at the Council meeting on 27th July 2017 and referred to Cabinet for consideration:

“This Council notes that:

- *alcohol can be enjoyed in a responsible way by adults;*
- *alcohol can cause serious and fatal diseases, including several types of cancers;*
- *the UK Chief Medical Officers’ Alcohol Guidelines advise both men and women that it is safest not to drink regularly more than 14 units per week;*
- *alcohol can only be legally purchased by adults over 18 years old;*
- *advertising of alcohol is designed to make products more appealing and in turn can appeal to children and young people;*
- *there is strong evidence of public support for a 9pm watershed for alcohol advertising on TV (the recent Healthier Futures/Alcohol Health Alliance public opinion survey found 73% support in Greater Manchester for a 9pm watershed for alcohol adverts on TV and the recent public engagement campaign ‘See What Sam Sees’ by Healthier Futures, talked with over 200 people across Greater Manchester and received overwhelming support for a 9pm watershed from the Greater Manchester public);*
- *in January 2012 the Health & Wellbeing Scrutiny Committee considered a report on alcohol and noted that Cheshire East Council had recently signed up to the NHS North West “Pledge*

to young people” to reduce the harm caused to children and young people by alcohol.

This Council acknowledges its share of responsibility to try to ensure good public health in the population and resolves to

Request the Leader of the Council to write the Secretary of State for Digital, Culture, Media and Sport expressing these views and asking her to bring forward legislation to introduce a 9pm watershed for the advertising of alcohol products on TV to protect children and young people from the influence of alcohol advertising.”

Councillors Corcoran and Flude attended the meeting and spoke in support of the motion.

Whilst Cabinet felt that the motion was to be supported it covered only one aspect of the ongoing challenge of reducing levels of alcohol consumption. Consequently there was an opportunity to re-emphasise the Council's support for the Cheshire and Merseyside Local Authorities' lobbying for the introduction of Minimum Unit Pricing and the reducing alcohol harm element of the early Intervention and Prevention work-stream of the Cheshire and Merseyside Sustainability and Transformation Partnership.

RESOLVED

That Cabinet supports the motion stated above but in addition notes and supports:

- (a) That the Alcohol Harm Reduction Plan recently adopted by the Health and Wellbeing Board (of which the Council is a key partner) includes a focus on children and young people and reducing their levels of alcohol consumption. Exposure to marketing and accessibility of alcohol are two key factors that influence the drinking behaviours of young people.
- (b) That the Council remains committed to supporting calls for a minimum unit price for alcohol to be introduced and will work with other Councils in Cheshire and Merseyside to lobby Government in relation to this.
- (c) That the Council endorses the work-stream to reduce alcohol consumption through a range of early intervention and prevention activity across the health and care system, that forms part of the Cheshire and Merseyside Sustainability and Transformation Partnership's priorities.

58 NOTICE OF MOTION - SCHOOLS EDUCATION FUNDING

Cabinet considered the following motion which had been moved by Councillor L Durham and seconded by Councillor D Flude at the Council meeting on 27th July 2017 and referred to Cabinet for consideration:

“This Council notes:

- *that in March 2016 the Government announced a review and consultation(s) on school funding reform;*
- *that the average per-pupil school funding received from the Government varies considerably;*
- *the Institute for Fiscal Studies report of December 2016 indicated that schools were predicted to see cost increases of around 8% by 2019/20;*
- *schools in England are facing the first real-terms cuts to their funding in a generation;*
- *that schools in England are already facing significant additional costs which the Government does not intend to pay for, including the removal of the Education Support Grant later this year;*
- *that there is subsequently the need to move toward a more transparent system of Schools funding allocation.*

This Council believes that:

- *investment in education is investment in the future of our nation;*
- *investment in education is essential to provide all our young people with the chance to succeed;*
- *the formula proposals presented in the National Fairer Funding Formula (NFFF) Stage 2 Consultation fall short of what was expected, lock in historical inequalities and will not deliver fairness as promised;*
- *the national Government should make funds available for national Government policy initiatives in schools;*
- *the basic level of funding allocated to all schools must be adequate for the school for both operational costs and the sufficient provision of staffing;*
- *additional needs funding should be, as the name suggests, additional- and therefore should be targeted at Additional Education Needs (AEN) factors, and not come at the expense of the basic entitlement funding which is imperative to achieving a fair, balanced and equitable funding formula;*
- *schools funding should follow a formula which combines need-based assessment with lump sum funding per pupil, to ensure all schools can function with appropriate pupil-teacher ratios and meet a defined set of costs- this should be provided in accordance with 75% pupil funding and additional needs factors of 14% (deprivation 8%, prior attainment 5% and EAL 1%);*

- *pupils of similar characteristics should attract similar levels of funding wherever they are in the country (allowing for the area cost adjustment);*
- *while the Stage 2 consultation is about finding a fair funding methodology and not about the quantum of funding available, Stockport schools have been making cuts for many years now and have reached the limit of where further cuts can be identified;*
- *the outcome of the fair funding for school's consultation should be fair.*

This Council further resolves to ask the Leader of the Council to write to the Secretary of State for Education asking them to:

- *ensure the budget for Schools is kept in line with inflation from the year 2015;*
- *ensure the Government's policy commitments to the apprenticeship levy, national living wage and pension contributions in schools are fully funded by national Government;*
- *commission a comprehensive review of education funding covering ages 0-19;*
- *publish the methodology used to calculate the costs of running a school."*

Councillors Durham and Flude attended the meeting and spoke in support of the motion.

The report set out the background to the matter including details of previous representations made by the Council and an announcement on school funding made by the Secretary of State in September 2017, the implications of which were under consideration.

RESOLVED

That

1. the Cabinet thanks Councillor L Durham and Councillor D Flude for proposing and seconding the motion and acknowledges the importance of ensuring a fair school funding settlement across Cheshire East;
2. it is noted that the Leader of the Council has already sent two letters to the Minister for Education relating to school funding; and
3. following a full analysis of the information published in September 2017 and a conversation with the schools sector, a decision be taken by the Portfolio Holder for Children and Families on the need for a further letter to the Secretary of State.

59 SAFER PARKING FOR COMMUNITIES AROUND SCHOOLS

Cabinet considered a formal response to the findings and recommendations of the Task and Finish Group on Safer Parking for Communities around Schools.

The policy changes proposed by the Group were welcomed. The Council was in the process of refreshing its Local Transport Plan and it was felt that these policies should be considered as part of that work in consultation with the Task and Finish Group. The responses to the Group's recommendations were set out in full in Section 3 of the report.

RESOLVED

That Cabinet

1. thanks the Task and Finish Group for their work in reviewing Safer Parking for Communities around Schools;
2. endorses the formal responses, detailed in Section 3 of the report, to the Corporate Overview and Scrutiny Committee recommendations; and
3. authorises the Executive Director of Place in consultation with the Portfolio Holder for Finance and Communities, the Portfolio Holder for Children and Families and the Director of Finance and Procurement to allocate resources and funding from the 2018/19 Local Transport Plan budget to support a Safer Routes to Schools programme and review this for subsequent years.

60 EDUCATION TRAVEL POLICY

Cabinet considered a report seeking approval to consult on Education Travel Policy.

A review of the existing transport policy had been undertaken to ensure that the Council provided transport in accordance with its statutory duties. This would result in savings which would contribute to the proposals approved within the medium term financial plan. Consultation would be undertaken to determine where there was a business case to support discretionary travel.

RESOLVED

That Cabinet approves

1. the formal consultation in line with the timeline at Appendix 1 to the report regarding:
 - compulsory school aged policy and
 - post 16 policy

2. the subsequent consultation on Post 16 Travel Policy following engagement with Post 16 providers in line with Appendix 2.

61 SUPPORT FOR SYRIAN REFUGEES AND ASYLUM SEEKERS

Cabinet considered an update report on the three programmes under support for Syrian Refugees and Asylum Seekers which were:

- Syrian Vulnerable Person Resettlement
- Unaccompanied Asylum Seeking Children
- Asylum Seeker Dispersal

The report asked Cabinet to agree the next steps in the Asylum Seeker Dispersal programme.

The Portfolio Holder for Finance and Communities placed on record his thanks to the Voluntary and Faith Sectors for the contribution they had made.

RESOLVED

That Cabinet

1. delegates to the Executive Director of People in conjunction with the Executive Director of Place the authority to work both sub-regionally and with the Home Office to consider further this Council's delivery of the Asylum Seeker Dispersal programme, accounting for the experience and learning from the delivery of Syrian Vulnerable People Resettlement and Unaccompanied Asylum Seeking Children programmes;
2. agrees a commencement date with the Home Office, preferably January 2018, for the initial delivery of 15-20 properties over a three year period under the Asylum Seeker Dispersal programme, building in an initial review of learning once the programme commences (an agreed phased implementation plan); and
3. the portfolio holders for Finance and Communities, Children and Families and Housing and Planning received reports on programme delivery updates following programme commencement, along with Unaccompanied Asylum Seeking Children and Syrian Vulnerable Person Resettlement updates.

62 CREWE HUB CONSULTATION - CHESHIRE EAST RESPONSE

Cabinet considered a report on the Council's response to the Government's consultation on options for the Crewe Hub.

On the 17th July 2017 the Government had launched a consultation document “Crewe Hub Consultation – Moving Britain Ahead” which set out three scenarios for a Crewe Hub Station:

- Scenario 1 – Crewe Hub route serving Stoke-on-Trent (through splitting and joining one train per hour)
- Scenario 2 – Crewe Hub route serving Stoke-on-Trent and upgrading capacity (through splitting and joining two trains per hour)
- Scenario 3 – Crewe Hub with a new northern junction (which is in addition to Scenario 2) and allowing for high speed services to Manchester and Birmingham.

The report sought Cabinet approval of the Council’s response to the consultation included in Appendix 1.

Cabinet welcomed the Crewe Hub consultation and the inclusion of the option for a northern junction in Scenario 3 providing the infrastructure needed to allow Crewe to have direct HS2 services to Manchester and Birmingham as well as London. It was felt that only Scenario 3 was capable of delivering the transformational growth ambitions of the Crewe Masterplan and Growth Strategy for the Constellation Partnership area.

The Environment and Regeneration Overview and Scrutiny Committee had considered the report at its meeting on 19th September 2017. The Committee had supported the proposed response and had highlighted the following points:

- That only the third Train Service Scenario, providing a rail hub capable of serving 7 stopping HS2 trains per hour would provide the required infrastructure.
- That freight services need to be considered as additional capacity is required.
- That MPs should be lobbied to ensure that they are fully supportive of the proposals.
- That any proposals should not result in a reduced classic rail service.

RESOLVED

That the proposed consultation response on the Crewe Hub options as set out in Appendix 1 to the report be approved.

63 ROYAL LONDON DEVELOPMENT FRAMEWORK

Cabinet considered a report on a revised Royal London Development Framework to help guide future planning applications for development within the site.

As a result of comments received during the public consultation process, a number of changes had been made to the development framework.

Councillor R Menlove, as a local ward member for Wilmslow, asked if the framework gave approval to something that was not yet the subject of a planning application. The Portfolio Holder for Housing and Planning responded that the framework was for guidance only. He undertook to confirm this to Councillor Menlove in writing.

RESOLVED

That Cabinet endorses the revised Royal London Development Framework to help guide future planning applications for development within the site.

64 EVERYBODY SPORT & RECREATION ANNUAL PERFORMANCE REPORT 2016 - 17

Cabinet considered the Annual Performance Report from “Everybody Sport & Recreation” for the financial year 2016-17 in respect of the delivery of a leisure service on behalf of the Council.

The Annual Report demonstrated the successes that had been achieved by the Trust within its third year of trading. The Chairman of the Trust, Councillor Andrew Kolker, and its Chief Executive Officer, Peter Hartwell, attended the meeting to present the report and answer questions.

RESOLVED

That Cabinet notes the progress made by the Trust in its third year of trading as an independent Charitable Trust, including the performance information provided in the Annual Report to ensure that the maximum benefits and required outcomes for the residents of Cheshire East are being achieved.

65 APPRENTICESHIP LEVY PROCUREMENT FRAMEWORK

Cabinet considered an update on the way forward for the procurement of apprenticeship training provision across the Council, ASDVs and maintained schools.

The proposal was to develop a preferred supplier list in partnership with Stockport Metropolitan Borough Council and potentially Cheshire West and Chester Borough Council. This was considered to be an effective and efficient method for the procurement of training providers and would benefit from economies of scale, the sharing of the administrative burden and an opportunity to develop cohorts of apprentices across the three local authorities that would benefit from an improved learning experience at a reduced cost.

RESOLVED

That Cabinet

1. approves the development of a preferred supplier list, in partnership with Stockport Metropolitan Borough Council and potentially Cheshire West and Chester Borough Council (subject to Cheshire West and Chester Borough Council internal approval being sought), for the delivery of apprenticeship levy funded training across the three Councils, any ASDVs and maintained schools via a formal OJEU tendering process, the intention being that Cheshire East Council will act as the lead authority on this work;
2. delegates authority to the Head of Strategic HR, in consultation with the Portfolio Holder for Corporate Policy and Legal Services, to award and enter into contracts with the successful providers following a fully compliant OJEU procurement exercise for contract periods covering an initial period of 3 years with the option to extend the contract for a further 1 year (total 4 years); and
3. authorises the Head of Strategic HR, in consultation with Portfolio Holder for Corporate Policy and Legal Services to take all necessary actions to implement the proposal.

66 SALE OF LAND AT LONGRIDGE, KNUTSFORD

Cabinet considered a report on the proposed sale of land at Longridge, Knutsford.

The Leader placed on record the receipt of the petition presented earlier in the meeting.

The site was allocated to provide approximately 225 dwellings under the Local Plan which was adopted on 27th July 2017. The site was landlocked and could only be accessed via Council land. The Council land comprised a grass verge which was delineated 'green' and public open space which was delineated 'blue' on the plan at Appendix 1 to the report. The report sought approval for the disposal of part of the public open space to provide access to the site, together with the grass verge. Further details were set out in the report.

Additional information was included in an Appendix to the report which contained exempt and would therefore be considered in Part 2 of the agenda.

RESOLVED

That subject to a consideration of the matters contained in the Part 2 Appendix to this item not altering the views of members reached on this recommendation, Cabinet authorises:

- (a) the Executive Director of Place to further explore options for facilitating access to the site over the covenanted “green land” on the enclosed plan and undertake further consultation on the same whilst concurrently;
- (b) advertising the intention to dispose of part of the land delineated blue on the enclosed plan and advertising the intention to dispose of the land delineated green on the enclosed plan, both of which are identified as open space, in accordance with the Local Government Act; and
- (c) the Portfolio Holder for Regeneration to give due consideration to any representations made in response to the advertised intention to dispose of the stated land (b above) and, in light of the representations received and further work undertaken in respect of (a) above, decide whether or not to dispose of any or all of the green or blue land;
- (d) subject to a decision regarding public open space, the freehold disposal of part of the land delineated ‘blue’ for the purposes of providing access to the site and the land delineated ‘green’, on terms to be agreed by the Executive Director for Place in consultation with the Director of Legal Services, the Section 151 officer, the Cabinet Member for Finance and Communities, and the Cabinet Member for Regeneration;
- (e) the completion of any other ancillary legal documentation (inclusive of, but not exclusive to, licence agreements and easements) over the land delineated ‘blue’ and ‘green’ in conjunction with the disposal of the land; and
- (f) so far as is reasonably possible, bearing in mind the size and proposed use of the site, that reasonable endeavours be used to minimise the land take for the access road.

67 EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED

That the press and public be excluded from the meeting during consideration of the following item pursuant to Section 100(A)4 of the Local Government Act 1972 on the grounds that it involves the likely disclosure of exempt information as defined in Paragraphs 3 and 5 of Part 1 of Schedule 12A to the Local Government Act 1972 and the public interest would not be served in publishing the information.

68 SALE OF LAND AT LONGRIDGE, KNUTSFORD

Cabinet considered the confidential Appendix to the report.

RESOLVED

That the information contained in the Appendix be noted.

The meeting commenced at 2.00 pm and concluded at 5.05 pm

Councillor Rachel Bailey (Chairman)

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Cheshire East Council

Cabinet

Date of Meeting:	7 th November 2017
Report of:	Frank Jordan, Executive Director of Place
Subject/Title:	Supported Local Bus Service Review – Proposals for Implementation
Portfolio Holder:	Cllr Paul Bates, Finance and Communication

1. Report Summary

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

1.4 This report presents the outcomes of the bus service review and recommends an approach to implement a new network of supported local bus services for Cheshire East. The recommendations in this report are based upon a strong evidence base, including the following:

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

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

1.5 Following consideration of the evidence, it is recommended that a set of adjustments/modifications are made to the routes, as consulted, in order to better reflect the needs of residents as identified during the public consultation. A summary of the resulting network and the changes from the consulted network can be found in Appendix 1. The approach to developing the Recommended Network is documented in the Technical Report in Appendix 2.

1.6 Development of a final set of network proposals for implementation has taken account of the following further considerations:

- Impact of changes to the commercial bus network through operator de-registrations which have arisen since the Council commenced its consultation
- Impacts on Home to School transport provision/costs for eligible pupils
- Impacts of the national concessionary travel scheme
- Levels of service to be provided by the Little Bus (dial-a-ride) services
- Options for introducing a fare for Concessionary Travel passengers on Little Bus.

1.7 These considerations have been evaluated in order to derive a set of options for implementation (see section 3), including the Recommended Network option.

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

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

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

- 1.9 The consultation responses have identified particular impacts arising from the withdrawal of evening services. If the Recommended Network is approved, the Council, via TSS Ltd, will seek costs for providing these services from operators during procurement of the new network. The Council will seek to award tenders which offer best value with regard to the duration of route working throughout the day, including evening services. The Council will have full visibility on tendered costs for the new network, including evening services, only upon receipt of tender responses.
- 1.10 Whilst the consultation has also identified some adverse impacts from no longer supporting Sunday bus services, the impacts identified are less. As a result, it is recommended that Sunday services are not supported to allow more resources to be available for evenings and particularly daytime services when usage is greater.
- 1.11 In addition, it is recommended that the Council agrees to secure a Monday to Friday daytime service, to retain local bus services connecting Congleton, Alsager, Rode Heath, Scholar Green, Sandbach and Leighton Hospital with connections to Goostrey and town services within Sandbach. This route option is shown in Appendix 1 and would be as follows:
- J1 - Leighton Hospital – Sandbach – Alsager – Rode Heath – Scholar Green – Congleton
 - J2 - Sandbach – Goostrey
 - J3 - Sandbach Town services
- 1.12 Route J would provide bus access along the route of the current 78 service (the Coppenhall to Rode Heath section of which ceased operating commercially during the consultation) and would provide coverage in the south east of the Borough as well as Goostrey and Cranage and Sandbach Town Services.

- 1.13 Regarding Little Bus, it is recommended that the Council revises the provision of Little Bus services to utilise 5 vehicles daily rather than the current 9 vehicles. This will ensure that Little Bus is retained as a service for users with no alternative access to local buses in Cheshire East. The reduction in resources is proportionate to the changes in the wider network and will necessitate an uplift in the utilisation rates, marketing and management of the current network. Further consideration of the timing of this change will take place during the procurement phase, to minimise the risk that Little Bus is unable to cope with demands that may be displaced as a result of other service changes. At this stage, assessments indicate that the introduction of fares on Little Bus for Concessionary passengers would have minimal impact on the overall costs.
- 1.14 The financial implications of these recommendations are stated in Section 7 of the report. In summary, the recommended approach may require some relaxation of the funding targets stated in the Medium Term Financial Strategy.
- 1.15 This approach will realise savings in excess of £1m (FY18/19) whilst responding positively to issues raised in the consultation. It should be noted that there is likely to be further financial flexibility following market testing and procurement of new contracts, when the Council will be informed by operators responses to tenders. In this context, it is recommended that the Executive Director for Place be authorised to commence a procurement exercise.

2. Recommendations

2.1 Cabinet is recommended to:

- 2.1.1 Approve the proposals for the new network of supported local bus services, as a basis for commencement of a suitable procurement process.
- 2.1.2 Authorise the Executive Director of Place, in consultation with the Portfolio Holder for Finance and Communities, to finalise costed proposals for the network proposals, to commence from April 2018 subject to satisfactory tender returns from operators.
- 2.1.3 Subject to the outcome of the procurement process, agree that the Executive Director of Place, in consultation with the Portfolio Holder for Finance and Communities, identify any additional enhancements to the proposals for supported local bus services, informed by the evidence base from this review and public consultation and taking into account the Medium Term Financial Strategy.
- 2.1.4 Note that any material changes to the proposals arising as a result of the procurement process will be reported to Cabinet at the appropriate time, for instance, should any route attract no bids or there are significant changes to the commercial bus network.

3. Options Considered

- 3.1 In practice, there are innumerable options and potential configurations for local supported bus services in Cheshire East. A key tenant of our approach has been to ensure consistency and continuity for passengers, as far as is practical retain patronage, provide services for those most in need and to create a sustainable network.
- 3.2 The consultation provided the opportunity for members of the public and stakeholders to provide feedback on the Consulted Network, identifying key impacts and concerns for each route. These are summarised in the Consultation Summary Report (Appendix 3).
- 3.3 Costed solutions to the key concerns identified in the consultation have been developed and are set out in the Technical Report (Appendix 2). Our approach to decision-making has aimed to prioritise changes based upon:
- Whether a response can be incorporated as part of a coherent Recommended Network
 - The impacts associated with each concern
 - Costs of implementing the change
 - A route assessment approach which considers:
 - Usage of the route
 - The consultation response coefficient (the number of consultation responses compared to the number of passengers)
 - A social impact score which identifies significant social impacts which would occur as a result of the proposals (e.g. someone implying the proposal would lead to them no longer being able to get to work).
- 3.4 The options considered reflect the approach to a set of key considerations in handling the outcomes of the consultation, changes to the commercial network during the consultation, and the targets within the Medium Term Financial Strategy. In this context the following approaches have been considered:

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

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

2. Substitution of routes

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

3. Ensuring compliance with the Medium Term Financial Strategy

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

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

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

The limitations associated with this approach are:

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

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

4. Flexibility of budget to procure the Recommended Network

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

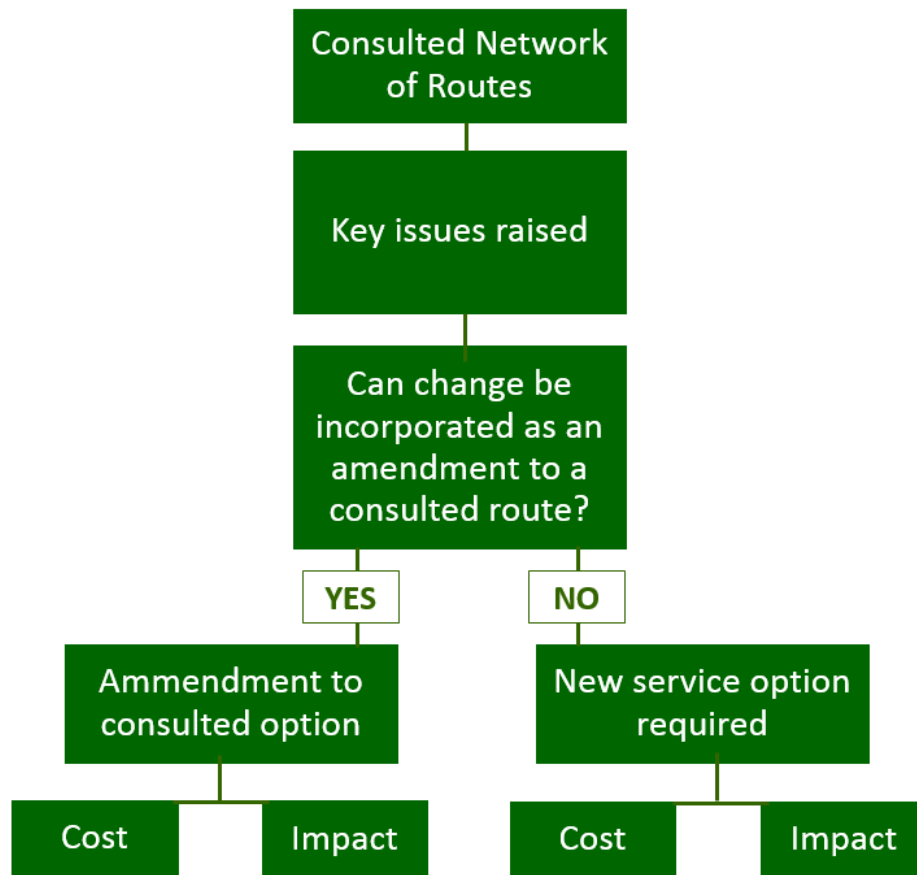
procurement stage, the estimated savings from April 2018 are in excess of £1m.

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

4. Reasons for Recommendations

- 4.1 The changes to form the Recommended Network have been based on the evidence gathered and findings from the public consultation exercise which was undertaken between 18th May and 26th July 2017 following approval of the proposals by Cabinet. The public consultation used a variety of methods of engage with members of the public and other stakeholders with a total of 3,959 responses received. In addition, approximately 600 members of the public attended 'drop in sessions' where members of staff were available to discuss the proposals. A summary of the consultation methodology is provided in the Consultation Summary Report in Appendix 3.
- 4.2 The consultation has identified the key areas of concern with the Consulted Network and the proposed changes to 27 other routes (withdrawal of evening/ weekend services or full withdrawal of the route). These concerns are documented in the Consultation Summary Report in Appendix 3. In order to amend the proposals to form the Recommended Network, the key concerns identified in the consultation for each route have been considered, costed solutions developed and a 'decision tree' approach adopted (see Figure 1 below) to assist decision making on whether to implement a change. The following of the process for each route is documented in Appendix 2.

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



- 4.3 Following the public consultations, a number of adjustments to the proposals have been included to derive the Recommended Network. These are detailed in Appendix 1. Indicative timetables and key details for the network are provided in Appendix 4, and this information will form part of the procurement information issued to bidders. The recommended network is estimated to be slightly outside of the Council's budget for supported bus services from 2018/19 however certainty on costs will not be known until tender prices are received from prospective operators.

Assessment of Proposals

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

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

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

Table 1: Number of Addresses with Access to Bus Services

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

- 4.5 The Recommended Network shows an overall increase in the number of residential addresses served by supported local buses, following revision of the Consulted Network.
- 4.6 Accessibility mapping of the coverage of the Recommended Network is provided in Appendix 5. The mapping shows that the Recommended Network retains limited areas which will have no access at all to a scheduled bus service, including:
- Northern Poynton
 - Styal
 - High Legh, Little Bollington, Mere
 - Warmingham
 - Worlestone
- 4.7 A qualitative social impact assessment of the proposals has also been undertaken and is provided in Appendix 6.

Little Bus

- 4.8 The Little Bus flexible transport (Dial-a-Ride) provides a service for those residents unable to access fixed route bus services due to mobility constraints

or rural isolation. As a result of the review, some areas of the borough will not be served by a fixed route bus service, as shown in the accessibility mapping (Appendix 5).

- 4.9 Options for changes to the Little Bus service were also included as part of the consultation. Little Bus will continue to provide a “safety net” for residents to ensure that there is a service available for the most vulnerable residents who rely on local bus services.
- 4.10 As set out in the summary, to assist in delivering the objectives of the Bus Review, it is recommended that:
- The Council makes a proportionate reduction in the resources available for Little Bus, moving from 9 vehicles to 5 vehicles serving the Borough
 - The implementation of changes to Little Bus are delayed until 6 months after the implementation of the Bus Review (i.e. November 2018), to account for any changes in demand in areas no longer served by a scheduled bus service.
 - Arrangements are made for an uplift in the utilisation rates, marketing and management of the Little Bus network to maximise its impacts borough-wide and reduce the costs per passenger.
 - The Council does not introduce fares for Concessionary pass holders using Little Bus at this time owing to the limited impact this would have on the overall financial position.
- 4.11 The Council will work with Transport Service Solutions and the operator to confirm changes to the management of Little Bus service in order to implement the recommendations of the Bus Service Review.

5 Background/Chronology

Development of Consulted Network

- 5.1 In February 2017, Cabinet approved the methodology for carrying out a supported bus service review. This methodology was used to develop a ‘Preferred Option’ (i.e. the Consulted Network) which consisted of a series of proposed routes (A-H), the withdrawal of 15 routes and the partial withdrawal of a further 11 routes during the evening and / or at the weekend.
- 5.2 The methodology used to develop the Consulted Network was approved by Cabinet in February 2017. This methodology ensured that the Council had a reliable evidence base including passenger counts and on-board survey information to inform future decisions relating to the development of the Consulted Network.
- 5.3 The appraisal of the consulted network identified areas which would no longer be served by a scheduled public transport which would link the settlement to a key service centre or principal town within Cheshire East. Those areas without access included:

- Western Poynton
- Styal
- High Legh, Little Bollington
- Cranage and Goostrey
- Warmingham
- Worleston
- Rural areas to south and west of Nantwich
- Rode Heath
- Odd Rode parish between Alsager and Congleton
- Disley– although this was as a result of a bus route change implemented in March 2017 and Disley would continue be served by bus services to areas including Stockport and Buxton.

Consultation

- 5.4 Following approval of the Consulted Network by Cabinet in May 2017, a 10-week public consultation was undertaken between 18th May and 26th July 2017 as detailed in the Consultation Summary Report in Appendix 3.
- 5.5 The public consultation used a variety of methods of engage with members of the public and other stakeholders with a total of 3,959 responses received. In addition, approximately 600 members of the public attended ‘drop in sessions’ where members of staff were available to discuss the proposals.
- 5.6 From the consultation a number of adverse impacts have been identified if the proposals are implemented as consulted. A summary of these impacts is provided in the Consultation Summary Report in Appendix 3. The impacts identified include a social impact score for each route which counts the total number of comments that implied a very significant social impact that could occur as a result of the proposal for each route. The social impacts that were included in this score were someone implying the proposal would lead to them: losing their job; losing their accommodation/having to relocate; suffering from significant social isolation or significant negative impact on their wellbeing.
- 5.7 A summary of the Social Impact Score for each existing route not forming part of the recommended network is shown in Table 2. It is important to note that the Social Impact Score is one of a number of prioritisation criteria for any route, including:
- Outcomes from the public consultation on a set of proposals for revised supported bus services;
 - Cost and patronage appraisal of the proposed routes, to assess their affordability and sustainability;
 - How the network meets needs-based criteria (e.g. coverage of concessionary pass holders, etc)

- Updated impact assessments of the revised network proposals, including accessibility modelling and an Equality Impact Assessment.

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

Route	Proposed change	Social Impact Score	Changes
5, 6	Withdrawal of Sunday services	1	Not included in Recommended Network
6E	Withdrawal of evening services	8	Not included in Recommended Network
8	Withdrawal of evening and Sunday services	9	Not included in Recommended Network but evening services will be reviewed following procurement
9	Withdrawal of Friday, Saturday and Sunday evening services	1	Not included in Recommended Network
10, 10A	Withdrawal of Friday, Saturday and Sunday evening services	5	Not included in Recommended Network
12E	Withdrawal of a Sunday service	1	Not included in Recommended Network
31	Withdrawal of evening service	2	Not included in Recommended Network
32	Service withdrawn	5	Not included in Recommended Network
35	Service withdrawn	2	Not included in Recommended Network
37	Withdrawal of evening services	11	Not included in Recommended Network but evening services will be reviewed following procurement
38	Withdrawal of evening and some Sunday services	38	Not included in Recommended Network but evening services will be reviewed following procurement
47	Service withdrawn	6	Not included in Recommended Network
56, 75, 79, 83 & 89	Services withdrawn	18	Incorporated in Recommended Option
77	Service withdrawn	9	Incorporated in Recommended Option
78	Withdrawal of Saturday and evening services, commercial part of route withdrawn during consultation	30	Incorporated in Recommended Option
99	Service withdrawn	2	Not included in Recommended Network
130	Withdrawal of Sunday services	6	Not included in Recommended Network
200	Service withdrawn	5	Not included in Recommended Network
300	Withdrawal of Saturday and evening services	1	Not included in Recommended Network
315	Service withdrawn	12	Incorporated in Recommended Option
319	Service withdrawn	25	Incorporated in Recommended Option
P1	Service withdrawn in Western Poynton	27	Incorporated in Recommended Option
SB1-3	Service withdrawn	14	Incorporated in Recommended Option

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

Future Stages of Project

- 5.9 Following approval of the proposals in this paper by Cabinet, a procurement exercise will be undertaken via TSS Ltd. Tender responses are expected in late December 2017 with the decision on letting of contracts expected to take place in January 2018. Following the letting of contracts a statutory 56-day registration period of the bus routes will take place with the new network to be in place from April 2018. A programme outlining these timescales is provided in Appendix 7.
- 5.10 As recommended previously, the Little Bus service would remain in its current form for a period of six months. Changes to the membership and usage of Little Bus will be monitored during the six-month period and proposals for the management of Little Bus in the future will be determined.

6 Wards Affected and Local Ward Members

- 6.1 All Wards and all Ward Members.

7 Implications of Recommendation

Policy Implications

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

Legal Implications

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

Section 63, (1) states:

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

In addition, section 63 (6) states:

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

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

Finally, section 63(7) states:

- 7.5 It shall be the duty of a county council or (as the case may be) of a regional or islands council, in exercising their power under subsection (6) above, to have regard to a combination of economy, efficiency and effectiveness. It shall be the duty of any council, in exercising or performing any of their functions under the preceding provisions of this section, to have regard to the transport needs of members of the public who are elderly or disabled and to the appropriate bus strategy.
- 7.6 The outcome of the public consultation on the Consulted Network is set out in this report and has been published separately on the Council's website. The consultation outcomes need to be taken into account in making a decision (together with matters such as affordability, sustainability and need).
- 7.7 When the Council embarks on consultation it should be prepared to change course if persuaded by the outcome of consultation. To do otherwise would prevent an informed and integrated response and risk challenge to the final decision made on the basis that the outcome was pre-determined. The evidence collected had been used to inform the development of the recommendations and adjustments/modifications have been made to the routes consulted on as a result of the consultation process to better reflect the needs of residents. In accordance with basic consultation principles, the product of the consultation must be conscientiously taken into account by

Cabinet when it reaches its decision. Consultation is a continuing process and the principle to consider feedback applies up to the point at which the decision is actually made.

- 7.8 Under the Equality Act 2010, the Council is required to identify the impacts of any decisions, policies etc. on certain protected groups to ensure equality is promoted, and inequality minimised. For example, there must be an assessment made of the impacts on groups or individuals who are disabled, who belong to ethnic or racial groups, on the grounds of age or sex discrimination etc. The Equality Impact Assessments (EIA) completed as part of the consultation process have been updated and both assist in meeting the Council's equality duties and are available to be considered by Cabinet and to inform Cabinet's decision.

Financial Implications

- 7.9 As part of the Council's Medium Term Financial Strategy, a target saving of £1.576m from the supported bus budget has been stated to commence on 1st April 2018. This saving is in relation to a current year budget of local bus support and flexible transport (Little Bus) totalling £3.539m. Failure to develop and implement proposals for a revised and more cost effective network of supported local buses would put additional pressure on the budget for the period April 2018 onwards.
- 7.10 The Council has a statutory responsibility to provide transport services for pupils. A total of 84 pupils are currently allocated to supported bus services that would no longer be provided as part of the Recommended Network. This cost has been netted off from the overall projected savings from implementing the recommended options.

It should be noted that the target savings for the recommended option include the "transitional" costs of phasing the recommended changes to Little Bus. These costs occur in FY18/19 only, subsequently the full year savings are estimated to be £1.180m.

It should be noted that the Council will only have certainty on the costs of revised services only following tender returns from operators. At this stage, a level of contingency has been allowed in the cost estimates. The estimated savings at this stage are c£1m.

Equality Implications

- 7.11 An Equality Impact Assessment (EIA) has been undertaken as part of the review and in accordance with the Council's Equality & Diversity Strategy 2017-2020 and is included as Appendix 8. The EIA has identified disproportionate impacts upon the following groups:

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

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

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

Rural Community Implications

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

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

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

Human Resources Implications

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

Public Health Implications

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

- Access to health facilities including:
 - Our proposed network is intended to ensure that residents have access to health care facilities during times when clinical care appointments occur. Evening access for visiting will be further considered when the Council has tender information on the costs of securing additional evening services.
 - Evening access to Leighton Hospital was identified as a key concern due to the proposed withdrawal of a number of evening routes in Crewe. During the procurement stage, a cost for providing evening services on the Recommended Network Route C will look to mitigate this impact if affordable.

- Access to Macclesfield Hospital on a Sunday was a further concern, mainly from the proposed withdrawal of the 130 (Manchester – Macclesfield) route on a Sunday.
 - Direct access within Crewe to the Eagle Bridge Medical Centre was also identified as a concern in the consultation. The proposals will retain bus access to the facility through the proposed Route C although a number of residents along the current 85A route would no longer have direct access.
 - Access to the medical facilities at Scholar Green and Kidsgrove, particularly since the recent closure of the medical facilities at Rode Heath. Access to these facilities in this area would be retained by Route J.
- A number of respondents also identified the social benefits that are brought through bus services with several mentioning that the service is there only opportunity to meet with other people. A summary of the areas with no access to a bus service is provided in section 7.20 and in Appendix 5.

Implications for Children and Young People

- 7.17 The Council has a statutory responsibility to provide transport services for eligible pupils. A total of 84 eligible pupils are currently allocated to supported bus services that would no longer be provided and the estimated cost of the replacement transport for these eligible pupils is £148,650.
- 7.18 The implications of the review have also been considered against other Children's Services programmes. The proposals in the recommended network complement the current Available Walking Routes programmes and changes in arrangements for home-to-school travel. The recommended network is expected to accommodate the travel needs of 139 eligible pupils in Cheshire East, negating the need for alternative provision for these pupils.

Other Implications (Please Specify)

- 7.19 None

8 Risk Management

- 8.1 Any proposed changes to local bus services are very likely to be unpopular with affected residents. The potential of withdrawing a bus service which residents often rely on can be very emotive and often receives a significantly negative public response.
- 8.2 The key risks associated with the Bus Service Review are considered in the project Risk Register. The headline risks should be noted as follows:

Risk		Mitigation
Reputational risks	Reductions to local bus services will attract adverse public and/or political comments from affected users – it is an emotive subject and often receives a significant backlash from users and residents.	<ul style="list-style-type: none"> Public consultation process has enabled residents to inform proposals Demonstrable improvements to proposals following consultation
	Major employers and key businesses in Cheshire East are likely to be opposed to any reduction in the services which provide access to their site.	<ul style="list-style-type: none"> Public consultation process has enabled business to inform proposals Access to employment sites is a consideration in network design
Financial risks	Where supported buses are currently used by pupils eligible for free home to school travel, the Council will be liable to provide alternative provision if no alternative is available.	<ul style="list-style-type: none"> Costs of eligible pupil transport are included in financial assessments
	Reduction in supported payments may affect the commercial viability of local bus operators, with the risk that other (commercial) services are withdrawn. The Council is not party to any detailed business intelligence to inform an assessment of this risk.	<ul style="list-style-type: none"> Bus operators have engaged in consultation on proposals. Consideration of phasing changes has been included in the proposals Maximise engagement with operators during procurement stage
	Changes to the commercial bus network.	<ul style="list-style-type: none"> Proposals have taken account of commercial changes when making recommendations.
	The cost of the Recommended Network has been estimated and can only be confirmed once tender returns have been received from operators.	<ul style="list-style-type: none"> Commencement of procurement exercise. Early engagement / consultation with operators to raise awareness of opportunities

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

9 Access to Information/Bibliography

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

10 Contact Information

10.1 Contact details for this report are as follows:

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Tel No: 01270 686688
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Appendices

Appendix 1 – Summary of Proposals

Appendix 2 – Technical Report

Appendix 3 – Consultation Summary Report

Appendix 4 – Recommended Network Details

Appendix 5 – Accessibility Mapping of Options

Appendix 6 – Social Impact Assessment

Appendix 7 – Project Programme Summary

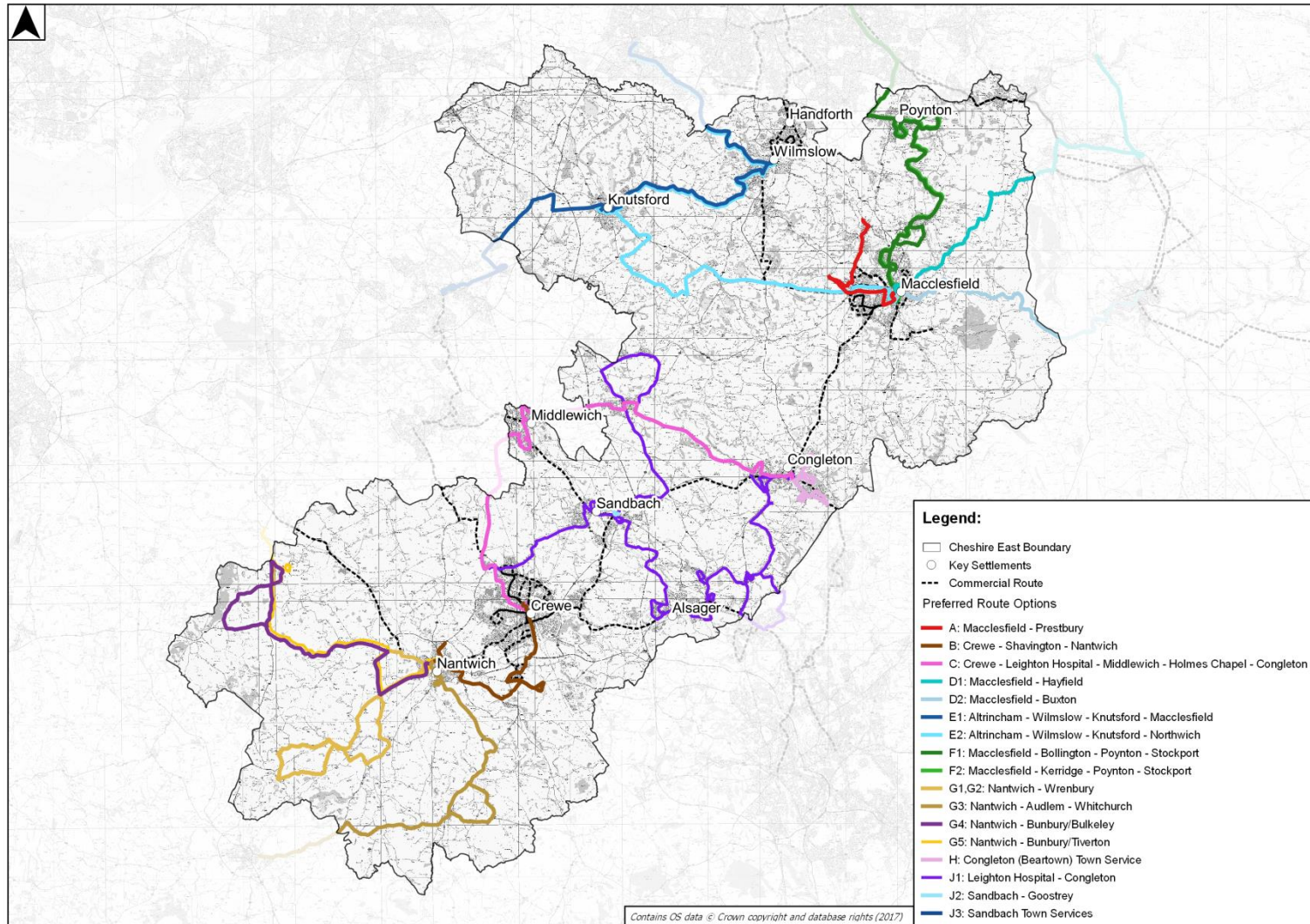
Appendix 8 – Equalities Assessment

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Appendix 1 – Summary of Proposals

Appendix 1 - Summary of Proposals

Plan showing indicative routes outlined within the Recommended Network.



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

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

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

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

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

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

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

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

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

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

Proposed Route	Current Route	Consulted Network	Changes from Consulted Network
		<p>Crewe Bus Station to Macclesfield would be at 19:48pm and the last bus from Macclesfield to Crewe Bus Station would be at 19:20pm.</p> <p>Saturday: The last bus from Crewe Bus Station to Macclesfield would be at 18:38pm, and the last bus from Macclesfield to Crewe Bus Station would be from 17:10pm.</p> <p>Sunday: The first bus from Crewe Bus Station to Macclesfield would operate from 09:35am, and the first bus from Macclesfield to Crewe Bus Station would operate from 10:50am.</p> <p>The last bus from Crewe Bus Station to Macclesfield would be at 16:35pm and the last bus from Macclesfield to Crewe Bus Station would be at 17:50pm.</p>	
71	Wrenbury – Nantwich	This service would be replaced with Route G1. The 71 currently operates once a day in either direction during school term time. The proposed changes	<ul style="list-style-type: none"> No changes proposed

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

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

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

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

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

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

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

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

Appendix 2 – Technical Report

CHESHIRE EAST COUNCIL

Technical Report – Appendix 2

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

Portfolio Holder: Cllr Paul Bates – Finance and Communities Portfolio

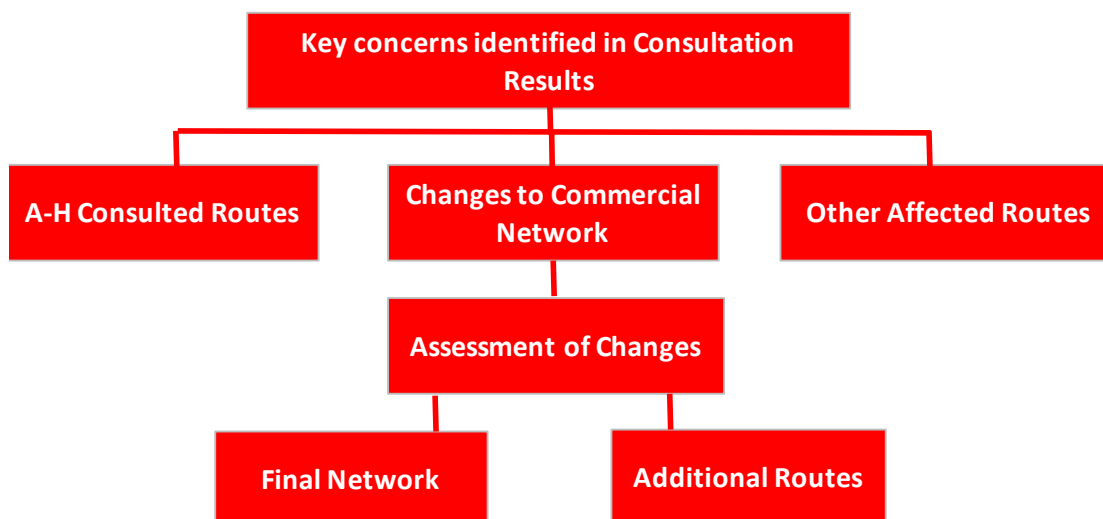
Glossary of Terms	
Term	Definition
Consulted Network	The supported bus network which was put forward for consultation (Routes A-H) following approval by Cabinet
Consulted Routes	The individual routes A-H which together comprise the Consulted Network
Other Affected Routes	The 27 other bus services proposed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

1. Report Summary

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

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

Figure 1 – Summary of Process to Develop Final Network

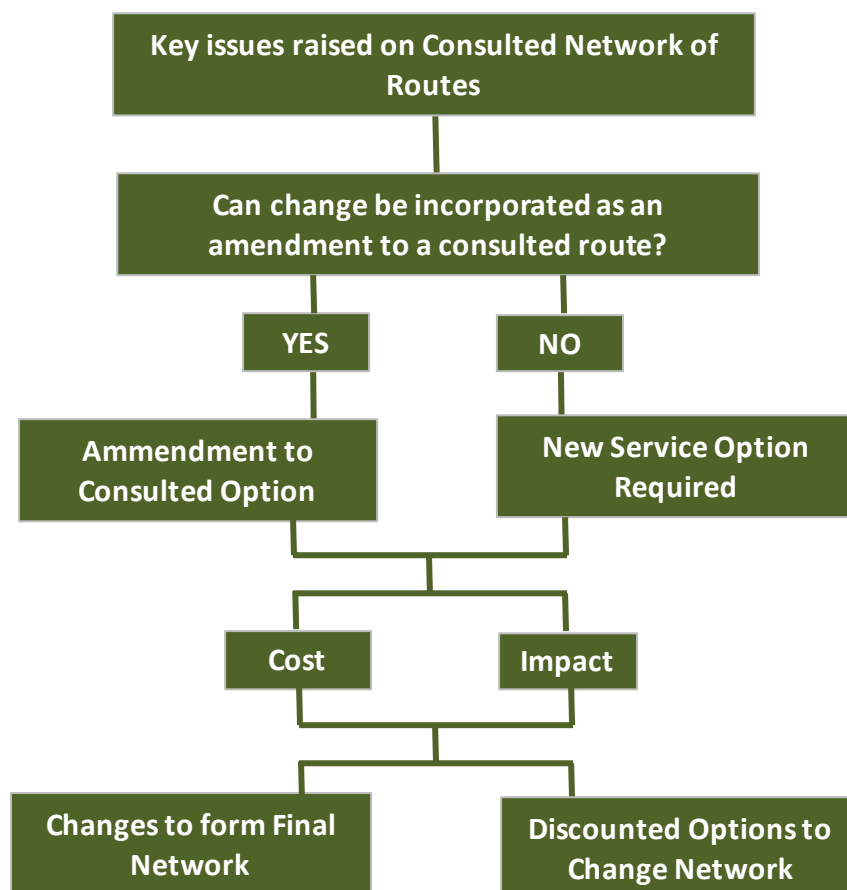


- 1.7 As a result of the above approach, a series of changes are proposed to the Consulted Network to form the Recommended Network. A summary of the changes to the Consulted Network to form the Recommended Network is set out in section 6.
- 1.8 The consultation responses have also identified particular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

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

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

Figure 2 – Decision tree for changes to after consultation



- 2.4 The process for each route in the Consulted Network is shown in Appendix A.
- 2.5 The changes made form part of the Recommended Network. A summary of the proposed changes to the Consulted Network as a result of this approach is provided in Table 1. **It should be noted that the table below is not a**

complete list of the changes to form the Recommended Network as further changes have been made as a result of the consultation responses for changes to other routes. The final makeup of the changes to form the Recommended Network can be found in Section 6.

Table 1 – Summary of Changes arising from the Consultation

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

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

3. Changes to the Commercial Bus Network

- 3.1 The bus network which informed development of the proposals for consultation included commercial bus services operating at that time. A series of needs-based criteria, as defined in the methodology approved by Cabinet in February 2017, was used to develop the proposals. Since the design of the consultation network, a number of changes to the commercial bus network have taken place, as set out in Table 2.

Table 2 – Changes to the Commercial Bus Network

Route	Change
1A, 1B Crewe – Nantwich	Merger of the previous commercial 85 service (Hanley - Crewe) with the commercial 1A (Crewe – Nantwich via West Street) and supported 1B (Crewe – Nantwich via Dunwoody Way) services to form the 85 (Hanley – Crewe – Nantwich via West Street) and 85A (Hanley – Crewe – Nantwich via Dunwoody Way).
78 Rode Heath – Nantwich	Withdrawal of the commercially operated Leighton Hospital to Rode Heath part of the 78 route during the weekday daytime period. Following notice from the operator of intention to withdraw from providing the supported early morning, evening and Saturday parts of the 78 service, the Council redistributed the existing subsidy for the 78 service to retain the weekday daytime services between Leighton Hospital and Rode Heath operating between approximately 7am to 6pm.
378 Wilmslow – Handforth Dean	Withdrawal of the commercially operated 378 service.

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

4. Other Affected Routes

Evening and Sunday services

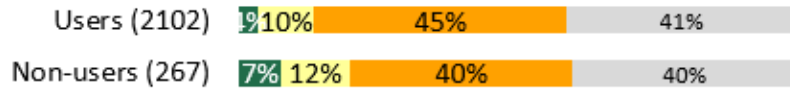
- 4.1 The consultation also asked respondents to identify the effects from proposed changes to 27 other routes, referred to as the Other Affected Routes. The overall changes proposed were:
- 15 routes wholly supported by the Council which would be withdrawn; and
 - 12 routes which would no longer operate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

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

Cuts to evening service:



Cuts to Sunday service:



■ Agree ■ Neither agree nor disagree ■ Disagree ■ Don't know or NA

Number of valid responses in brackets

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

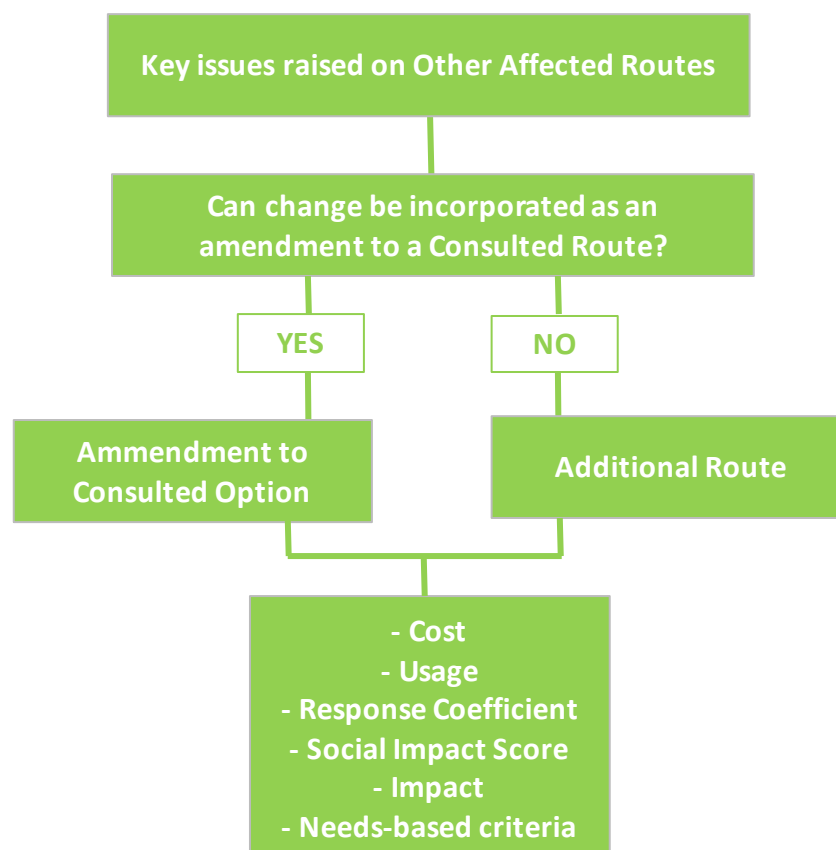
5. Changes to the Recommended Network from the Other Affected Routes

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

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

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

Figure 3 – Decision Tree for changes to Other Affected Routes



5.5 The usage of the above process to consider whether to implement changes to the Recommended Network for the key concerns for each of the Other Affected Routes is shown in Appendix B.

- 5.6 Using this approach, a summary of the changes to the Recommended Network A-H is presented in Table 3.

Table 3 – Summary of Changes to the Network following Consultation: Other Affected Routes

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

- 5.7 As set out previously, the consultation responses have identified particular impacts arising from the withdrawal of evening services. If the Recommended Network is approved, the Council will seek costs for providing these services from operators during procurement of the new network. The Council will seek to award tenders which offer best value with regard to the duration of route working throughout the day, including evening services

6. Summary of Final Proposals

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

Table 6 - Summary of Final Network

Ref.	Route	Summary of Changes from Consultation to determine Final Network
A	Macclesfield-Prestbury	<ul style="list-style-type: none"> • Reinstatement of more used midday service (12:00pm – 13:00pm) with break in service accommodated during off peak periods; and • There were no additional changes from consultation results for other routes.
B	Crewe-Wybunbury-Walgherton-Nantwich	<ul style="list-style-type: none"> • No changes to consulted route however the layover time on the service at Nantwich Bus Station will be used to accommodate the Millfields Nantwich Town Service to accommodate other proposals for Route G below; and • There were no additional changes from consultation results for other routes.
C	Crewe-Leighton Hospital-Middlewich-Holmes Chapel-Congleton	<ul style="list-style-type: none"> • Re-routing of service via Frank Webb Avenue instead of Minshull New Road; • Cost to be obtained for later evening services as part of the procurement; and • There were no additional changes from consultation results for other routes • .
D	Macclesfield-Buxton/Hayfield	<ul style="list-style-type: none"> • No changes proposed and no additional changes from consultation results for other routes.
E	Altrincham – Wilmslow – Knutsford – Macclesfield / Northwich	<ul style="list-style-type: none"> • Timetable and frequencies remain as consulted upon but with the first service of the day from Knutsford to Altrincham re-timed to allow passengers to arrive into Altrincham for 08:20am; • Retiming of first bus of the day to arrive into Altrincham for 07:10; • Retiming of the last bus of the day to leave Macclesfield at 17:45; and • There were no additional changes from consultation results for other routes
F	Macclesfield-Bollington/Kerridge-Poynton-Hazel Grove	<ul style="list-style-type: none"> • Continuation of service to Stepping Hill and Stockport; • Additional evening bus to leave Stockport at 18:20; • Timings of peak journeys changed to better suit passengers with afternoon journeys

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

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

Appendices

Appendix A – Consulted Network - Amendments to Proposals

Consulted Route	A - Macclesfield - Prestbury
Current Routes	19 - Macclesfield – Prestbury
What we proposed	Retention of the existing 19 route. The proposals in the context of changes to present routes is set out below: 19 – This service would be replaced by proposed Route A with no changes to the route. Service remains hourly but no service at lunchtime (12:00-13:00).
What you said	A total of 15 comments were received on the route. Key comments were: 1. Removal of 12-1pm lunchtime service would inconvenience a number of users (7 comments).
Can changes be incorporated as an amendment to the consulted route?	Comment 1: Yes through amendment of timetable. As the vehicle would be dedicated to the service and does not involve any interworking, the timings of the proposed service can be amended as required. To avoid additional cost, the timetable can be adjusted to incorporate a drivers break during the quieter periods of operation between 11:20 - 11:50 and 14:50 - 15:20.
Impact of Change	Comment 1: The change would have a positive benefit for passengers using the midday service, with a negative impact on passengers using the service between 11:20 - 11:50 and 14:50 - 15:20. Survey data for the present 19 service has been reviewed and shows a higher number of users using the 12-1pm lunchtime service which was consulted for withdrawal. The proposed change is thus overall considered to be positive.
Estimated Cost	Confidential
Proposed Changes to Network	Through the needs based criteria, Route A provides access to shops, leisure and recreation opportunities, access to jobs, access to education/training sites and to health, medical and welfare services. Route A also provides a service for areas where there are no reasonable transport alternatives, provides access to public transport interchanges and helps improve local air quality and reducing carbon emissions. In addition to this, Route A also obtains a high number of passengers on its service and provides a service for older and disabled people. Adjustment of timetable as described above.

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

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

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

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

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

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

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

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

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

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

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

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

	<p>medical and welfare services. Route F also accommodates bus services for areas where there are no reasonable transport alternatives available, as well as providing bus services for older and disabled people.</p> <p>As noted above, timing tests indicate that the consulted Route F would not be able to operate reliably with a two vehicle, hourly frequency operation. An additional vehicle would thus be required for the proposed route but would result in significant layover time at the terminus. The additional layover time will thus be used to continue the service via Western Poynton and Woodford Road instead of A523 London Road and to Stockport. The change is also more likely to retain more of the proposed passengers using the current 392 service, offsetting some of the additional costs.</p> <p>The consultation also identified that the proposed final bus of 17:15 from Hazel Grove was too early, with a significant number of commuting passengers finishing work at 5pm unable to get home from work. Given the cost of an additional service is likely to be nominal due to passenger revenues at this time, an additional service leaving Stockport Bus Station at 18:20 has been added to the timetable.</p>
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Consulted Route	G1 - Wrenbury - Nantwich G2 - Nantwich - Wrenbury Circular G3 - Nantwich - Audlem Circular G4 - Nantwich - Cronkinson Oak (circular) G5 - Nantwich - Sainsbury's (circular) G6 - Nantwich - Millfields (circular)
Current Routes	71 - Wrenbury - Nantwich 72 - Nantwich - Wrenbury - Whitchurch 73 - Nantwich - Audlem - Whitchurch 51 - Nantwich - Cronkinson Oak (circular) 52 - Nantwich - Sainsbury's (circular) 53 - Nantwich - Millfields (circular)
What we proposed	The service 72 (Nantwich – Wrenbury – Whitchurch) and service 73 (Nantwich – Audlem – Whitchurch) would terminate at Wrenbury and Audlem respectively with the 51-53 Nantwich town services provided as standalone services. Overall the above services would operate with two vehicles instead of the present three and thus

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

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

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

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

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

Appendix 2 - Summary of Scoring for Needs Based Criteria

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

Key

High

Medium

Low

None

Appendix – Other Affected Routes – Amendments to Proposals

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Social Impact Score	
0	

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

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

8	
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Service	8 - Sydney - Crewe - Wistaston Green	
What we proposed	Evening and Sunday services would be withdrawn	
What you said	A total of 59 comments were received on the route. Key comments were: 1. Loss of the evening services (16 comments) with the majority of these comments relating to getting to and from work (11 comments) 2. Retention of Sunday services (10 comments) which were reported to have effects to getting to and from church (5 comments) and leisure / social / shopping facilities (4 comments)	
Can changes be incorporated as an amendment to the consulted route?	No.	
Impact of Change	The Council subsidises the 8 service to operate in the evenings after 6pm and on Sundays, with services at both times consulted on for withdrawal. In the consultation results the main impact associated with the loss of evening services relates to passengers not being able to return home from work. Postcode plotting shows the majority of these respondents live in Wistaston Green / Wistaston. The impacts identified in the consultation for the proposed withdrawal of Sunday services mainly relate to loss of access to church and leisure, shopping and social activities. The impacts identified for the withdrawal of Sunday services are however less than the proposed withdrawal of evenings services.	
Estimated Cost		Proposed Changes to Network
Confidential		
Usage of route (times when service is supported only)		
10,323		
Response Co-efficient		
The consultation has identified that retaining the 8 service would result in some negative impacts, mainly from the withdrawal of evening services. The proposals to the 8 service do have a high response co-efficient and a higher social impact score. As part of the procurement		

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

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

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

Route	10, 10A - Macclesfield - Bollington
What we proposed	Evening services on Friday, Saturday and Sunday would be withdrawn. Services on Monday to Thursday would not be affected.
What you said	<p>A total of 85 comments were received on the route. Key comments were:</p> <ol style="list-style-type: none"> 1. Concerns over withdrawals of the evening (24 comments) and weekend services (11 comments)

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

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

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

Social Impact Score	
2	

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

1.90	
Social Impact Score	
11	

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

0.95	The provision of Sunday services is not proposed for the inclusion in the Recommended Network.
Social Impact Score	
38	

Route	130 - Macclesfield - Wilmslow - Manchester	
What we proposed	Sunday services would be withdrawn	
What you said	A total of 106 comments were received on the route. Key comments were: 1. Concerns over access to both Macclesfield and Manchester Hospital (31 comments) 2. Loss of access to health facilities (20 comments) social / shopping facilities and loss of access to work (9 comments)	
Can changes be incorporated as an amendment to the consulted route?	No.	
Impact of Change	The Council currently subsidises the 130 service to operate on a Sunday. The main impacts identified in the consultation centred on the loss of access to social and shopping activities as well as access to health facilities for Sunday appointments at Macclesfield Hospital. Regular services operate along the 130 route on weekdays and Saturday providing other opportunities to travel for social purposes and access leisure facilities, with relatively few respondents identifying that their activity had to be undertaken on a Sunday. Sunday railway services to Manchester are also available from Macclesfield, Alderley Edge, Wilmslow and Handforth stations. The proposals are thus likely to be inconvenient to a number of passengers but the social impact score is relatively low.	
Estimated Cost		Proposed Changes to Network As set out in section 4, the Recommended Network would not provide support for services operating on a Sunday.
Confidential		
Usage of route (times when service is supported only)		
20,166		
Response Co-efficient		

0.87	
Social Impact Score	
6	

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

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

Appendix 3 – Consultation Summary Report

Cheshire East Council

Supported Bus Service Review 2017

A summary of consultation responses



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Report produced by Ben Buckley and Emily Steer of the Research and Consultation Team, Cheshire East Council, on behalf of the Strategic Infrastructure Team, Cheshire East Council. Please email RandC@cheshireeast.gov.uk for further information. 9th October 2017.

Executive summary

Introduction

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

Supported bus route usage

Overall:

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

Overall impact of the proposals

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

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

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

Route-by-route summaries

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

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

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

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

Introduction

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

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

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

This report is broken down as follows:

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

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

Chapter 1 – Overall results

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

Section 1.1 – Respondent profile

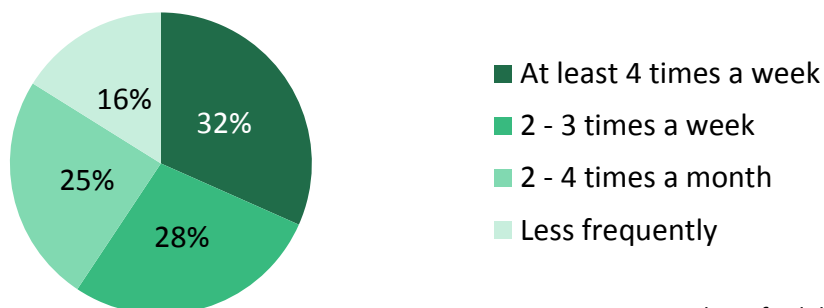
Those completing the questionnaire for any of the routes being consulted on were asked a series of questions to understand their usage of the service.

Frequency of usage

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

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

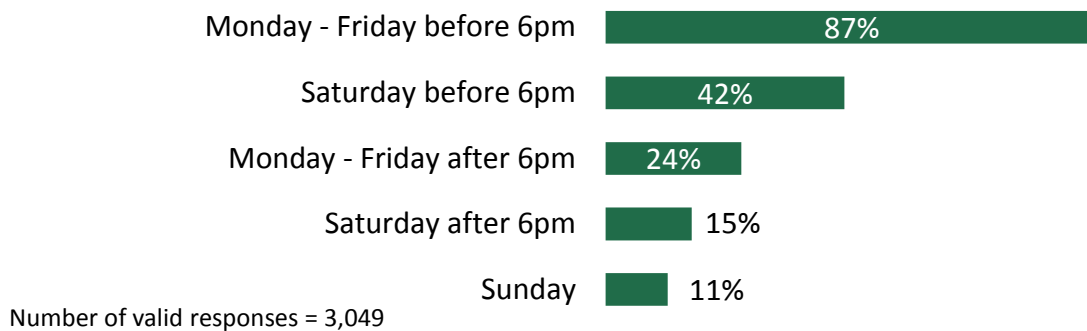
Figure 1: How often do you use this bus service?



Number of valid responses = 2,983

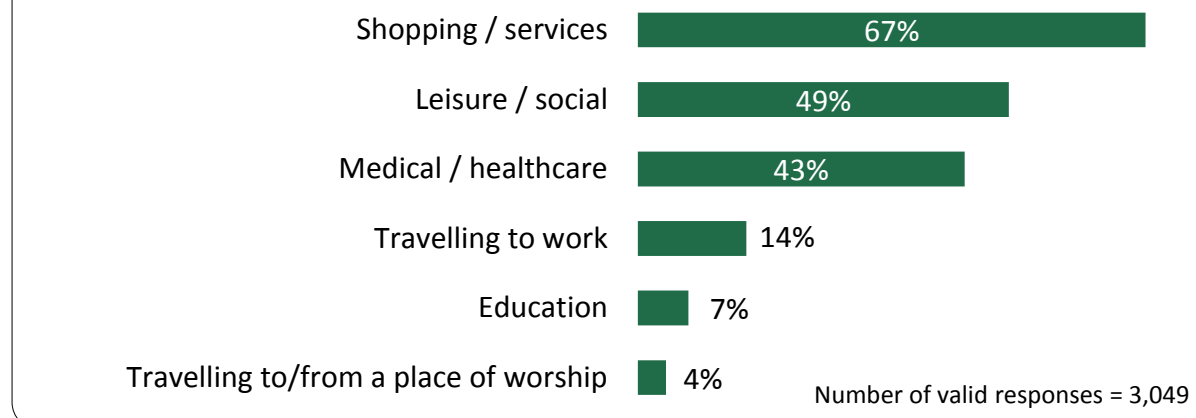
Times of usage

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

Figure 2: On which days and time do you usually travel?*Percentages may not add 100% as respondents could select all that applied*

Journey purpose

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

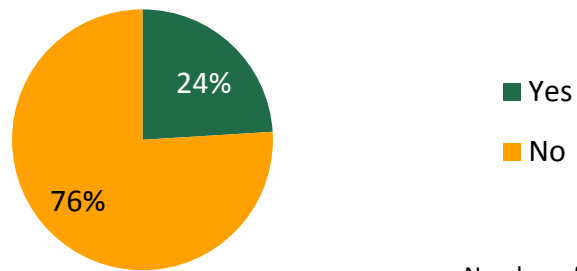
Figure 3: What is the main purpose of your journey?*Percentages may not add 100% as respondents could select all that applied*

Availability of alternative transport

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

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

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

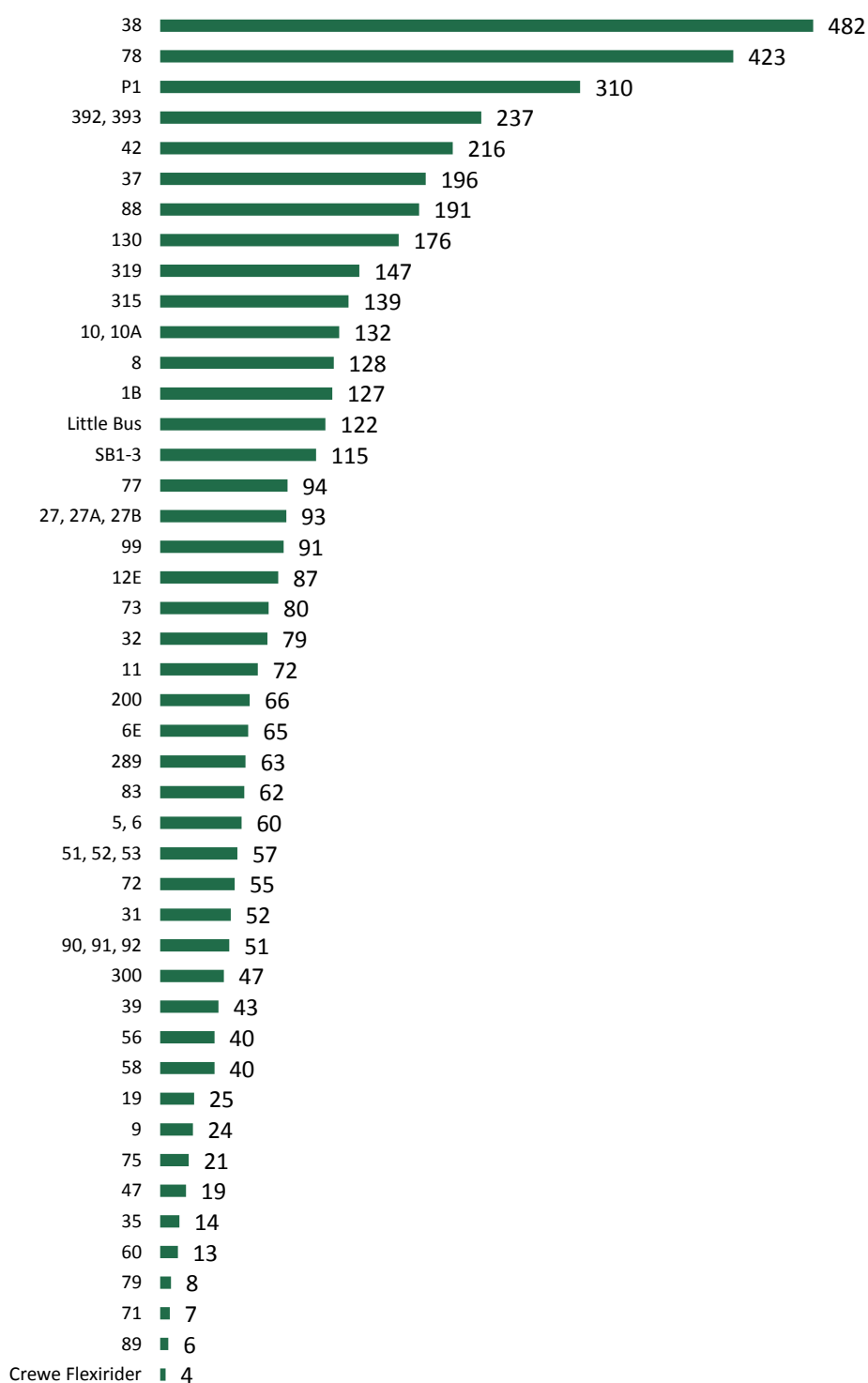


Number of valid responses = 2,777

Section 1.2 – Number of consultation responses by route

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

Figure 5: Number of consultation responses by route



Number of valid responses = 3,049

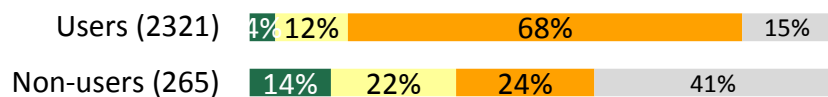
Section 1.3 – Overall views of the proposals

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

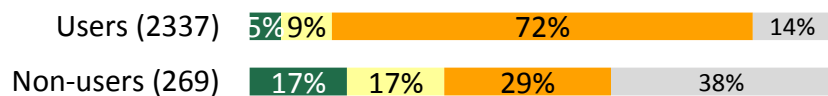
It is interesting to note that non-users of the services were more likely to agree with the proposals, particularly with the proposed changes to the timings, frequencies and routes of the services – see Figure 6 below.

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

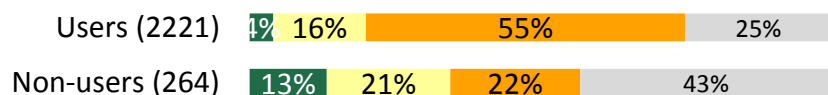
Changes to the timing of the bus:



Changes to the frequency of the bus:



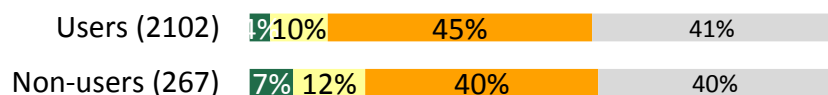
Changes to the route:



Cuts to evening service:



Cuts to Sunday service:



■ Agree ■ Neither agree nor disagree ■ Disagree ■ Don't know or NA

Number of valid responses in brackets

Section 1.4 – Little Bus

Introduction

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

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

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

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

Respondent Profile – Little Bus

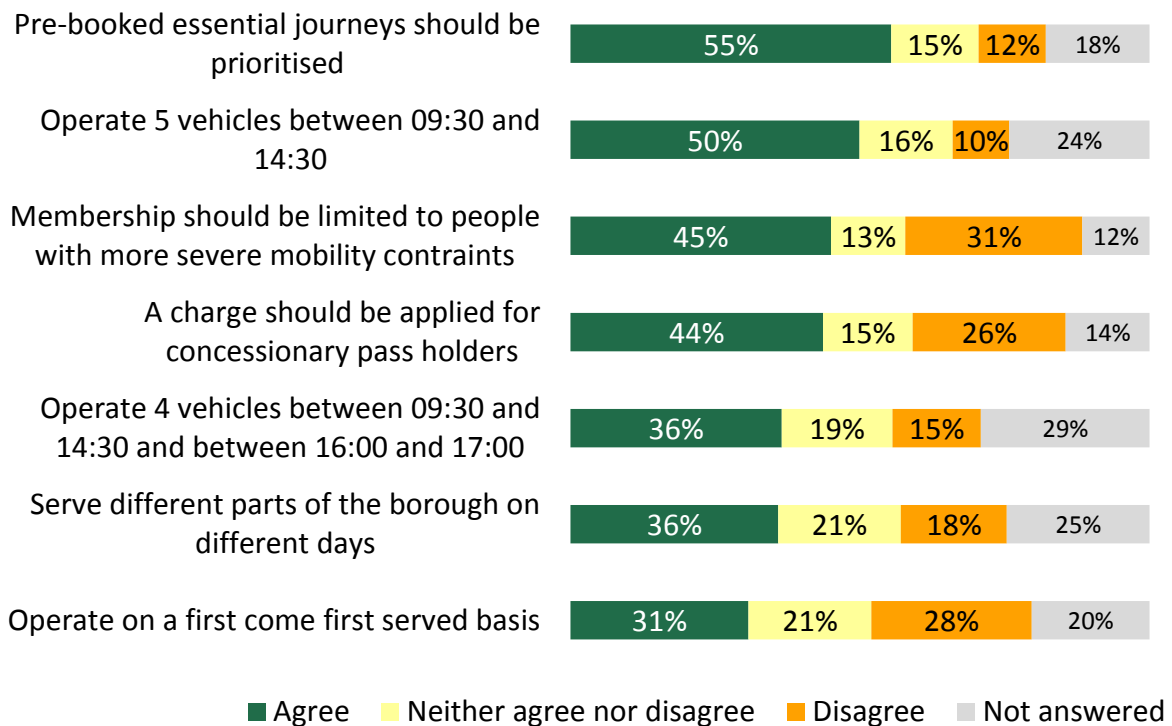
The consultation questionnaire and information leaflet were sent to all 2,232 registered members of the Little Bus service. In total 491 consultation responses were received from Little Bus members, representing a response rate of 22%.

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

Little Bus members – Views on future provision of the service

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

Figure 7: How much do you agree, or disagree, with each of the options for the Little Bus service? *LITTLE BUS MEMBERS ONLY*

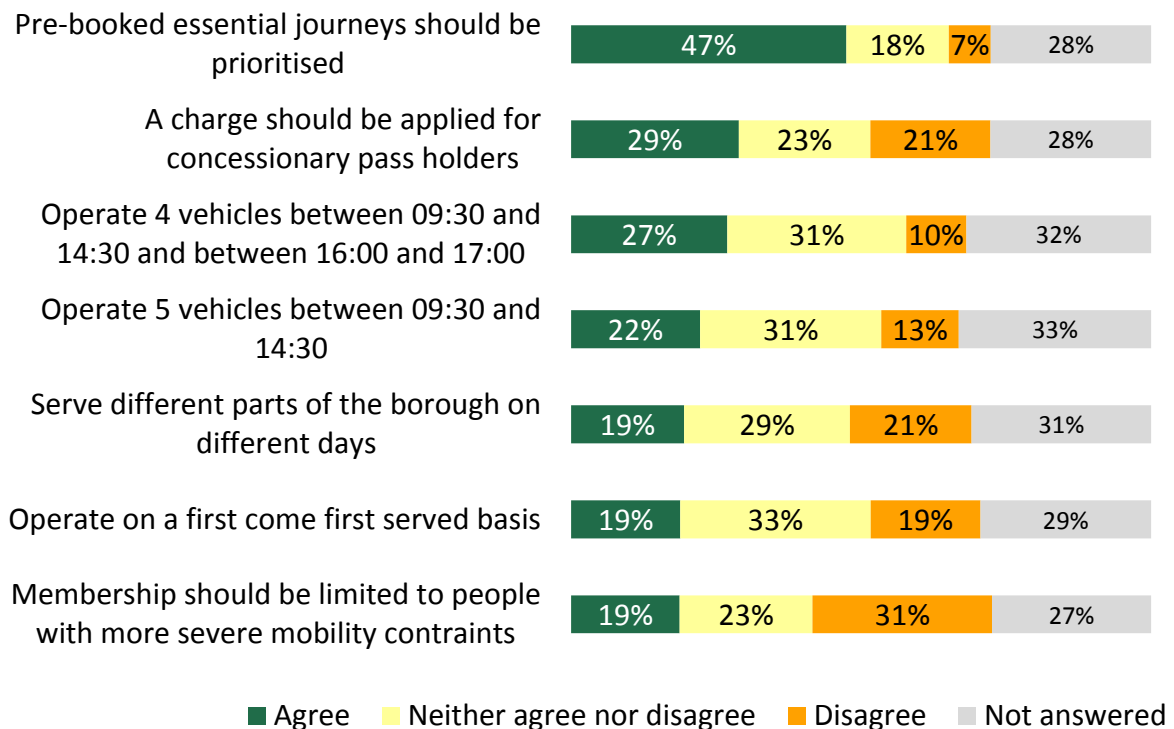


Number of valid responses = 491

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

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

Figure 8: How much do you agree, or disagree, with each of the options for the Little Bus service? *NON-MEMBERS ONLY*



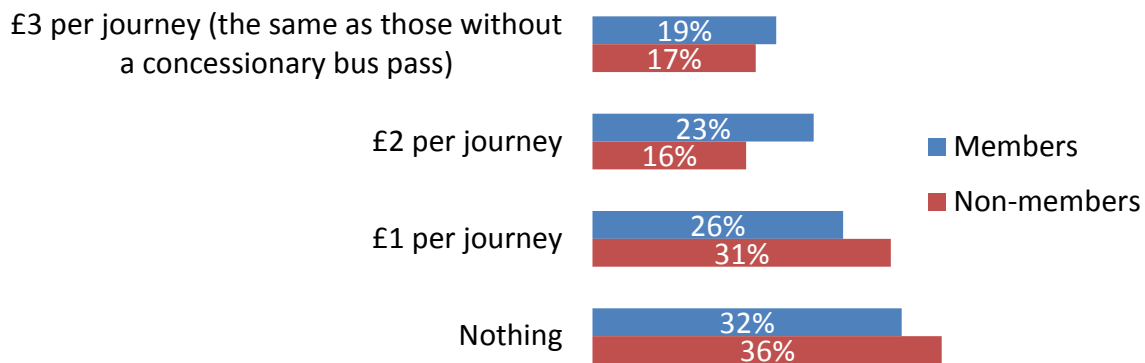
Number of valid responses = 2,727

Charging concessionary bus pass holders

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

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

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



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

Comments on the Little Bus proposals

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

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

Suggested improvements for the Little Bus service (213 comments)

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

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

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

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

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

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

Fares (125 comments)

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

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

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

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

Eligibility to use the service (77 comments)

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

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

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

Timetable (57 comments)

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

Other Comments (493 comments)

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

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

Chapter 2 – Route-by-route consultation summaries

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

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

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

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

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

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

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

Section 2.1 – An overall summary of the impact of proposals

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

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

Key concerns/comments about the proposals

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

Impacted groups

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

The proposals could be a barrier to...

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

Consequences of changes

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

Limitations of adapting to the proposals

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

Section 2.2 – Detailed summaries for routes being retained with changes

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

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

New route A: Macclesfield – Prestbury

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

New route B: Crewe – Wybunbury – Shavington – Nantwich

39 Nantwich – Wybunbury – Crewe	
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The proposal – route / timetable changes: The service would be covered by new route B with no changes to the route.

Annual passengers (part year figure only): 16,756 (25)	Consultation responses: 43 (33)	Social impact count: 0 (35)	Assessment priority: Not applicable
Used for: The main uses for the route are Shopping – Social reasons.		Used by: More likely to be used by those aged 60 plus, living in Nantwich, Shavington and Crewe.	
Overall summary: Although the route has a fairly high number of passengers, little concern about the proposal was received.			
Possible changes to proposal: None recommended.			

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

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

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

42

Crewe – Congleton

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

Annual passengers:
101,268 (2)

Consultation responses:
216 (5)

Social impact count:
14 (6)

Assessment priority:
Not applicable

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

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

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

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

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

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

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

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

Route D1: Macclesfield – Buxton

58 Macclesfield – Forest Cottage – Burbage – Buxton

The proposal – route / timetable changes: Service 58 would be covered by new route D2. No changes to current 58 timetable.

Annual passengers:	Consultation responses:	Social impact count:	Assessment priority:
40,000 (8)	40 (34)	0 (35)	Not applicable

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

Possible changes to proposal: None recommended.

Route D2: Macclesfield – Hayfield

60 Macclesfield – Hayfield

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

Annual passengers:
50,000 (6)

Consultation responses:
13 (39)

Social impact count:
0 (35)

Assessment priority:
Not applicable

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

Possible changes to proposal: None recommended.

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

88

Knutsford – Wilmslow – Altrincham

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

Annual passengers:
182,931 (1)

Consultation responses:
191 (7)

Social impact count:
5 (18)

Assessment priority:
Not applicable

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

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

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

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

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

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

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

Annual passengers: 19,216 (20)	Consultation responses: 93 (18)	Social impact count: 5 (18)	Assessment priority: Not applicable
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Used for: Less likely to be used 4+ times a week, and less likely to be used after 6pm or on the weekends. The main uses for the route are Shopping – Medical – Social.

Used by: Used by respondents from Knutsford and Macclesfield.

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

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

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

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

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

Annual passengers:
21,480 (17)

Consultation responses:
63 (26)

Social impact count:
3 (24)

Assessment priority:
Not applicable

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

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

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

Route F: Macclesfield – Poynton – Hazel Grove

P1 Crewe – Sandbach – Congleton – Macclesfield

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

Annual passengers:
38,719 (9)

Consultation responses:
310 (3)

Social impact count:
27 (3)

Assessment priority:
Not applicable

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

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

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

Annual passengers: 94,520 (3)	Consultation responses: 237 (4)	Social impact count: 3 (24)	Assessment priority: Not applicable
Used for: Broadly used in-line with Cheshire East trends, the main purposes of route usage are for Shopping – Social – Medical reasons.		Used by: Mainly used by respondents living in and around Poynton.	
Overall summary: A route with a very high number of passengers, but actually a relatively low number of responses and low social impact count. The main impact of this proposal seemed to be that services would no longer continue to			

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

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

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

11 Macclesfield – Kerridge

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

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

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

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

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

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

51, 52, 53 Nantwich Town services

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

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

Annual passengers: 35,509 (11)	Consultation responses: 57 (28)	Social impact count: 7 (14)	Assessment priority: Not applicable
Used for: Access to shopping and medical services.		Used by: Much more likely to be used by those aged 60+, those with a limiting health problem / disability, and those living within the Nantwich urban area.	
Overall summary: Although this route has a high number of passengers, it has a relatively low number of consultation responses, suggesting the proposals were largely acceptable. However, given the vulnerability of the routes passengers, changes to the timetable may have an impact.			
Possible changes to proposal: None recommended.			

71 Wrenbury – Nantwich

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

Annual passengers: 2,174 (35)	Consultation responses: 7 (40)	Social impact count: 0 (35)	Assessment priority: Not applicable
<p>Overall summary: A route with a low number of passengers (the service operates twice a day mostly for school children), a low social impact count, and too low a number of responses to provide a good sample.</p>			
Possible changes to proposal: None recommended.			

72

Nantwich – Wrenbury – Whitchurch

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

Annual passengers:
17,392 (23)

Consultation responses:
55 (29)

Social impact count:
2 (26)

Assessment priority:
Not applicable

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

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

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

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

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

73

Nantwich – Audlem – Whitchurch

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

Annual

Consultation responses:

Social impact count:

Assessment priority:

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

Route H: Congleton Town Services

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

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

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

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

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

78

Nantwich – Rode Heath/Scholar Green

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

Annual passengers:

23,415 (16)

Consultation responses:

423 (2)

Social impact count:

30 (2)

Assessment priority:

2 from 24

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

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

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

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

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

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

319 Sandbach – Holmes Chapel – Goostrey

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

Annual passengers:
19,683 (19)

Consultation responses:
147 (9)

Social impact count:
25 (4)

Assessment priority:
3 from 24

Used for: This is another route which whilst heavily used for shopping, is also much more likely to be used for medical journeys than other routes. Less likely to be used 4 times a week or more.

Used by: More likely to be used by more elderly residents living in rural areas around Holmes Chapel, Goostrey, Allostock and Twemlow, who access Holmes Chapel and Sandbach.

Overall summary: Although this route is ranked 19th for the number of passengers, it is fairly highly ranked for the number of consultation responses, but very highly ranked for its social impact count.

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

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

37 Crewe – Sandbach – Middlewich – Winsford

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

Annual passengers:
10,313 (30)

Consultation responses:
196 (6)

Social impact count:
11 (9)

Assessment priority:
4 from 24

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

8

Sydney – Crewe – Wistaston Green

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

Annual passengers: 10,323 (29)	Consultation responses: 128 (13)	Social impact count: 9 (10)	Assessment priority: 5 from 24
Used for: Much more likely to be used 4+ times a week (65% Vs 32%), and more likely to be used at weekends, particularly on a Sunday. More likely to be used for shopping.		Used by: The most deprived residents in the borough, living in Crewe. Used by those less likely to have alternative transport available.	
Overall summary: The service is supported for a short period in weekday evenings. During these times the service is used by relatively few passengers, but the service does have a relatively very high proportion of responses, and high social impact count, indicating that			

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

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

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

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

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

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

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

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

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

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

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

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

315 Congleton – Rode Heath

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

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

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

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

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

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

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

important than having high frequency services.

77 Congleton – Mow Cop – Kidsgrove

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

Annual passengers:

10,716 (28)

Consultation responses:

94 (17)

Social impact count:

9 (10)

Assessment priority:

8 from 24

Used for: Broadly used in-line with Cheshire East trends, the main purposes of route usage are for Shopping – Social – Medical reasons.

Used by: Mid-deprivation residents living in rural areas.

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

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

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

SB1-3 Sandbach Town Services

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

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

10, 10A Macclesfield – Bollington

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

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

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

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

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

6E Brookhouse – Leighton Hospital

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

Annual passengers:
8,956 (32)

Consultation responses:
65 (25)

Social impact count:
8 (13)

Assessment priority:
12 from 24

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

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

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

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

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

32 Sandbach – Crewe

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

would not be covered.

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

5, 6 Macclesfield – Weston Estate

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

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

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

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

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

99 Congleton – Macclesfield

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

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

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

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

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

300 Knutsford – Longridge

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

Annual passengers:
17,574 (22)

Consultation responses:
47 (32)

Social impact count:
1 (30)

Assessment priority:
17 from 24

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

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

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

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

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

12E Shavington – Leighton Hospital

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

Annual passengers:
1,904 (36)

Consultation responses:
87 (20)

Social impact count:
1 (30)

Assessment priority:
18 from 24

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

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

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

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

31 Crewe – Leighton Hospital – Winsford – Northwich

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

Annual passengers: 1,897 (37)	Consultation responses: 52 (30)	Social impact count: 2 (26)	Assessment priority: 19 from 24
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Used for: The main reason for using this route was for medical purposes.

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

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

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

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

47 High Legh – Warrington

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

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

35 Altrincham – Warrington

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

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

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

9 Macclesfield – Moss Rose (Circular)

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

Annual passengers: 2,797 (34)	Consultation responses: 24 (36)	Social impact count: 1 (30)	Assessment priority: 22 from 24
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Used by: More likely to be used by more deprived residents of CE, living in Macclesfield.

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

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

Possible changes to proposal: None recommended.

Little Bus

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

Annual passengers:	Consultation responses:	Social impact count:	Assessment priority:
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Not available	122 (15)	7 (14)	23 from 24
Overall summary: A route with a fairly high number of consultation responses, and an average social impact count. This route has been consulted on separately – see section 1.4 of this report for a summary of consultation feedback.			
Possible changes to proposal: See section 1.4.			

Crewe Flexirider

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

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

Appendices

Appendix 1 – Consultation background, methodology and number of responses

Background

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

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

The proposals

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

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

The proposals were to:

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

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

Consultation methodology

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

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



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

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

These packs were distributed in the following places:

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

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

Email – Details of the consultation were emailed to:

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

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

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

Number of responses

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

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

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

Appendix 2 – Consultation respondent profiles

Response counts by respondent demographics

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

Responses by medium	Count	%
Total online responses	1,589	42%
Total paper responses	2,182	58%
Total	3,771	100%

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

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

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

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

Not answered	237	6%
Total	3,771	100%

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

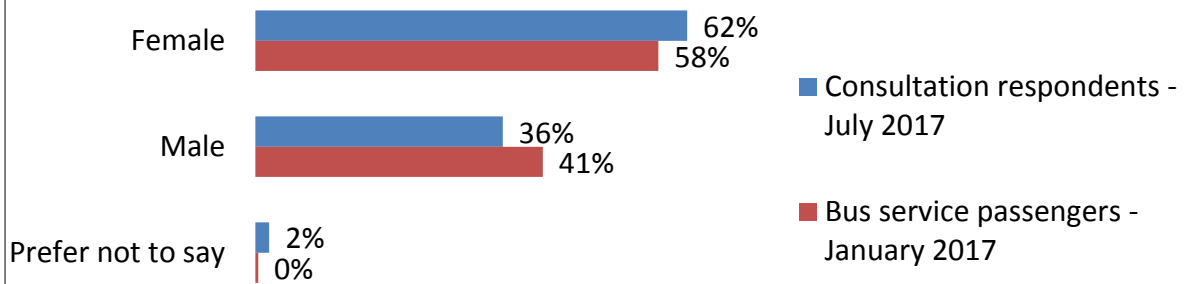
Which of the following best describes your religious belief/faith?	Count	%
Christian	2,265	60%
Muslim	15	0%
Buddhist	10	0%
Hindu	6	0%
Jewish	6	0%
Agnostic	5	0%
Atheist	5	0%
Humanist	3	0%
Baha'i	1	0%
Other	8	0%
None	693	18%
Prefer not to say	464	12%
Not answered	290	8%
Total	3,771	100%

Demographic comparisons of consultation respondents Vs Bus passengers

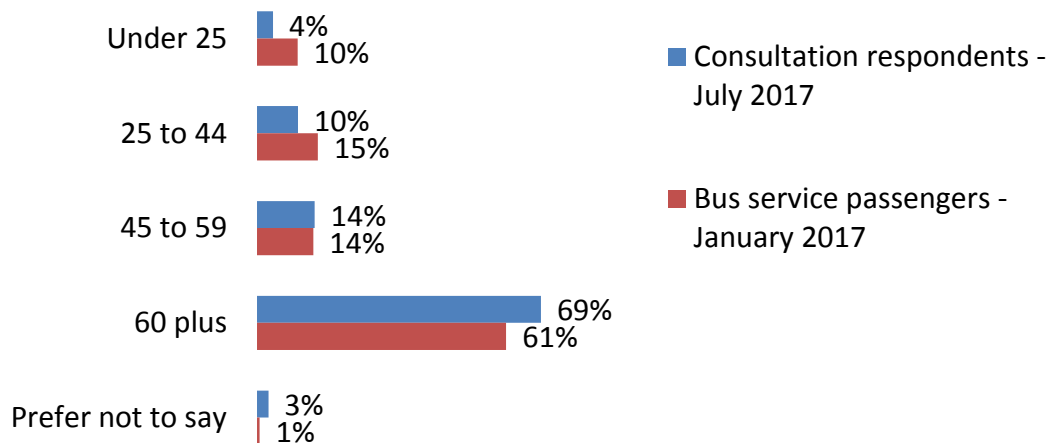
In January 2017, Cheshire East Council conducted on-board bus surveys throughout Cheshire East, to gather baseline data for bus service usage, which would then inform the proposals to be consulted on.

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

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

Figure 10: Consultation respondents Vs Bus passengers, by gender

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

Figure 11: Consultation respondents Vs Bus passengers, by age

Appendix 3 – Route Assessment Matrices

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

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

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

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

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

Please note these figures should be treated as indicative only.

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

Proposed change	Usage (A)	Number of consultation responses (B)	Response Coefficient (= B / A x 100)
Route / Timetable changes	800,871	1,363	0.17
Weekend and /or evening service cuts	168,426	1,879	1.12
Service withdrawn	195,133	1,215	0.62
Total	1,164,430	4,457	
*Please note figures in this table exclude those for Little Bus and Crewe Flexirider			

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

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

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

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

Category levels were assigned as follows.

For route usage:

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

For Response Coefficient:

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

For Social Impact Counts:

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

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

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

Appendix 4 – Route specific stats

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

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

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

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

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

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

Appendix 5 – A summary of all route specific open comments

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

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

Comments made for routes being retained with changes

19 Macclesfield - Prestbury

(15 comments)

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

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

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

39 Nantwich – Wybunbury – Crewe

(20 comments)

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

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

1B Crewe – Nantwich

(79 comments)

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

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

Impacted Groups

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

The proposal could be a barrier to...

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

Route Specifics

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

Potential consequences of proposals

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

Restrictions

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

Other

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

42 Crewe - Congleton

(136 comments)

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

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

58 Macclesfield – Forest Cottage – Burbage – Buxton

(16 comments)

‘Service 58 would be covered by proposed Route D2’

‘No changes to current 58 timetable’

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

60 Macclesfield – Hayfield

(8 comments)

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

‘No changes to current 60 timetable’

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

88 Knutsford – Wilmslow - Altrincham

(136 comments)

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

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

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

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

(55 comments)

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

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

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

(46 comments)

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

P1 Middlewood – Poynton – Hazel Grove

(226 comments)

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

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

Other

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

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

(154 comments)

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

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

11 Macclesfield – Kerridge

(40 comments)

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

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

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

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

Potential consequences of proposals

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

Other

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

51, 52, 53 Nantwich Town services

(39 comments)

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

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

71 Wrenbury – Nantwich

(2 comments)

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

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

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

72 Nantwich – Wrenbury – Whitchurch

(34 comments)

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

‘The service would operate approximately every two hours’

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

Key concerns/comments

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

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

73 Nantwich – Audlem – Whitchurch

(49 comments)

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

‘The service would operate approximately every two hours’

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

Other

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

90, 91, 92 Congleton (Beartown) Network

(21 comments)

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

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

Comments made for routes with proposed full or partial withdrawal

38 Crewe – Sandbach – Congleton – Macclesfield

(295 comments)

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

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

Potential consequences of proposals

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

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

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

78 Nantwich – Rode Heath/Scholar Green

(297 comments)

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

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

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

Key concerns/comments

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

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

319 Sandbach – Holmes Chapel - Goostrey

(110 comments)

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

Other

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

37 Crewe – Sandbach – Middlewich – Winsford

(107 comments)

‘Evening services on weekdays and Saturday would be withdrawn’

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

8 Sydney – Crewe – Wistaston Green

(59 comments)

‘Evening and Sunday services would be withdrawn’

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

56 Tiverton - Nantwich

(35 comments)

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

75 Nantwich – Market Drayton

(14 comments)

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

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

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

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

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

79 Nantwich – Hanley

(5 comments)

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

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

83 Nantwich – Chester

(43 comments)

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

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

Key concerns/comments

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

Impacted Groups

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

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

89 Nantwich – Wrexham

(3 comments)

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

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

315 Congleton – Rode Heath

(98 comments)

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

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

77 Congleton – Mow Cop – Kidsgrove

(73 comments)

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

SB1, SB2, SB3 Sandbach Town Services

(77 comments)

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

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

10, 10A Macclesfield – Bollington

(85 comments)

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

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

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

130 Macclesfield – Wilmslow – Manchester

(106 comments)

Sunday services would be withdrawn.

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

6, 6E Brookhouse – Leighton Hospital

(48 comments)

‘Weekday evening service 6E would be withdrawn’

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

Key concerns/comments

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

Impacted Groups

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

The proposal could be a barrier to...

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

Potential consequences of proposals

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

32 Sandbach – Crewe

(48 comments)

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

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

Impacted Groups

Respondents identified that the elderly (4 comments) are likely to be impacted by the withdrawal of this bus. The most frequently identified group was family relations (5 comments) who would no longer be able to visit each other with the loss of this service. For those that reported health was a restriction for them it was particularly evident that the alternative recommendations required a level of walking that was not possible for these individuals (4 comments). Cost was also a large restriction for some individuals with rail and bus alternatives costing them more than the current service, a cost they could not afford (4 comments).

The proposal could be a barrier to...

The most frequently reported barrier by respondents was to shopping services in Crewe (14 comments) as the alternative services required walking which would not be possible carrying shopping. Other barriers identified were to health services (6 comments), social activities (5 comments), work (5 comments) and onward transport links (6 comments) such as other buses and the rail stations.

Potential consequences of proposals

As a consequence of withdrawing this service 10 respondents feel they have been left without an alternative service. 5 respondents report this will have a negative impact on their life and could potentially isolate them. With the withdrawal of the service 3 respondents report an increase in walking to destinations and 3 respondents report in

increase in train use. With the removal of this route 8 respondents report this will directly increase in the amount of time they have to spend traveling on buses and alternatives.

5, 6 Macclesfield – Weston Estate

(34 comments)

‘Sunday services would be withdrawn’

Central to this route were concerns around access to leisure facilities and the complete loss of service on a Sunday.

Key concerns/comments

Respondents were generally concerned with the retention of the Sunday service (6 comments) especially in regards to locations such as Macclesfield and Upton Priory. Two timetable recommendations were made: that the buses need link up with the trains returning from Manchester and to cover Weston as a priority every hour.

Impacted Groups

Two groups were identified as likely to be impacted by changes, these were workers travelling to work on Sundays (3 comments) and family groups (3 comments) who would be unable to meet.

The proposal could be a barrier to...

As a result of the withdrawal of Sunday services respondents felt this would be a barrier to accessing health services (3 comments), social activities such as visiting friends or attending family events (4 comments), and leisure facilities (4 comments).

Potential consequences of proposals

As a consequence of change respondents felt that they had no alternative transport (3 comments) or that they would have to increase taxi usage (4 comments) of which the cost of doing so was a concern.

200 Wilmslow – Manchester Airport

(55 comments)

‘Service 200 would be withdrawn, parts of the route within Wilmslow town centre would be covered by proposed Route E, and current service 378. National rail services would be available between Wilmslow, Styal and Manchester Airport. Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service.’

Central to this route was concerns about the locality of Styal and whilst a railway station is available, respondents felt that the current rail service would need to be vastly upgraded for this to be a viable replacement. Concerns were also expressed about the location of Styal Mill and the potential loss of business with its withdrawal from the route. Concerns were also raised about HMP Styal and how visitors might be able to get there without the bus route.

Key concerns/comments

The main improvement suggested by respondents was the maintenance of a service to Styal (16 comments). Respondents were concerned that the alternative offered of rail transport was insufficient as this was only three times a day; expansion of this service could mitigate some of these concerns.

Impacted Groups

The group most frequently identified as impacted by respondents was the elderly (12 comments) as well as those individuals restricted by poor health or low mobility (7 comments) and those who cannot afford an alternative method of travel (7 comments). Suggestions were made as to whether as there is no longer a viable bus route, a concessionary rail pass could be given (2 comments).

The proposal could be a barrier to...

Changes to the service were seen as barrier to a wide range of services including: Health (7 comments), shopping (7 comments), education (7 comments), work (6 comments) and social activities (6 comments). Respondents also felt this change would be a barrier to the onward travel links currently available to them through the use of Manchester Airport (6 comments).

Potential consequences of proposals

As a consequence of the changes to the service 8 respondents feel they have been left with no alternative methods of travelling. Five respondents report an increase in taxi use to get around but are concerned about meeting the cost of such transport. Four respondents believe that the changes will lead to them spending increased amounts of time travelling.

99 Congleton - Macclesfield

(60 comments)

'Service 99 would be withdrawn, parts of the route would be covered by services 9, 14, 109 and proposed Route H3. The 38 service would continue to run from Congleton to

Macclesfield on weekday (and Saturday) daytimes on a different route to the 99. A direct train service is also available from Congleton to Macclesfield.'

'Any Cheshire East resident with no alternative transport access would be eligible to use the Little Bus service.'

Central to this route is the loss of the alternative to the 38 service between Congleton and Macclesfield as well as some of the locations not currently served by the 38 such as Buglawton and the Lyme Green retail park, which will have restricted access. The alternative rail transport was not seen as appropriate due to lack of evening service, the location of Congleton rail station and the increase in travelling time for some respondents.

Key concerns/comments

Respondents raised concerns about the proposed alternatives to the 99, while they recognise that the 38 is available many noted that this would be an increase in travelling time for them (9 comments) as pointed out the poor links with the timing of the trains. One suggestion raised was to combine with the 92 to provide some coverage to areas. Overall respondents felt that proposed cuts reduced the service to a frequency that was not serviceable (4 comments).

Impacted Groups

The group most frequently identified by respondents as likely to be impacted by the changes to the service was those who relied on this bus to travel to and from work (11 comments) as well as the elderly (4 comments).

The proposal could be a barrier to...

Change was seen as a barrier to health services (11 comments), onward travel and transport links (10 comment), commuting to work (7 comments), social activities (6 comments) and shopping (6 comments)

Potential consequences of proposals

Changes to the service will lead to an increase in taxi usage (4 comments) and those walking to destinations (6 comments). 4 respondents feel like they will not have any alternative travel and 3 respondents raised concerns about the impact on the local economy.

300 Knutsford – Longridge

(35 comments)

'Weekday evening and all Saturday services would be withdrawn.'

Central to this route is the impact that withdrawing Saturday service will have. Concerns were raised that Westfield drive, Lilac Avenue and Northwich Road would be left without service when the 300 was not operating, compared to other areas in Knutsford that would have the alternative of the 88 service.

Key concerns/comment

Respondents felt that the most important part of this service to be maintained was the Saturday service which was seen as both well used and valuable (9 comments). Requests were also made to maintain the evening service (5 comments). Respondents raised concerns about certain areas no longer being served such as Westfield Drive, Lilac Avenue and Northwich Road as well as calling for the stop along Tabley Road to be provided with a service once more (9 comments)

Impacted groups

Respondents felt that those most likely to be impacted by the changes would be the elderly (8 comments) followed by families with young children (3 comments). While some respondents considered the use of a taxi for alternative transport (4 comments) these were considered expensive and in all cases respondents felt they would be unable to afford this cost. 7 respondents felt that their health and ability to walk restricted them from accessing any alternative to this service.

The proposal could be a barrier to...

Respondents felt that the withdrawal of the evening and weekend service would be a barrier to shopping services (17 comments) especially in regard to weekend service. Respondents also felt the changes represented a barrier to health services (6 comments) and social activities (6 comments).

Consequence of change

11 respondents felt as a consequence of withdrawal of the evening and weekend service they had been left with no alternative means of transport.

12, 12E Shavington – Leighton Hospital

(42 comments)

The first 12E bus on Sunday morning would be withdrawn.

There were two central points around this route; the first was the importance of maintaining a good service to Leighton Hospital that suited the times of shifts, visiting hours

and appointments. Secondly concerns around Shavington were raised by respondents who felt they would become cut off on Sundays.

Key concerns/comments

The joint improvements requested for this service was a better evening service (10 comments) and the retention of the weekend service (10 comments), particularly in regard to those located in Shavington who found the current timetable restrictive for returning in the evening. The maintenance of a good link to Leighton hospital was seen as important for respondents (6 comments).

Impacted Groups

The two groups identified as likely to be impacted were the elderly (3 comments) and those using the bus for work (4 comments) who were those based at Leighton Hospital.

The proposal could be a barrier to...

Changes to this service were seen mostly frequently as a barrier to health (10 comments) due to the impact on the service to Leighton Hospital. The changes were also seen as a barrier to work (5 comments) and social life (5 comments). Some respondents also reported that the change would be a barrier to attending church services on a Sunday (3 comments).

Potential consequences of proposals

6 respondents reported that the changes would lead to a direct increase in the use of taxi services (6 comments). 3 respondents felt the changes would leave them with no alternative form of transport (3 comments).

31 Crewe – Leighton Hospital – Winsford - Northwich

(35 comments)

The last evening bus from Crewe bus station on a weekday and Saturday would be withdrawn.

Central to this route was the need to provide access to Leighton Hospital for both visiting hours and evening clinics and appointments.

Key concerns/comments

Maintenance of evening service was seen as important to align with both appointment times and visiting hours at Leighton Hospital (6 comments). Continuation of the service of this route to Leighton was seen as important for a number of respondents (8 comments).

Impacted Groups

No one group was identified by respondents as likely to be impacted by the changes to the service.

The proposal could be a barrier to...

Due to the service to Leighton hospital the biggest barrier identified by respondents was to health services (10 comments) especially in regard to evening visiting and appointments. Secondary to this was the barrier to social activities (5 comments).

Potential consequences of proposals

3 respondents considered themselves to have been left with no alternative service and one respondent reported that the planned changes could lead to a potential job loss.

Other

2 respondents reported that they expected to use this service in the future when they are no longer able to drive.

47 High Legh – Warrington

(19 comments)

‘Service 47 runs mainly outside of Cheshire East. Service 47 is partially funded by Cheshire East Council and we propose to withdraw the subsidy. If the service ceased to operate in Cheshire East any Cheshire East resident with no alternative public transport access would be eligible to use the Little Bus Service.’

While the numbers of comments received for this route are relatively low the impact of withdrawal of this service for those respondents was high on those living in some specific parts of the route. Respondents felt that withdrawal of this service will impacted the elderly (3 comments), those on lower income (2 comments) and have a greater impact due to the rural location (2 comments). Concerns were expressed that High Legh is to become completely cut off from services should the proposed changes go ahead (9 comments). Current service is only two days a week and requests were made for greater, not less frequency (3 comments).

Respondents using this service feel they are being left with no alternative (7 comments) and that these changes will have a significant negative impact on their lives (5 comments) with one respondent reporting they will have to move if the proposed changes go ahead.

35 Altrincham – Warrington

(12 comments)

Service 35 runs mainly outside of Cheshire East. Service 35 is partially funded by Cheshire East Council and we propose to withdraw the subsidy. If the service ceased to operate in Cheshire East any Cheshire East resident with no alternative public transport access would be eligible to use the Little Bus service

While the numbers of comments received for this route are relatively low, the impact for those commenting was high on those living in some specific parts of the route. Concerns were mostly raised about the isolation of locations such as High Legh (which is where most respondents live) which would be left with no bus service combined with other proposed changes (3 comments). This along restricts respondents from accessing areas such as Altrincham, Warrington and Lymm (3 comments). While some of the respondents report being able to use a car (2 comments) this is at cost to the environment. Some respondents feel they will be left with no alternative (4 comments) and for two respondents this will have a profoundly negative impact on their lives.

9 Macclesfield – Moss Rose (Circular)

(21 comments)

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

There was no central theme to this route with respondents raising a number of general but unfocused concerns and raising specifications of buses and their use.

Key concerns/comments

Respondents generally felt that the evening service should be maintained (4 comments) as well as the weekend service (2 comments). Respondents raised concerns about the use of smaller buses being non wheelchair accessible (1 comment) as well as requesting additional services on events such as Match day.

Impacted Groups

Groups expected to be impacted are: the elderly (3 comments), individuals with limiting long-term illness (3 comments) and those who rely on the services to travel to and from work (2 comments).

The proposal could be a barrier to...

The changes were mostly seen as a barrier to shopping services in Macclesfield (3 comments) as well as a barrier to social events (2 comments).

Potential consequences of proposals

Two respondents felt they had no alternative if the proposed changes were carried out and two respondents felt this would lead to an increased dependence on taxi services.

Little Bus

(83 comments)

'We propose to reduce funding for the Little Bus service in line with reduction for the other supported bus services. This would reduce the number of Little Bus vehicles operating from 9 at present to 4 or 5. This means there would not be enough vehicles to provide the current level of service'

Central to this service is that respondents represented some of the most vulnerable passengers of any bus service. They are severely limited by poor health and age and most nominate this as the only single service they are able to access. If current level of service is reduced respondents will face barriers to day to day life without a viable alternative. Respondents raise concerns about reducing this service at a time when more individuals, as result of subsequent bus cuts, will require access.

Key concerns/comments

Respondents requested that the current level of service be maintained as it was vital to their ability to get around and live day to day life, 5 respondents stated that they would be willing to pay more for this to happen.

Impacted Groups

Those impacted by the changes were identified as the elderly (7 comments), those with long term limiting illnesses (4 comments) and the vulnerable (3 comments). Respondents with poor mobility or health are expected to be most impacted by the changes (22 comments) as well as those who would be unable to afford an alternative, or fare increase (7 comments).

The proposal could be a barrier to...

Inability to access this service was seen as a barrier to shopping facilities (29 comments), social activities (20 comments) and health services (14 comments).

Potential consequences of proposals

As a consequence of the reduction in service 33 respondents feel they will be left with no alternative transport with 7 saying the changes will have a negative impact and potentially isolate them. 7 respondents report an increase in taxi usage but cost of doing so was a concern.

Crewe Flexirider

(4 comments)

'The Crewe Flexirider evening service would be withdrawn'

Of those responding to this route all felt the withdrawal of the service would leave them with no independent transport, especially in the evenings (3 comments). These respondents either have no other means of transport (2 comments) or were severely affected by mobility issues (2 comments).

Appendix 6 – Newspaper articles relating to the consultation

The following newspaper articles covering the consultation were published between February and August 2017:

Date	Link	Bus routes refers to
09/08/2017	www.wilmslow.co.uk	312, 88, 200, 130
23/07/2017	www.knutsfordguardian.co.uk	27, 88, 289, 300
22/07/2017	www.creweguardian.co.uk	1B, 3, 42, 84, 85
20/07/2017	www.crewechronicle.co.uk	General
18/07/2017	www.thenantwichnews.co.uk	51, 71, 73 etc
03/07/2017	www.middlewichguardian.co.uk	NA.
28/06/2017	www.knutsfordguardian.co.uk	Refers to the public event
28/06/2017	www.crewechronicle.co.uk	Little Bus.
14/06/2017	www.middlewichguardian.co.uk	NA
02/06/2017	www.wilmslow.co.uk	378 (not included in the review)
23/05/2017	www.chelfordvillage.org	NA
18/05/2017	www.crewechronicle.co.uk	NA
18/05/2017	www.alderleyedge.com	88, 130, 200
11/05/2017	www.macclesfield-express.co.uk	9, 10, 38, 99, 130
10/05/2017	www.stokesentinel.co.uk	32, 77, 99, 315, 319, Crewe Flexirider, 8, 31, 31A, 37, 38
09/05/2017	www.middlewichguardian.co.uk	42
09/05/2017	www.crewechronicle.co.uk	NA
09/05/2017	www.thenantwichnews.co.uk	NA
03/05/2017	www.wilmslow.co.uk	NA
25/02/2017	www.poynton-post.co.uk	NA

Appendix 7 – Public petitions raised as part of the consultation

There were a number of petitions started in relation to the consultation, details of these are given below:

Started by:	Number of signatures:	Theme:	Link:
Paula Eaton	577	All proposals opposed	www.38degrees.org.uk
Unknown	400+	Opposition to the withdrawal of the 315	Received as a paper copy
Unknown	200+	Opposition to the withdrawal of the 200	Received as a paper copy
Various	15	All proposals opposed	Received as a paper copy

Appendix 8 – Social media activity relating to the consultation

The following provides a summary of social media activity relating to the consultation, during the time the consultation was open. Whilst the consultation has now closed, some social media activity about it is still ongoing.

Twitter

Overall there were 72 tweets regarding the consultation, which were made from accounts other than @CheshireEast (the council's corporate twitter account), and which included the phrase "Cheshire East". These tweets came under one of the following categories:

- Those promoting the consultation and encouraging others to fill it in (19 tweets)
- Complaints about the consultation and proposals (19 tweets)
- General comments about the consultation and proposals (17 tweets)
- Route specific tweets, usually connected to where the twitter account was based – routes included the 37, 78, 88 and 319 (16 tweets)
- 1 tweet related to a service outside of the consultation (1 tweet).

In general, the tweets touched on themes found in open comment analysis (see appendix 5), including those such as: restriction to services, barriers to work and increased social isolation. Tweets also reflected on the perceived lack of buses under current service and called attention to services that would be lost under the proposed cuts.

Facebook

Responses to Cheshire East Facebook posts generally had two purposes, either to further spread the consultation by tagging other individuals in the post (9 posts), or to discuss some aspect of the proposal such as the impact on specific routes such as the 32, 42, 8, or 78 (6 posts). Similar themes were raised as the open comment analysis such as: the cost of an alternative, the lack of bus service on a Sunday and the impact on rural communities.

Responses to posts created by Facebook users had a much more unfocused response with a higher amount of the comments reviewed related to off-topic matters (16 posts). Responses that were on topic followed the same themes discussed in the open comment analysis such as: the need for the bus service, reviewing expenditure for cheaper provision, the impact on vulnerable individuals, promotion of the consultation event, and the loss of evening service.



Appendix 4 – Recommended Network Route Details

Indicative timetable - Version for Cabinet Report
Cheshire East Supported Bus Services Review
 Recommended Network Detail Proforma

Route reference number	A	
Status	Final	
Locations linked by service	Macclesfield - Prestbury	
Peak Vehicle Requirement of Route	1	
Current service(s) partially or wholly operating this route	19	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0730 / 0807	0820 / 0850
Last bus start time	1805 / 1725	1620 / 1650
Frequency during day	Hourly	Hourly
Seating capacity of vehicle	21	
Changes from Consulted Route		
Timetable adjusted to retain 12:00pm-13:00pm service with drivers break incorporated during off peak periods. The route is unchanged.		
Summary of route		
The route of the service will be as per the current service 19. This service will start later and finish earlier as per the consulted proposal. Timetable adjusted to retain 12:00pm-13:00pm service with a drivers break incorporated during off peak periods.		

Route A	Macclesfield-Prestbury	Version for November 2017 Cabinet Paper					
Note: timetable is indicative and subject to change following receipt of tenders from operators.						PVR	1

Monday to Friday

Macclesfield Bus Station	0730	0920	1020	1150	1250	1350	1520	1650	1805
Bond Street	0733	0924	1024	1154	1254	1354	1524	1654	1809
Chester Rd/Ivy Rd	0737	0928	1028	1158	1258	1358	1528	1658	1813
Broken Cross	0740	0931	1031	1201	1301	1401	1531	1701	1816
Whirley Barn Sandy Lane	0743	0934	1034	1204	1304	1404	1534	1704	1819
St Austell Avenue	0746	0938	1038	1208	1308	1408	1538	1708	1823
Fallibroome High School	0749	0941	1041	1211	1311	1411	1541	1711	1826
Prestbury Hall	0753	0945	1045	1215	1315	1415	1545	1715	1830
Prestbury, Parkhouse Drive	0756	0948	1048	1218	1318	1418	1548	1718	1833
Lees Lane		.....	.....	.....			1552	.....	.....
McCanns	0800							1722	
McCanns							1605	1725	
Lees Lane	0807	.....	.....	.....				.....
Prestbury, Parkhouse Drive	0811	0950	1050	1220	1320	1420	1610	1730	
Prestbury Hall	0815	0953	1053	1223	1323	1423	1613	1733	
Fallibroome High School	0819	0957	1057	1227	1327	1427	1617	1737	
St Austell Avenue	0822	1000	1100	1230	1330	1430	1620	1740	
Whirley Barn Sandy Lane	0825	1003	1103	1233	1333	1433	1623	1743	
Broken Cross	0828	1006	1106	1236	1336	1436	1626	1746	
Chester Rd/Ivy Rd	0835	1009	1109	1239	1339	1439	1629	1749	
Bond Street	0843	1014	1114	1244	1344	1444	1634	1754	
Macclesfield Bus Station	0848	1018	1118	1248	1348	1448	1638	1758	

Saturday

Macclesfield Bus Station	0820	0920	1020	1150	1250	1350	1520	1620	
Bond Street	0824	0924	1024	1154	1254	1354	1524	1624	
Chester Rd/Ivy Rd	0828	0928	1028	1158	1258	1358	1528	1628	
Broken Cross	0831	0931	1031	1201	1301	1401	1531	1631	
Whirley Barn Sandy Lane	0834	0934	1034	1204	1304	1404	1534	1634	
St Austell Avenue	0838	0938	1038	1208	1308	1408	1538	1638	
Fallibroome High School	0841	0941	1041	1211	1311	1411	1541	1641	
Prestbury Hall	0845	0945	1045	1215	1315	1415	1545	1645	
Prestbury, Parkhouse Drive	0848	0948	1048	1218	1318	1418	1548	1648	

Prestbury, Parkhouse Drive	0850	0950	1050	1220	1320	1420	1550	1650	
Prestbury Hall	0853	0953	1053	1223	1323	1423	1553	1653	
Fallibroome High School	0857	0957	1057	1227	1327	1427	1557	1657	
St Austell Avenue	0900	1000	1100	1230	1330	1430	1600	1700	
Whirley Barn Sandy Lane	0903	1003	1103	1233	1333	1433	1603	1703	
Broken Cross	0906	1006	1106	1236	1336	1436	1606	1706	
Chester Rd/Ivy Rd	0909	1009	1109	1239	1339	1439	1609	1709	
Bond Street	0914	1014	1114	1244	1344	1444	1614	1714	
Macclesfield Bus Station	0918	1018	1118	1248	1348	1448	1618	1718	

Route Description

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

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

Certain journeys extend to McCanns via Butley Lanes

Seating Capacity

21

Low Decibel reversing device required.

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Route reference number	B	
Status	Final	
Locations linked by service	Crewe - Nantwich	
Peak Vehicle Requirement of Route	1	
Current service(s) partially or wholly operating this route	39	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0740 / 0858	0755 / 0858
Last bus start time	1615 / 1710	1555 / 1650
Frequency during day	Two hourly	Two hourly
Seating capacity of vehicle	27	
Changes from Consulted Route		
Utilising of downtime on service to provide part of Nantwich Town Service to accommodate other proposals for service G. The service remains two-hourly with minor adjustment to timetable.		
Summary of route		
This service will use the route of the current 39 service (with the October 2017 timetable amendments remaining in place) and will remain two-hourly with minor adjustments to the timetable. After calling at Nantwich Bus Station the service will continue to Nantwich Trade Park to cover part of the Nantwich Town service.		

Route B	Crewe - Nantwich		Version for November 2017 Cabinet Paper			
Note: timetable is indicative and subject to change following receipt of tenders from operators.						
PVR 1						
Mondays to Friday						
	SCD	SH				
Crewe, Bus Station	0740	0740	0955	1155	1355	1615
Shavington, Dodds Bank	0752	0752	1007	1207	1407	1627
Shavington Sugar Loaf	0754	0754	1009	1209	1409	1629
Shavington The Elephant	0757	0757	1012	1212	1412	1632
Hough, Cobbs Lane Village Hall	0802	0802	1017	1217	1417	1637
Shavington, Stocks Lane	0805	0805	1020	1220	1420	1640
Wybunbury, Bridge Street, Red Lion	0807	0807	1022	1222	1422	1642
Walgherton, London Road, Boar's Head	0809	0809	1024	1224	1424	1644
London Road, First Dig Lane	0813	0813	1028	1228	1428	1648
London Road, The Leopard		0818	1033	1233	1433	1653
Brine Leas School	0825					
Malbank School	0833					
Nantwich, Bus Station	0840	0824	1039	1239	1439	1659
Davenport Avenue			1041	1241	1441	1701
Sainsburys Supermarket			1047	1247	1447	1707
			SCD	SH		
Sainsburys Supermarket		1050	1250	1450	1450	1710
Davenport Avenue		1053	1253	1453	1453	1713
Nantwich Bus Station	0858	1058	1258	1505	1458	1718
Malbank School				1515		
Brine Leas School				1525		
London Road, The Leopard	0904	1104	1304		1504	1724
London Road, First Dig Lane	0909	1109	1309	1537	1509	1729
Walgherton, London Road, Boar's Head	0913	1113	1313	1541	1513	1733
Wybunbury, Bridge Street, Red Lion	0915	1115	1315	1543	1515	1735
Shavington, Stocks Lane	0917	1117	1317	1545	1517	1737
Hough, Cobbs Lane Village Hall	0920	1120	1320	1548	1520	1740
Shavington The Elephant	0925	1125	1325	1553	1525	1745
Shavington Sugar Loaf	0928	1128	1328	1556	1528	1748
Shavington, Dodds Bank	0930	1130	1330	1558	1530	1750
Crewe, Bus Station	0942	1142	1342	1610	1542	1802
Saturday						
Crewe, Bus Station	0755	0955	1155	1355	1555	
Shavington, Dodds Bank	0807	1007	1207	1407	1607	
Shavington Sugar Loaf	0809	1009	1209	1409	1609	
Shavington The Elephant	0812	1012	1212	1412	1612	
Hough, Cobbs Lane Village Hall	0817	1017	1217	1417	1617	
Shavington, Stocks Lane	0820	1020	1220	1420	1620	
Wybunbury, Bridge Street, Red Lion	0822	1022	1222	1422	1622	
Walgherton, London Road, Boar's Head	0824	1024	1224	1424	1624	
London Road, First Dig Lane	0828	1028	1228	1428	1628	
London Road, The Leopard	0833	1033	1233	1433	1633	
Brine Leas School						
Nantwich, Bus Station	0839	1039	1239	1439	1639	
Malbank School						
Davenport Avenue		1041	1241	1441	1641	
Sainsburys Supermarket		1047	1247	1447	1647	
		1050	1250	1450	1650	
Davenport Avenue		1053	1253	1453	1653	
Nantwich Bus Station	0858	1058	1258	1458	1658	
Malbank School						
Brine Leas School						
London Road, The Leopard	0904	1104	1304	1504	1704	
London Road, First Dig Lane	0909	1109	1309	1509	1709	
Walgherton, London Road, Boar's Head	0913	1113	1313	1513	1713	
Wybunbury, Bridge Street, Red Lion	0915	1115	1315	1515	1715	
Shavington, Stocks Lane	0917	1117	1317	1517	1717	
Hough, Cobbs Lane Village Hall	0920	1120	1320	1520	1720	
Shavington The Elephant	0925	1125	1325	1525	1725	
Shavington Sugar Loaf	0928	1128	1328	1528	1728	
Shavington, Dodds Bank	0930	1130	1330	1530	1730	
Crewe, Bus Station	0942	1142	1342	1542	1742	
Route Description						
Sainsburys Roundabout, Middlewich Road, Barony Road, Vauxhall Road, Manor Road North, Manor Road, Beam Street, Nantwich (Bus Station), Beam Street, Millstone Lane, London Road, Newcastle Road, A51, London Road Wybunbury Road, Bridge Street, Main Road, Stocks Lane, Newcastle Road, Pit Lane, Cobbs Lane, Newcastle Road, Main Road, Crewe Road, Gresty Road, South Street, Mill Street, Oak Street, Market Street, Delamere Street, Tower Way and Crewe Bus Station						
Return via reverse of Outward Route						
Journeys via Brine Leas and Malbank School						
Normal route from Crewe to London Road, then Peter Destapeleigh Way, Wellington Road, Brine Leas School, Waterlode, Malbank School, Waterlode, High Street, Beam Street, Nantwich Bus Station						
Seating Capacity		27				

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Route reference number	C	
Status	Final	
Locations linked by service	Congleton - Crewe	
Peak Vehicle Requirement of Route	3	
Current service(s) partially or wholly operating this route	42 and 85A (formerly 1B)	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0655 / 0715	0745 / 0745
Last bus start time	1745 / 1745	1645 / 1645
Frequency during day	Hourly	90 minutes
Seating capacity of vehicle	35	
Changes from Consulted Route		
Re-routing of service via Frank Webb Avenue instead of Minshull New Road.		
Summary of route		
<p>The service will mostly use the route of the existing 42 service. Following the consultation, the route will pass along Frank Webb Avenue instead of Minshull New Road. As consulted, the route would continue to no longer pass along Victoria Avenue. The service would operate hourly on weekdays and every 90 minutes on a Saturday. During procurement, operators will be asked to provide costs for extending the hours of operation to provide evening services.</p>		

Route C	Congleton - Crewe										Version for November 2017 Cabinet Paper		
Note: timetable is indicative and subject to change following receipt of tenders from operators.												PVR	3

Mondays to Friday

Congleton Fairground	0655	0750	0915	1015	1115	1215	1315	1445	1515	1615	1745
West Heath, Delamere Road	0707	0802	0927	1027	1127	1227	1327	1457	1527	1627	1757
Somerford	0715	0810	0935	1035	1135	1235	1335	1505	1535	1635	1805
Holmes Chapel. London Road	0725	0820	0945	1045	1145	1245	1345	1515	1545	1645	1815
Centurion Way	0732	0832	0952	1052	1152	1252	1352	1522	1552	1652	1822
Middlewich, Bull Ring	0737	0837	0957	1057	1157	1257	1357	1527	1557	1657	1827
Cledford, Turnpike	0743	0843	1003	1103	1203	1303	1403	1533	1603	1703	1833
Manor Park, Long Lane	0747	0847	1007	1107	1207	1307	1407	1537	1607	1707	1837
Leighton Hospital	0802	0902	1022	1122	1222	1322	1422	1552	1622	1722	1852
Frank Webb Avenue, Rolls Avenue	0806	0906	1026	1126	1226	1326	1426	1556	1626	1726	1856
Morrisons, Bus Shelter	0812	0912	1032	1132	1232	1332	1432	1602	1632	1732	1902
Eagle Bridge Medical Centre	0816	0916	1036	1136	1236	1336	1436	1606	1636	1736	1906
Crewe, Bus Station	0821	0921	1041	1141	1241	1341	1441	1611	1641	1741	1911

Crewe, Bus Station	0715	0845	0945	1045	1145	1245	1345	1445	1615	1645	1745
Eagle Bridge Medical Centre	0720	0850	0950	1050	1150	1250	1350	1450	1620	1650	1750
Morrisons, Bus Shelter	0724	0854	0954	1054	1154	1254	1354	1454	1624	1654	1754
Frank Webb Avenue, Rolls Avenue	0729	0859	0959	1059	1159	1259	1359	1459	1629	1659	1759
Leighton Hospital	0735	0905	1005	1105	1205	1305	1405	1505	1635	1705	1805
Manor Park, Long Lane	0750	0920	1020	1120	1220	1320	1420	1520	1650	1720	1820
Cledford, Turnpike	0755	0925	1025	1125	1225	1325	1425	1525	1655	1725	1825
Middlewich, Bull Ring	0810	0931	1031	1131	1231	1331	1431	1531	1701	1731	1831
Centurion Way	0817	0936	1036	1136	1236	1336	1436	1536	1706	1736	1836
Holmes Chapel. London Road	0826	0943	1043	1143	1243	1343	1443	1543	1713	1743	1843
Somerford	0832	0953	1053	1153	1253	1353	1453	1553	1723	1753	1853
West Heath, Delamere Road	0840	0959	1059	1159	1259	1359	1459	1559	1729	1759	
Congleton Fairground	0855	1011	1111	1211	1311	1411	1511	1611	1741	1811	1905

Saturday

Congleton Fairground	0745	0915	1045	1215	1345	1515	1645				
West Heath, Delamere Road	0757	0927	1057	1227	1357	1527	1657				
Somerford	0805	0935	1105	1235	1405	1535	1705				
Holmes Chapel. London Road	0815	0945	1115	1245	1415	1545	1715				
Centurion Way	0822	0952	1122	1252	1422	1552	1722				
Middlewich, Bull Ring	0827	0957	1127	1257	1427	1557	1727				
Cledford, Turnpike	0833	1003	1133	1303	1433	1603	1733				
Manor Park, Long Lane	0837	1007	1137	1307	1437	1607	1737				
Leighton Hospital	0852	1022	1152	1322	1452	1622	1752				
Frank Webb Avenue, Rolls Avenue	0856	1026	1156	1326	1456	1626	1756				
Morrisons, Bus Shelter	0902	1032	1202	1332	1502	1632	1802				
Eagle Bridge Medical Centre	0906	1036	1206	1336	1506	1636	1806				
Crewe, Bus Station	0911	1041	1211	1341	1511	1641	1811				

Crewe, Bus Station	0745	0915	1045	1215	1345	1515	1645				
Eagle Bridge Medical Centre	0750	0920	1050	1220	1350	1520	1650				
Morrisons, Bus Shelter	0754	0924	1054	1224	1354	1524	1654				
Frank Webb Avenue, Rolls Avenue	0759	0929	1059	1229	1359	1529	1659				
Leighton Hospital	0805	0935	1105	1235	1405	1535	1705				
Manor Park, Long Lane	0820	0950	1120	1250	1420	1550	1720				
Cledford, Turnpike	0825	0955	1125	1255	1425	1555	1725				
Middlewich, Bull Ring	0831	1001	1131	1301	1431	1601	1731				
Centurion Way	0836	1006	1136	1306	1436	1606	1736				
Holmes Chapel. London Road	0843	1013	1143	1313	1443	1613	1743				
Somerford	0853	1023	1153	1323	1453	1623	1753				
West Heath, Delamere Road	0859	1029	1159	1329	1459	1629	1759				
Congleton Fairground	0911	1041	1211	1341	1511	1641	1811				

Route Description

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

Seating Capacity

35

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Cheshire East Supported Bus Services Review

Recommended Network Detail Proforma

Route reference number	D1, D2	
Status	Final	
Locations linked by service	Macclesfield - Hayfield; Macclesfield - Buxton	
Peak Vehicle Requirement of Route	2	
Current service(s) partially or wholly operating this route	58 and 60	
Any differences from a current service?	No	
Key details of proposed service:	Weekday	Saturday
First bus start time	0636 / 0710; 0615 / 0655	0636 / 0710; 0615 / 0655
Last bus start time	1804 / 1845; 1805 / 1845	1804 / 1845; 1805 / 1845
Frequency during day	Hourly; Hourly	Hourly; Hourly
Seating capacity of vehicle	27	
Changes from Consulted Route		
No changes proposed.		
Summary of route		
No changes proposed to existing 58 and 60 services which are managed by Derbyshire CC		

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Indicative timetable - Version for Cabinet Report
Cheshire East Supported Bus Services Review
Recommended Network Detail Proforma

Route reference number	E1, E2	
Status	Final	
Locations linked by service	Altrincham - Macclesfield; Altrincham - Northwich	
Peak Vehicle Requirement of Route	4	
Current service(s) partially or wholly operating this route	27, 88 and 188, 289	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0640 / 0710; 0852 / 0705	0752 / 0855; 0745 / 0755
Last bus start time	1845 / 1745; 1645 / 1655	1745 / 1655; 1545 / 1555
Frequency during day	See summary	See summary
Seating capacity of vehicle	39	
Changes from Consulted Route		
<p>Timetable and frequencies remain as consulted upon but with the first service of the day from Knutsford to Altrincham retimed to allow passengers to arrive at Altrincham for 08:20am. Retiming of first bus of the day to arrive into Altrincham for 07:10am. Retiming of the last bus of the day to leave Macclesfield for 17:45pm. Extending the last bus from Altrincham through Knutsford. The current route is retained.</p>		
Summary of route		
<p>The current 88 service between Altrincham and Knutsford is reduced to an hourly frequency (as per the consultation), with all journeys serving Morley Green. Alternative services extend to Macclesfield and Northwich every two hours to replace the 27 and 289.</p>		

Routes E1 & E2	E1	E2	Altrincham-Wilmslow-Mobberley-Knutsford-Macclesfield												Version for November 2017 Cabinet Paper							
			Altrincham-Wilmslow-Mobberley-Knutsford-Northwich																			

Note: timetable is indicative and subject to change following receipt of tenders from operators.

PVR 4

Monday to Friday (except Public Holidays)

	E1	E1	E1	SCD		E1B	E2	E1	E2	E1	E1	E2	E1	E2	E1	E2	E1	E1
				E1A	E2													
Altrincham Interchange Stand C			0715			0845	0945	1045	1145	1245	1345	1445	1545	1645	1745	1845		
Halebarns Hale Road/Rydal Drive			0725			0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1854		
Morley Green Church			0737			0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1905		
Wilmslow Bank Square Stop A			0747			0917	1017	1117	1217	1317	1417	1517	1617	1717	1817	1914		
Wilmslow Bank Square Stop A	0640		0750			0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	1915		
Wilmslow Rail Station	0644		0754			0924	1024	1124	1224	1324	1424	1524	1624	1724	1824	1919		
Knolls Green, Bird In Hand	0657		0807			0937	1037	1137	1237	1327	1427	1527	1637	1737	1837	1932		
Small Lane Pepper Street				0805														
Hobcroft Lane Slade Lane				0808														
Mobberley CE Primary School				0813														
Mobberley Town Lane/Bucklow Ave	0701		0811			0941	1041	1141	1241	1341	1441	1541	1641	1741	1841	1936		
Knutsford Bus Station Stand 3	0710		0820			0950	1050	1150	1250	1350	1450	1550	1650	1750	1850	1945		
Knutsford Bus Station Stand 3		0745			0852													
Knutsford Academy				0830														
Tabley Windmill					0859		1059		1259			1559		1759				
Pickmere, Red Lion					0905		1105		1305			1605		1805				
Wincham, Raynors Lane					0908		1108		1308			1608		1808				
Lostock Gralam, Langford Road					0913		1113		1313			1613		1813				
Lostock Gralam, Crossroads					0918		1118		1318			1618		1818				
Northwich Railway Station					0923		1123		1323			1623		1823				
Northwich, Watling Street					0928		1128		1328			1628		1828				
Knutsford Railway Station		0747					1154		1354			1654						
Beggermans Lane					0955													
Ollerton, Post Office		0750					1157		1357			1657						
Whipping Stocks Inn		0755				1002	1202		1402			1702						
Over Peover, Gate Inn		0757				1004	1204		1404			1704						
Chefford, Station Road		0803				1010	1210		1410			1710						
Monks Heath, Traffic Lights		0807				1014	1214		1414			1714						
Macclesfield, Broken Cross		0811				1018	1218		1418			1718						
Macclesfield General Hospital		0813				1020	1220		1420			1720						
Churchill Way		0820				1027	1227		1427			1727						
Macclesfield Bus Station		0825				1030	1230		1430			1730						

	E1	E2	E1	E1	E1	E1	E1	E2	E1	E2	E1B	E2	SCD		E1	E1	E2	E1
													E1A					
Macclesfield Bus Station			0710			0830			1055		1255		1455					1745
Churchill Way			0713			0833			1058		1258		1458					1748
Macclesfield General Hospital			0720			0840			1105		1305		1505					1755
Macclesfield, Broken Cross			0722			0842			1107		1307		1507					1757
Monks Heath, Traffic Lights			0726			0846			1111		1311		1511					1801
Chefford, Station Road			0730			0850			1115		1315		1515					1805
Over Peover, Gate Inn			0736			0856			1121		1321		1521					1811
Whipping Stocks Inn			0738			0858			1123		1323		1523					1813
Ollerton, Post Office			0743			0903			1128				1528					1818
Beggermans Lane											1329							
Knutsford Rail Station				0746		0906			1131				1531				1821	
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 Raynors lane		0723						1013		1213		1413					1713	
Pickmere, Red Lion		0726						1016		1216		1416					1716	
Tabley Windmill		0733						1023		1223		1423					1723	
Knutsford Academy													1530					
Knutsford Bus Station Stand 3		0741	0748			0908		1031	1133	1231	1331	1431	1535	1533		1731	1823	
Knutsford Bus Station Stand 3				0715	0835			0935	1035	1135	1235	1335	1435	1535	1535	1635	1735	1825
Mobberley Town Lane/Bucklow Ave				0724	0844			0944	1044	1144	1244	1344	1444	1542	1544	1644	1744	1834
Mobberley CE Primary School														1547				
Hobcroft Lane Slade Lane														1552				
Small Lane Pepper Street														1555				
Knolls Green, Bird In Hand				0728	0848			0948	1048	1148	1248	1348	1448		1548	1648	1748	1838
Wilmslow Rail Station				0740	0900			1000	1100	1200	1300	1400	1500		1600	1700	1800	1850
Wilmslow Bank Square Stop B				0744	0904			1004	1104	1204	1304	1404	1504		1604	1704	1804	1854
Wilmslow Bank Square Stop B	0638			0748	0908			1008	1108	1208	1308	1408	1508		1608	1708	1808	
Morley Green Church	0648			0758	0918			1018	1118	1218	1318	1418	1518		1618	1718	1818	
Halebarns Hale Road/Rydal Drive	0700			0810	0930			1030	1130	1230	1330	1430	1530		1630	1730	1830	
Altrincham Interchange Stand C	0710			0820	0940			1040	1140	1240	1340	1440	1540		1640	1740	1840	

Saturdays

	E1	E2	E1B	E2	E1	E2	E1	E2	E1	E2	E1	E1
Altrincham Interchange Stand C		0745	0845	0945	1045	1145	1245	1345	1445	1545	1645	1745
Halebarns Hale Road/Rydal Drive		0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755
Morley Green Church		0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807
Wilmslow Bank Square Stop A		0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1817
Wilmslow Bank Square Stop A		0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821
Wilmslow Rail Station		0824	0924	1024	1124	1224	1324	1424	1524	1624	1724	1824
Knolls Green, Bird In Hand		0837	0937	1037	1137	1237	1327	1427	1527	1637	1737	1837
Small Lane Pepper Street												
Hobcroft Lane Slade Lane												
Mobberley CE Primary School												
Mobberley Town Lane/Bucklow Ave		0841	0941	1041	1141	1241	1341	1441	1541	1641	1741	1841
Knutsford Bus Station Stand 3		0850	0950	1050	1150	1250	1350	1450	1550	1650	1750	1850
Knutsford Bus Station Stand 3	0752	0852	0952	1052	1152	1252	1352	1452	1552	1652		
Tabley Windmill		0859		1059		1259		1459		1659		
Pickmere, Red Lion		0903		1103		1303		1503		1703		
Wincham, Raynors Lane		0908		1108		1308		1508		1708		
Lostock Gralam, Langford Road		0913		1113		1313		1513		1713		
Lostock Gralam, Crossroads		0918		1118		1318		1518		1718		
Northwich Railway Station		0923		1123		1323		1523		1723		
Northwich, Watling Street		0928		1128		1328		1528		1728		
Knutsford Bus Station												
Knutsford Railway Station	0754				1154		1354		1554			
Beggermans Lane			0954									
Ollerton, Post Office	0759				1159		1359		1559			
Whipping Stocks Inn	0801		1001		1201		1401		1601			
Over Peover, Gate Inn	0805		1005		1205		1405		1605			
Chefford, Station Road	0809		1009		1209		1409		1609			
Monks Heath, Traffic Lights	0813		1013		1213		1413		1613			
Macclesfield, Broken Cross	0817		1017		1217		1417		1617			
Macclesfield General Hospital	0819		1019		1219		1419		1619			
Churchill Way	0826		1026		1226		1426		1626			
Macclesfield Bus Station	0830		1030		1230		1430		1630			

	E1	E2	E1	E2	E1	E2	E1B	E2	E1	E2	E1
Macclesfield Bus Station			0855		1055		1255		1455		1655
Churchill Way			0900		1100		1300		1500		1700
Macclesfield General Hospital			0904		1104		1304		1504		1704
Macclesfield, Broken Cross			0906		1106		1306		1506		1706
Monks Heath, Traffic Lights			0910		1110		1310		1510		1710
Chefford, Station Road			0914		1114		1314		1514		1714
Over Peover, Gate Inn			0918		1118		1318		1518		1718
Whipping Stocks Inn			0920		1120		1320		1520		1720
Ollerton, Post Office			0925		1125				1525		1725
Beggarmans 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

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

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

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

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

Seating Capacity **39**

Indicative timetable - Version for Cabinet Report
Cheshire East Supported Bus Services Review
Recommended Network Detail Proforma

Route reference number	F1, F2	
Status	Final	
Locations linked by service	Macclesfield - Bollington - Stockport; Macclesfield - Kerridge - Stockport	
Peak Vehicle Requirement of Route	3	
Current service(s) partially or wholly operating this route	11, 392 and P1	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	0810; 0710 / 0645; 0750	0820; 0720 / 0850; 0750
Last bus start time	1620; 1740 / 17:20; 1820	1620; 1520 / 1650; 1550
Frequency during day	Two Hourly	Two Hourly
Seating capacity of vehicle	21-23	
Changes from Consulted Route		
Timings of peak hour journeys changed to better suit passengers with afternoon journeys running slightly later. Re-routing of service via Western Poynton (Chester Road, Woodford Road) instead of A523 London Road. Continuation of service to Stepping Hill and Stockport.		
Summary of Route		
Amalgamation of bus service 11, 392 and P1 between Macclesfield and Stockport. Service mainly follows route of 392 to Poynton, alternating via Kerridge and Bollington every other hour. In Poynton The service will re-route via Western Poynton (Chester Road, Woodford Road) instead of A532 London Road.		

Routes F1 & F2	F1	Macclesfield-Bollington-Poynton-Hazel Grove-Stockport										Version for November 2017 Cabinet Paper	
	F2	Macclesfield-Kerridge-Poynton-Hazel Grove-Stockport										PVR	3

Note: timetable is indicative and subject to change following receipt of tenders from operators.

Monday-Friday

	F1	F2	F1	F2	F1	F2	F1	F2	F1	F2	F1	F2
Macclesfield, Bus Station		0710	0810	0925	1020	1125	1220	1325	1420	1520	1620	1740
Churchill Way				0928	1023	1128	1223	1328	1423			
Tytherington Badger Road			0817		1028		1228		1428		1627	
Tytherington, Dorchester Way		0717		0933		1133		1333		1527		1747
South West Avenue/Crossfield Road		0723		0939		1139		1339		1533		1753
Kerridge Bulls Head			0825		1036		1236		1436		1635	
Bollington, Turners Arms		0729	0833	0944	1044	1144	1244	1344	1444	1539	1643	1759
Four Lane Ends, Miners Arms		0740	0844	0955	1055	1155	1255	1355	1455	1550	1654	1810
Middlewood Green Lane	0648	0748	0852	1003	1103	1203	1303	1403	1503	1558	1702	1818
Hockley Post Office	0653	0750	0854	1005	1105	1205	1305	1405	1505	1600	1704	1820
Poynton, Greymarsh Drive		0757	0901	1010	1110	1210	1310	1410	1510	1606	1710	
Poynton Station	0702	0802	0906	1014	1114	1214	1314	1414	1515	1611	1715	1829
Hazel Grove Station	0712	0813	0917	1023	1123	1223	1323	1423	1526	1622	1726	1840
Dialstone Lane (for Stepping Hill Hospital)	0717	0818	0922	1028	1128	1228	1328	1428	1531	1627	1731	1845
Stockport Bus Station	0735	0835	0937	1043	1143	1243	1343	1443	1546	1645	1749	1900
	F2	F2	F1	F2	F1	F2	F1	F2	F1	F2	F1	F2
Stockport Bus Station	0645	0745	0850	0950	1050	1150	1250	1350	1450	1610	1720	1820
Dialstone Lane (for Stepping Hill Hospital)	0700	0800	0905	1005	1105	1205	1305	1405	1505	1625	1738	1835
Hazel Grove Station	0705	0805	0910	1010	1110	1210	1310	1410	1510	1630	1743	1840
Poynton Station	0714	0816	0919	1019	1119	1219	1319	1419	1521	1641	1754	1851
Poynton, Greymarsh Drive	0718	0821	0924	1024	1124	1224	1324	1424	1526	1646	1759	1856
Hockley Post Office	0723	0826	0929	1029	1129	1229	1329	1429	1532	1652	1805	1902
Middlewood Green Lane	0725	0828	0931	1031	1131	1231	1331	1431	1534	1654	1807	1907
Four Lane Ends, Miners Arms	0733	0836	0939	1039	1139	1239	1339	1439	1542	1702	1815	
Bollington, Turners Arms	0744	0847	0950	1050	1150	1250	1350	1450	1553	1713	1826	
Kerridge Bulls Head			0958		1158		1358		1601		1834	
South West Avenue/Crossfield Road	0752	0855		1058		1258		1458		1721		
Tytherington, Dorchester Way	0758	0901		1104		1304		1504		1727		
Tytherington, Badger Road			1006		1206		1406		1609		1842	
Churchill Way			1012		1109		1212		1309		1412	
Macclesfield, Bus Station	0805	0908	1015	1112	1215	1312	1415	1512	1617	1734	1849	

Saturday

	F2	F1	F2	F1	F2	F1	F2	F1	F2	F1
Macclesfield, Bus Station	0720	0820	0925	1020	1125	1220	1325	1420	1525	1620
Churchill Way			0928	1023	1128	1223	1328	1423	1528	
Tytherington Badger Road		0827		1028	1128	1228		1428		1628
Tytherington, Dorchester Way	0727		0933		1133		1333		1533	
South West Avenue/Crossfield Road	0733		0939		1139		1339		1539	
Kerridge Bulls Head		0835		1036		1236		1436		1636
Bollington, Turners Arms	0739	0843	0944	1044	1144	1244	1344	1444	1544	1644
Four Lane Ends, Miners Arms	0750	0854	0955	1055	1155	1255	1355	1455	1555	1655
Middlewood Green Lane	0758	0902	1003	1103	1203	1303	1403	1503	1603	1703
Hockley Post Office	0800	0904	1005	1105	1205	1305	1405	1505	1605	1705
Poynton, Greymarsh Drive	0805	0909	1010	1110	1210	1310	1410	1510	1610	1710
Poynton Station	0809	0913	1014	1114	1214	1314	1414	1514	1614	1714
Hazel Grove Station	0818	0922	1023	1123	1223	1323	1423	1523	1623	1723
Dialstone Lane (for Stepping Hill Hospital)	0823	0927	1028	1128	1228	1328	1428	1528	1628	1723
Stockport Bus Station	0838	0942	1043	1143	1243	1343	1443	1543	1643	1743
	F2	F1	F2	F1	F2	F1	F2	F1	F2	F1
Stockport Bus Station	0750	0850	0950	1050	1150	1250	1350	1450	1550	1650
Dialstone Lane (for Stepping Hill Hospital)	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705
Hazel Grove Station	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710
Poynton Station	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719
Poynton, Greymarsh Drive	0824	0924	1024	1124	1224	1324	1424	1524	1624	1724
Hockley Post Office	0829	0929	1029	1129	1229	1329	1429	1529	1629	1729
Middlewood Green Lane	0831	0931	1031	1131	1231	1331	1431	1531	1631	1731
Four Lane Ends, Miners Arms	0839	0939	1039	1139	1239	1339	1439	1539	1639	1739
Bollington, Turners Arms	0850	0950	1050	1150	1250	1350	1450	1550	1650	1750
Kerridge Bulls Head		0958		1158		1358		1558		1758
South West Avenue/Crossfield Road	0858		1058		1258		1458		1658	
Tytherington, Dorchester Way	0904		1104		1304		1504		1704	
Tytherington, Badger Road		1006		1206		1406		1606		1806
Churchill Way		1012	1109	1212	1309	1412	1509			
Macclesfield, Bus Station	0912	1015	1112	1215	1312	1415	1512	1615	1712	1815

Route Description

Route F1

Macclesfield Bus Station, Mill Street, Park Green, Churchill Way, Hibel Road, Beech Lane, Manchester Road, Badger Road, Brocklehurst Way, Manchester Road, Tytherington Lane, Bollington Road, Clarke Lane, Oak Road, Jackson Lane, Grimshaw Lane, Wellington Road, Palmerston Street, Shrigley Road, Brookledge Lane, Springbank Lane, Cawley Lane, Pedley Hill, Wood Lane South, Wood Lane West, Moggie Lane, Dickens Lane, Waterloo Road, Coppice Road, Shrigley Road North, Green Lane, Middlewood Road, Park Lane, Bulkeley Road, Clumber Road, Dickens Lane, Vernon Road, Copperfield Road, Dickens Lane, London Road South, Chester Road, Woodford Road, Chester Road, Station Street, Hatherlow Lane, London Road, Buxton Road, Wellington Road South, Exchange Street, Stockport Bus Station

Return via Mersey Square, St Petersgate, Wellington Road South then as reverse of outward route to Beech Lane, Jordangate, King Edawrd Street, Churchill Way, Park Green, Sunderland Street, Waters Green, Queen Victoria Street and Macclesfield Bus Station

Certain journeys operate via Mill Street, Mill Lane, Silk Road, Hibel Road between Macclesfield Bus Station and Beech Lane. Returning via Hibel Road, Silk Road, Waters Green and Queen Victoria Street between Beech Lane and Macclesfield Bus Station.

Route F2

Macclesfield Bus Station, Mill Street, Park Green, Churchill Way, Hibel Road, Beech Lane, Manchester Road, Dorchester Way, Manchester Road, Tytherington Lane, Bollington Road, Princess Drive, Heath Road, Ovenhouse Lane, Crossfield Road, South West Avenue, Henshall Road, Wellington Road, Palmerston Street, Shrigley Road, Brookledge Lane, Springbank Lane, Cawley Lane, Pedley Hill, Wood Lane South, Wood Lane West, Moggie Lane, Dickens Lane, Waterloo Road, Coppice Road, Shrigley Road North, Green Lane, Middlewood Road, Park Lane, Bulkeley Road, Clumber Road, Dickens Lane, Vernon Road, Copperfield Road, Dickens Lane, London Road South, Chester Road, Woodford Road, Chester Road, Station Street, Hatherlow Lane, London Road, Buxton Road, Wellington Road South, Exchange Street, Stockport Bus Station

Return via Mersey Square, St Petersgate, Wellington Road South then as reverse of outward route to Beech Lane, Jordangate, King Edawrd Street, Churchill Way, Park Green, Sunderland Street, Waters Green, Queen Victoria Street and Macclesfield Bus Station

Certain journeys operate via Mill Street, Mill Lane, Silk Road, Hibel Road between Macclesfield Bus Station and Beech Lane. Returning via Hibel Road, Silk Road, Waters Green and Queen Victoria Street between Beech Lane and Macclesfield Bus Station.

Seating Capacity

21-23

Indicative timetable - Version for Cabinet Report
Cheshire East Supported Bus Services Review
Recommended Network Detail Proforma

Route reference number	G1, G2, G3, G4, G5	
Status	Final	
Locations linked by service	Nantwich-Wrenbury Circular; Nantwich-Audlem-Whitchurch; Nantwich-Bunbury-Bulkeley Circular; Nantwich-Bunbury-Tiverton Circular	
Peak Vehicle Requirement of Route	2	
Current service(s) partially or wholly operating this route	51, 52, 53, 71, 72, 73, 56, 75, 79, 83 and 89	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	Various	Various
Last bus start time	Various	Various
Frequency during day	Various	Various
Seating capacity of vehicle	27	
Changes from Consulted Route		
<p>Absorption of G4 and G6 Nantwich Town Services into services G2 (Nantwich - Wrenbury) and G3 (Nantwich - Audlem). Extension of service G3 (Nantwich - Audlem) to Whitchurch. Retiming of service G2 (Nantwich - Wrenbury) to allow connection to rail services to Whitchurch. Incorporation of four times a day extension of route G3 (Nantwich - Wrenbury) to serve Marbury and Norbury. Incorporation of twice a day service from Nantwich to Bunbury and Bulkeley (Tuesday only) and from Nantwich to Bunbury and Tiverton (Thursday and Saturday only) to retain coverage within Cheshire East of withdrawn services 56, 83 and 89.</p>		
Summary of route		
<p>Consulted service G1 (similar to present service 71) included in G2 service timetable. Recommended Network service G2 (similar to present service 72) would terminate at Wrenbury as per the consultation. Four services a day would continue to retain bus access to Marbury and Norbury. Following the consultation, service G3 (present service 73) would continue to operate between Nantwich, Audlem and Whitchurch with service 71 incorporated into this timetable. The routes would be amended within Nantwich to incorporate current town services routes 51 and 53 (route 52 to Nantwich Trade Park is incorporated as part of service B). Additional service G4 has been added which will operate twice a day on Tuesdays on a Nantwich-Bunbury-Bulkeley Circular route with service G5 added which will operate twice a day on Thursdays and Saturdays on a Nantwich - Bunbury - Tiverton Circular route. The proposals will retain bus access to all Cheshire East residents in this area who currently have bus access.</p>		

Route G1, G2, G3, G4 & G5	G1	Nantwich-Wrenbury school time service	Version for November 2017 Cabinet Paper
	G2	Nantwich-Wrenbury Circular	
	G3	Nantwich-Audlem-Whitchurch	
	G4	Nantwich-Bunbury-Bulkeley Circular	
	G5	Nantwich-Bunbury-Tiverton- Circular	

Note: timetable is indicative and subject to change following receipt of tenders from operators.

PVR

2

Monday, Wednesday, Friday	G1	Nantwich-Wrenbury school time service									
	G2	Nantwich-Wrenbury Circular									
	SCD	SH					SCD	SH			
Nantwich Bus Station	0735	0735	0845	1015	1115	1245	1415	1505	1505	1620	1725
Malbank School								1515			
Acton Church								1520			
Swanley								1522			
Nantwich Millfields	0740	0740	0850	1020	1120	1250	1420		1510	1625	1730
Ravensmoor Farmers Arms	0743	0743	0853		1123	1253		1525	1513	1628	1733
Sound Common Lane					1128	1258			1518	1633	1738
Aston Crossroads					1133	1303			1523	1638	1743
Wrenbury Station					1135	1305		1531	1525	1640	1745
Wrenbury Pinsley View	0751	0751	0901		1137	1307		1533	1527	1642	1747
Gauntons Bank			0908		1144	1314				1649	
Marbury The Swan			0912		1148	1318				1653	
Wrenbury Pinsley View	0751	0751	0921		1157	1327				1702	
Wrenbury Station	0753	0753	0923					1535			
Aston Crossroads	0755	0755	0923								
Sound Common Lane	0800	0800	0928					via			
Ravensmoor Farmers Arms	0805	0805	0933		1205	1335		Audlem	1535	1710	1755
Nantwich Millfields		0808	0936	1020	1208	1338	1420		1538	1713	1758
Swanley	0808										
Acton Church	0815										
Malbank School	0818										
Nantwich Bus Station	0823	0813	0941	1025	1213	1343	1425	1613	1543	1718	1803
	G3	Nantwich-Audlem-Whitchurch									
Monday, Wednesday, Friday								SCD	SH		
Nantwich Bus Station	0745	0845	0915	0945	1115	1315	1345	1510	1515	1625	1725
Nantwich, Railway Station	0749	0849	0919	0949	1119	1319	1349	1514	1519	1629	1729
Delamere Road		0854	0924	0954	1124	1324	1354	1519	1524	1634	1734
The Pike		0859	0929	0959	1129	1329	1359	1524	1529	1639	1739
Brine Leas School								1527			
Hankelow, White Lion PH	0801		0941		1141	1341		1541	1541	1651	1751
Buerton, Festival Avenue	0806		0946		1146	1346		1546	1546	1656	1756
Audlem, St James Church	0811		0951		1151	1351		1551	1551	1701	1801
Lightwood Green			0954		1154	1354					
Burleydam Combermere Arms			0957		1157	1357					
Broughall			1000		1200	1400					
Whitchurch Railway Station			1003		1203	1403					
Whitchurch Bus Station			1008		1208	1408					
	SCD	SH									
Whitchurch Bus Station					1010	1210		1410			
Whitchurch Railway Station					1013	1213		1413			
Broughall					1016	1216		1416			
Burleydam Combermere Arms					1019	1219		1419			
Lightwood Green					1022	1222		1422			
Audlem, St James Church	0811	0811			1026	1226		1426	1547	1551	1701
Buerton, Festival Avenue					1031	1231		1431	1552		
Hankelow, White Lion PH	0816	0816			1036	1236		1436	1557	1556	1706
Brine Leas School	0825	0825									
The Pike			0859	0959	1048	1248	1359	1448		1608	
Delamere Road			0904	1004	1053	1253	1404	1453		1613	
Nantwich, Railway Station	0828	0828	0909	1009	1058	1258	1409	1458	1609	1618	1718
Malbank School	0835										
Nantwich Bus Station	0840	0833	0913	1013	1102	1302	1413	1502	1613	1622	1722

Tuesday & Thursday	G1	Nantwich-Wrenbury school time service							
	G2	Nantwich-Wrenbury Circular							
	SCD	SH				SCD	SH		
Nantwich Bus Station	0735	0735	0845	1115	1245	1505	1505	1620	1725
Malbank School						1515			
Acton Church						1520			
Swanley						1522			
Nantwich Millfields	0740	0740	0850	1120	1250		1510	1625	1730
Ravensmoor Farmers Arms	0743	0743	0853	1123	1253	1525	1513	1628	1733
Sound Common Lane				1128	1258		1518	1633	1738
Aston Crossroads				1133	1303		1523	1638	1743
Wrenbury Station				1135	1305	1531	1525	1640	1745
Wrenbury Pinsley View	0751	0751	0901	1137	1307	1533	1527	1642	1747
Gauntons Bank			0908	1144	1314			1649	
Marbury The Swan			0912	1148	1318			1653	
Wrenbury Pinsley View	0751	0751	0921	1157	1327			1702	
Wrenbury Station	0753	0753	0923			1535			
Aston Crossroads	0755	0755	0923						
Sound Common Lane	0800	0800	0928			via			
Ravensmoor Farmers Arms	0805	0805	0933	1205	1335	Audlem	1533	1710	1755
Nantwich Millfields		0808	0936	1208	1338		1536	1713	1758
Swanley	0808								
Acton Church	0815								
Malbank School	0818								
Nantwich Bus Station	0823	0813	0941	1213	1343	1613	1541	1718	1803
	G3	Nantwich-Audlem-Whitchurch							
						SCD	SH		
Nantwich Bus Station	0745	0845	0915	1115	1315	1510	1515	1625	1725
Nantwich, Railway Station	0749	0849	0919	1119	1319	1514	1519	1629	1729
Delamere Road		0854	0924	1124	1324	1519	1524	1634	1734
The Pike		0859	0929	1129	1329	1524	1529	1639	1739
Brine Leas School						1527			
Hankelow, White Lion PH	0801		0941	1141	1341	1541	1541	1651	1751
Buerton, Festival Avenue	0806		0946	1146	1346	1546	1546	1656	1756
Audlem, St James Church	0811		0951	1151	1351	1551	1551	1701	1801
Lightwood Green			0954	1154	1354				1846
Burleydam Combermere Arms			0957	1157	1357				
Broughall			1000	1200	1400				
Whitchurch Railway Station			1003	1203	1403				
Whitchurch Bus Station			1008	1208	1408				
	SCD	SH					SCD		
Whitchurch Bus Station				1010	1210	1410			
Whitchurch Railway Station				1013	1213	1413			
Broughall				1016	1216	1416			
Burleydam Combermere Arms				1019	1219	1419			
Lightwood Green				1022	1222	1422			
Audlem, St James Church	0811	0811		1026	1226	1426	1547	1551	1701
Buerton, Festival Avenue				1031	1231	1431	1552		1801
Hankelow, White Lion PH	0816	0816		1036	1236	1436	1557	1556	1706
Brine Leas School	0825	0825							1806
The Pike			0859	1048	1248	1448		1608	
Delamere Road			0904	1053	1253	1453		1613	
Nantwich, Railway Station	0828	0828	0909	1058	1258	1458	1609	1618	1718
Malbank School	0835							1718	1818
Nantwich Bus Station	0840	0833	0913	1102	1302	1502	1613	1622	1722
								1722	1822
	G2	Nantwich-Wrenbury Circular							
Nantwich Bus Station	0735	0845	1115	1245	1505	1620	1725		
Malbank School									
Acton Church									
Swanley									
Nantwich Millfields	0740	0850	1120	1250	1510	1625	1730		
Ravensmoor Farmers Arms	0743	0853	1123	1253	1513	1628	1733		
Sound Common Lane			1128	1258	1518	1633	1738		
Aston Crossroads			1133	1303	1523	1638	1743		
Wrenbury Station			1135	1305	1525	1640	1745		
Wrenbury Pinsley View	0751	0901	1137	1307	1527	1642	1747		
Gauntons Bank		0908	1144	1314		1649			
Marbury The Swan		0912	1148	1318		1653			
Wrenbury Station	0753	0921	1157	1327		1702			
Aston Crossroads	0755	0923				1704			
Sound Common Lane	0800	0928				1709			
Ravensmoor Farmers Arms	0805	0933	1205	1335	1533	1714	1753		
Nantwich Millfields	0808	0936	1208	1338	1536	1717	1756		
Swanley									
Acton Church									
Malbank School									
Nantwich Bus Station	0813	0941	1213	1343	1541	1722	1801		

G3 Nantwich-Audlem-Whitchurch**Saturday**

Nantwich Bus Station	0745	0845	0915	1115	1315	1515	1625	1725	1825
Nantwich, Railway Station	0749	0849	0919	1119	1319	1519	1629	1729	1829
Delamere Road		0854	0924	1124	1324	1524	1634	1734	
The Pike		0859	0929	1129	1329	1529	1639	1739	
Brine Leas School									
Hankelow, White Lion PH	0801		0941	1141	1341	1541	1651	1751	1841
Buerton, Festival Avenue	0806		0946	1146	1346	1546	1656	1756	
Audlem, St James Church	0811		0951	1151	1351	1551	1701	1801	1846
Lightwood Green			0954	1154	1354				
Burleydam Combermere Arms			0957	1157	1357				
Broughall			1000	1200	1400				
Whitchurch Railway Station			1003	1203	1403				
Whitchurch Bus Station			1008	1208	1408				

Whitchurch Bus Station			1010	1210	1410				
Whitchurch Railway Station			1013	1213	1413				
Broughall			1016	1216	1416				
Burleydam Combermere Arms			1019	1219	1419				
Lightwood Green			1022	1222	1422				
Audlem, St James Church	0811		1026	1226	1426	1551	1701	1801	
Buerton, Festival Avenue			1031	1231	1431				
Hankelow, White Lion PH	0816		1036	1236	1436	1556	1706	1806	
Brine Leas School	0825								
The Pike		0859	1048	1248	1448	1608			
Delamere Road		0904	1053	1253	1453	1613			
Nantwich, Railway Station	0828	0909	1058	1258	1458	1618	1718	1818	
Malbank School									
Nantwich Bus Station	0833	0913	1102	1302	1502	1622	1722	1822	

G4 Nantwich-Bunbury-Bulkeley Circular**Tuesday**

Nantwich, Bus Station	0945	1345
Millfields Estate	0950	1350
Ravensmoor Farmers Arms	0954	1354
Swanley	0957	1357
Burland, Wrexham Road, Burland Bridge	1000	1400
Faddiley, Wrexham Road, Smithy	1005	1405
Ridley Green	1009	1409
Badcocks Lane, Ridley Caravan Park	1013	1413
Spurstow, Old Post Office	1015	1415
Bunbury, Bunbury Lane, Post Office	1018	1418
Peckforton, Peckforton Hall Ln, Stone House Ln	1023	1423
Bulkeley, Mill Lane, Mill Grove	1028	1428
Ridley Green	1031	1431
Faddiley, Wrexham Road, Smithy	1035	1435
Burland, Wrexham Road, Burland Bridge	1040	1440
Swanley	1043	1443
Ravensmoor Farmers Arms	1046	1446
Millfields Estate	1050	1450
Nantwich, Bus Station	1055	1455

G5 Nantwich-Bunbury-Tiverton- Circular**Thursday, Saturday**

Nantwich, Bus Station	0945	1345
Millfields Estate	0950	1350
Ravensmoor Farmers Arms	0954	1354
Swanley	0957	1357
Burland, Wrexham Road, Burland Bridge	1000	1400
Faddiley, Wrexham Road, Smithy	1005	1405
Ridley Green	1009	1409
Tiverton, Whitchurch Road, Huxley Lane	1017	1417
Bunbury, St Bonifaces Church	1025	1425
Bunbury, Bunbury Lane, Post Office	1026	1428
Spurstow, Old Post Office	1029	1429
Badcocks Lane, Ridley Caravan Park	1031	1431
Ridley Green	1035	1435
Faddiley, Wrexham Road, Smithy	1040	1440
Burland, Wrexham Road, Burland Bridge	1045	1445
Swanley	1048	1448
Ravensmoor Farmers Arms	1051	1451
Millfields Estate	1055	1455
Nantwich, Bus Station	1100	1500

Route Description**Route G1/G2**

Nantwich Bus Station, Beam Street, Oatmarket, Welsh Row, Queens Drive, Marsh Lane, Wrenbury Heath Road, Sound Lane, Whitchurch Road, Wrenbury Road, Sandfield Avenue, Pinsley View, Nantwich Road, Norbury, Marbury School Lane, New Road, Wrenbury Road, Baddiley Lane, Marsh Lane, Queens Drive, Welsh Row, Swinemarket, Beam Street, Nantwich Bus Station

Certain journeys operate via the reverse of this route.

Certain Journeys operate via Swanley Lane, Tally Ho Lane, Monks Lane, Chester Road, Malbank School, Waterlode, Swinemarket, Beam Street Nantwich Bus Station

Route G2A Millfields

Nantwich Bus Station, Beam Street, Oatmarket, Welsh Row, Queens Drive, Millfields, Marsh Lane, Queens Drive, Welsh Row, waterlode, Swinemarket, Beam Street, Nantwich Bus Station

Route G1 PM School Journey

Afternoon journey: Nantwich Bus Station, Market Street, Beam Street, Oat Market, High Street, Water Lode, Malbank School, Water Lode, Chester Road, Monks Lane, Tally Ho Lane, Swanley Lane, Baddiley Lane, Nantwich Road, Sandfield Avenue, Pinsley View, Nantwich Road, Station Road, Wrenbury Road, Whitchurch Road, Stafford Street, Cheshire Street, Audlem Square, Stafford Street, Woore Road, Windmill Lane, Longhill Lane, Audlem Road, Broad Lane, Audlem Road, Wellington Road, Water Lode, High Street, Swine Market, Beam Street, Nantwich Bus Station

Route G3

Nantwich Bus Station, Beam Street, Oatmarket (return via Swinemarket), Waterlode, Wellington Road, Parkfield Drive, Delamere Road, Wellington Road, Shrewbridge Road, Newbold Way, The Pike, Brine Road, Wellington road, Broad Lane, Hankelow, Long Hill, Windmill Lane, Buerton Woore Road, Stafford Street, The Square, Shropshire Street, Whitchurch Road, Lightwood Green, Whitchurch Road, Shropshire Lane, Nantwich Road, Waymills, Station Road, Bridgewater Street, Whitchurch Bus Station

Certain journeys operate direct between Audlem The Square and Hankelow Green via Cheshire Street and Audlem Road

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

Certain journeys divert into Brine Leas School

Route G4

Nantwich Bus Station, Beam Street, Oatmarket, Welsh Row, Queens Drive, Marsh Lane, Swanley Lane, Monks Lane, Wrexham Road, Burland, Faddiley, Ridley, A49, Spurstow, Long Lane, Bunbury Lane, School Lane, Whitchurch Road, Peckforton Hall Lane, Stone House Lane, Mill Lane, Wrexham Road, Faddiley, Burland, Wrexham Road, Monks Lane, Swanley Lane, Marsh Lane, Queens Drive, Welsh Row, Swinemarket, Beam Street, Nantwich Bus Station

Route G5

Nantwich Bus Station, Beam Street, Oatmarket, Welsh Row, Queens Drive, Marsh Lane, Swanley Lane, Monks Lane, Wrexham Road, Burland, Faddiley, Ridley, A49 Whitchurch Road, Tiverton (Huxley Road), Whitchurch Road, School Lane, Vicarage Lane, Bunbury Lane, Long Lane, Spurstow, A49, Ridley, Faddiley, Burland, Wrexham Road, Monks Lane, Swanley Lane, Marsh Lane, Queens Drive, Welsh Row, Swinemarket, Beam Street, Nantwich Bus Station

Seating Capacity

27

Indicative timetable - Version for Cabinet Report

Cheshire East Supported Bus Services Review

Recommended Network Detail Proforma

Route reference number	H1, H2, H3	
Status	Final	
Locations linked by service	Congleton-Bromley Estate; Congleton-Mossley; Congleton-Buglawton	
Peak Vehicle Requirement of Route	2	
Current service(s) partially or wholly operating this route	90, 91, 92	
Any differences from a current service?	None	
Key details of proposed service:	Weekday	Saturday
First bus start time	0753, 0805, 0815	0753, 0805, 0815
Last bus start time	1735, 1745, 1753	1735, 1745, 1753
Frequency during day	Half hourly	Half hourly
Seating capacity of vehicle	27	
Changes from Consulted Route		
No changes proposed.		
Summary of route		
Half hourly weekday and Saturday Congleton town services using the present route and timetable of the 90, 91 and 92 services.		

Route H	Congleton Local Services							Version for November 2017 Cabinet Paper				
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Note: timetable is indicative and subject to change following receipt of tenders from operators.

PVR 2

H1 Congleton-Bromley Estate

Monday-Saturday

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

H2 Congleton-Mossley

Monday-Saturday

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

H3 Congleton-Buglawton

Monday-Saturday

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

Route Descriptions

Service H1

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

Service H2

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

Service H3

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

Seating Capacity

27

Indicative timetable - Version for Cabinet Report
Cheshire East Supported Bus Services Review
Recommended Network Detail Proforma

Route reference number	J	
Status	Final	
Locations linked by service	Leighton Hospital - Alsager - Rode Heath - Congleton - Sandbach - Goostrey	
Peak Vehicle Requirement of Route	3	
Current service(s) partially or wholly operating this route	77, 78, 315, 319 and SB1-SB3	
Any differences from a current service?	Yes	
Key details of proposed service:	Weekday	Saturday
First bus start time	Various	No service
Last bus start time	Various	No service
Frequency during day	Various	No service
Seating capacity of vehicle	27	
Changes from Consulted Route		
<p>Route did not form part of the Consulted Network. The proposal would maintain the weekday daytime operation on bus service 78 between Leighton Hospital and Rode Heath. Extension of Leighton Hospital to Rode Heath service to Congleton via Scholar Green, Kidsgrove and Mow Cop to retain coverage to areas currently served by 77 and 315 services. Reducing off-peak services to two-hourly frequency to accommodate 319 Sandbach to Goostrey service and SB1-3 Sandbach Town services.</p>		
Summary of route		
<p>This service has been added to the Recommended Network. The J1 service would replace the 78 service between Leighton Hospital and Rode Heath which operated commercially until September 2017. Journeys would then extend to Congleton via Scholar Green, Kidsgrove and Mow Cop (replacing the 77 and 315 services). The service would operate hourly during morning and evening peak periods and every two hours during off peak periods.</p> <p>During off peak periods the J2 service would operate twice a day between Sandbach and Goostrey, along the same route as the present 319 service. The J3 service would also provide the current Sandbach Town services during off peak periods.</p>		

Route J1, J2 & J3				Leighton Hospital - Sandbach - Alsager - Rode Heath - Scholar Green - Congleton						Version for November 2017 Cabinet Paper	
				Sandbach - Holmes Chapel - Twemlow Green - Sandbach							
J3				Sandbach - Cookesmere Lane / Sandbach - Sandbach / Sandbach - Elworth							
Note: timetable is indicative and subject to change following receipt of tenders from operators.											
PVR 3											
Mondays to Fridays (excluding Public Holidays)											
SCD SH											
Leighton Hospital											
Coppenhall, Eight Farmers											
Ettiley Heath, Salt Line Way											
Sandbach, Railway Station											
Sandbach, The Commons											
Malkins Bank, Crown Drive											
Hassall Green, Canal Bridge											
Pkemere Road, Bedford Crescent											
Cranberry Lane, Close Lane											
Alsager, Bank Corner											
Linley Road, Barratt Road											
Greengate Avenue, Bratteswood Drive											
Rode Heath, Heath Avenue											
Scholar Green, Meade Avenue											
Kidsgrove											
Whitehill Kidsgrove Health Centre											
Dales Green Corner											
Mow Cop Bank											
Scholar Green, Stone Chair Lane											
Kent Green Wharf											
Astbury Church											
Congleton High School											
Ullswater Road											
Congleton Fairground											
Monday to Friday											
SH SCD											
Congleton Fairground											
Ullswater Road											
Congleton High School											
Astbury Church											
Kent Green Wharf											
Scholar Green, Stone Chair Lane											
Mow Cop Bank											
Dales Green Corner											
Whitehill Kidsgrove Health Centre											
Kidsgrove											
Scholar Green, Meade Avenue											
Rode Heath, Heath Avenue											
Greengate Avenue, Bratteswood Drive											
Linley Road, Barratt Road											
Alsager, Bank Corner											
Cranberry Lane, Close Lane											
Pkemere Road, Bedford Crescent											
Hassall Green, Canal Bridge											
Malkins Bank, Crown Drive											
Sandbach, The Commons											
Sandbach, Railway Station											
Ettiley Heath, Salt Line Way											
Coppenhall, Eight Farmers											
Leighton Hospital											
Code SCD Schooldays Only SH Schoolholidays											
J2 Sandbach - Holmes Chapel - Goostrey - Twemlow Green - Sandbach											
Mondays to Fridays (excluding Public Holidays)											
Sandbach Common											
Brereton, Bears Head											
Holmes Chapel, Shopping Precinct											
Cranage, Needham Drive											
Allostock, Chapel Lane											
Goostrey, Booth Bed Lane											
Goostrey, Railway Station											
Twemlow Green, Post Office											
Holmes Chapel, Shopping Precinct											
Brereton, Bears Head											
Sandbach Common											
J3 Sandbach-Cookesmere Lane											
Monday to Friday (except Bank Holidays)											
Sandbach Common											
Cookesmere Lane											
Belmont Avenue											
Sandbach Common											
J3 Sandbach-Sandbach Heath											
Sandbach Common											
Manor Park											
Sandbach Heath, Heath Road											
Sandbach Common											
J3 Sandbach-Elworth Circular											
Sandbach Common											
Abbey Road											
Ettiley Heath, Elworth Road											
Sandbach Railway Station											
Elworth, Lawton Way											
Elworth, Grange Way											
Sandbach Common											

Route J1 Route Description

Leighton Hospital., Smithy Lane, Bradfield Road, Parkers Road, Warringham Road, Hall Lane, Ettiley Heath, Elton Road, Elworth Road, Station Road, London Road, Middlewich Road, Hightown, Congleton Road, The Commons, Congleton Road, Hightown, Old Mill Road. The Hill, Hassall Road, Malkin's Bank, Betchton Road, Hassall Green, Smithy Grove, Roughwood Lane, Day Green, Hassall Road, Pikemere Road, Bedford Grove, College Road, Hassall Road, Dunnocksfold Road, Derwent Close, Wood Drive, Cranberry Lane, Close Lane, Coronation Avenue, Cranberry Lane, Crewe Road, Lawton Road, Fields Road, Greenfields Drive, Fields Road, Sandbach Road South, Take Road, Linley Road, Linley Lane, Knutsford Road, Greengate Road, Woodgate Ave, Brown Avenue, Brattswood Ave, Greengate Road, Knutsford Road, Sandbach Road, Rode Heath, Heath Avenue (clockwise), Sandbach Road, Knutsford Road, Poolside, Church Lane, Congleton Road North, Station Road, Drenfall Road, Meade Ave, Wavertree Ave, Drenfell Road, Station Road, Congleton Road North, Liverpool Road East, Liverpool Road, Mount Road, Newchapel Road, High Street, Alderhay Lane, Dales Green Road, Mow Cop Road, Chapel Street, The Bank, Spring Bank, Station Road, New Road, Newcastle Road, Padgbury Lane, Ullswater Road, Sandbach Road, West Road, West Street, Antrobus Street, Mill Street, Mountbatten Way, Market Street, Congleton Bus Station

Return via Market Street, Mountbatten Way, Mill Street, West Street and reverse of outward route

Certain journeys operate as normal route to The Bank then Spring Bank, Station Road, Newcastle Road, Padgbury Lane, Box Lane, Congleton High School. Box Lane, Sandbach Road then as normal route to Congleton Bus Station

Certain journeys operate via Sandbach Road, Knutsford Road and Lawton Road between Rode Heath and Alsager and return

Certain journeys operate via Crewe Road & Hassall Road between Alsager and Day Green and return.

Route J2 Route Description

Sandbach Common, Congleton Road, Holmes Chapel Road, Newcastle Road, Newcastle Road South, Newcastle Road North, Dog Lane, London Road, Knutsford Road, London Road, Allstock, Wash Lane, Princess Road, Chapel Lane, London Road, New Platt Lane, Goostrey, Main Road, Station Road, Goostrey Lane, Macclesfield Road, Holmes Chapel, London Road, Dog Lane, Newcastle Road North, Newcastle Road South, Newcastle Road, Holmes Chapel Road, Congleton Road, Sandbach Common

Route J3 Route Description - Sandbach-Cookesmere Lane

The Commons, Congleton Road, Hightown, Bradwall Road, Cooksmere Lane, Queens Drive, Princess Drive, Belmont Avenue, Cookesmere Lane, Bradwall Road, Hightown, Congleton Road, The Commons

Route J3 Route Description - Sandbach-Sandbach

The Commons, Congleton Road, Hightown, Old Mill Road, The Hill, Manor Road, School Lane, Heath Road, The Hill, High Street, Congleton Road, The Commons

Route J3 Route Description - Sandbach-Elworth

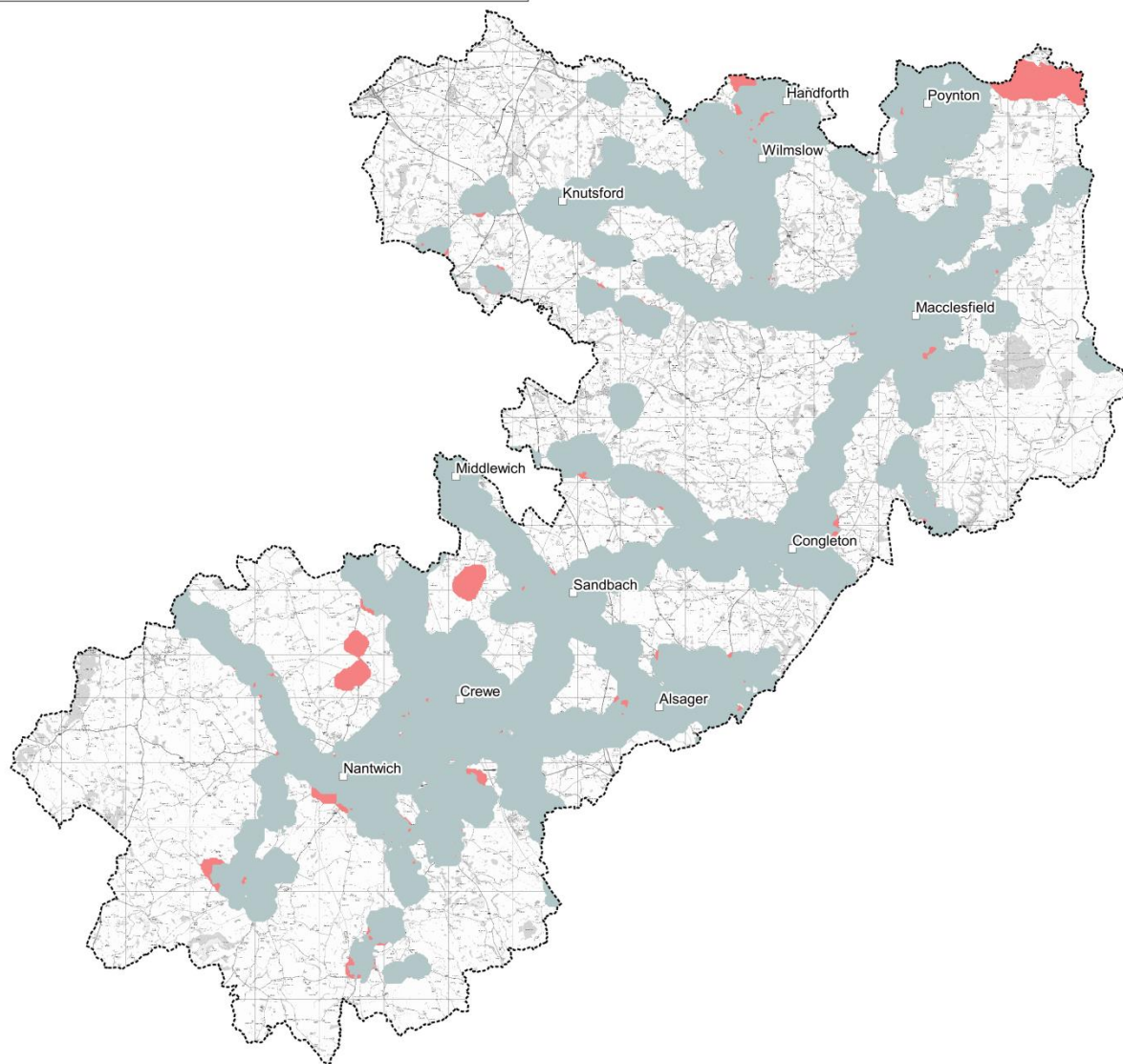
The Commons, Congleton Road, Hightown, Middlewich Road, Abbey Road, Elworth Road, Station Road, London Road, St Peters Rise, Lawton Way (clockwise), Grange Way, Middlewich Road, Hightown, Congleton Road, The Commons.

Seating Capacity

27

Appendix 5 – Accessibility Mapping of Options

Bus Accessibility: Current Scenario v Recommended - AM Peak

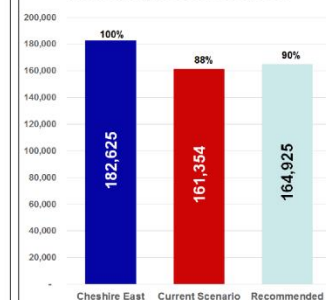


Supported Bus Service Review

AM Peak

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

Residential Addresses Served - AM Peak

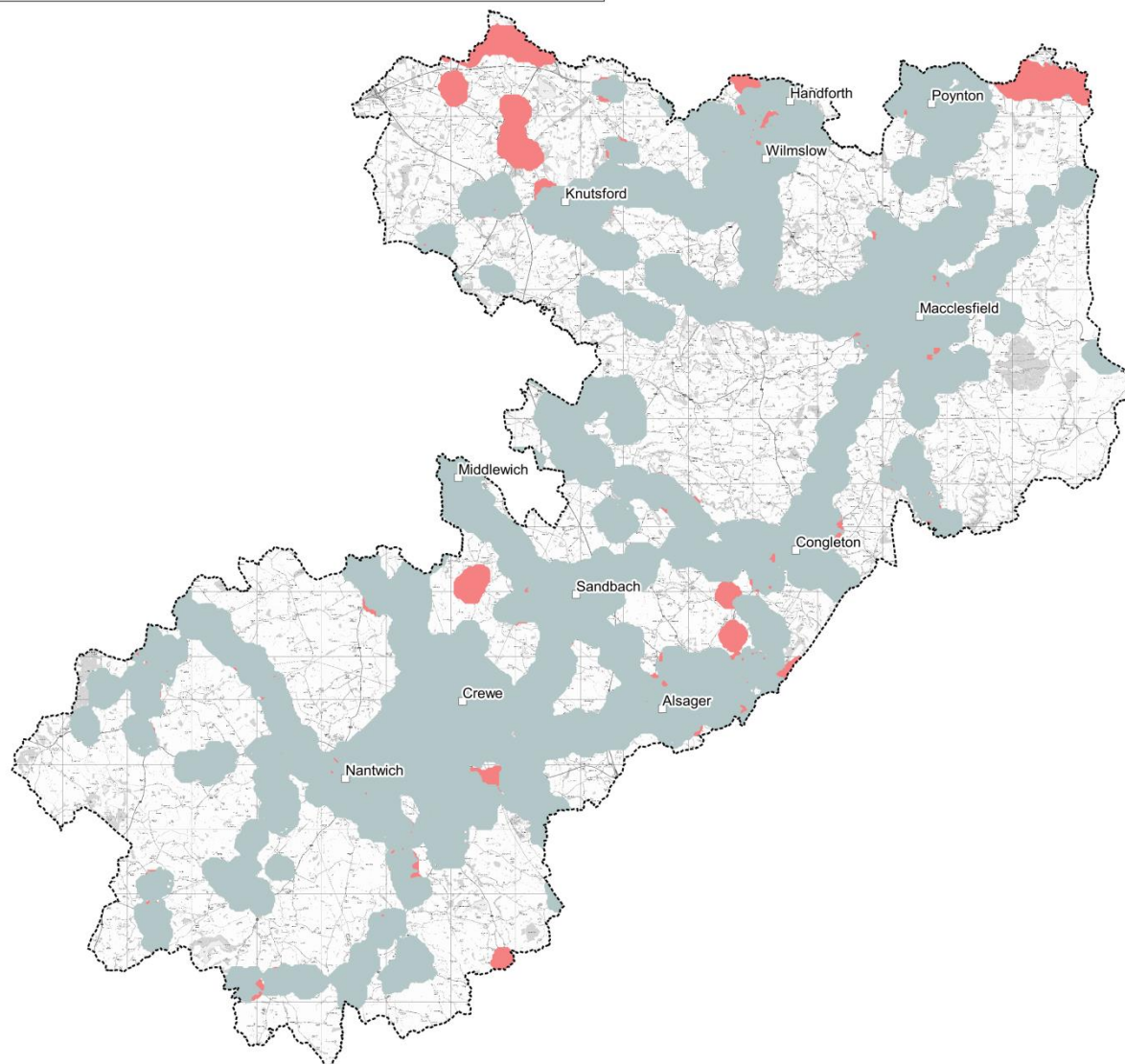


Legend:

- Cheshire East Boundary
- Key Settlements
- Within 400m - areas within 400m of a bus or rail service with the Recommended network in place.
- No Longer within 400m - areas currently within 400m of a bus or rail service that would no longer be within 400m with Recommended network in place.



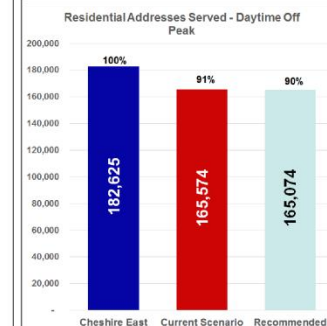
Bus Accessibility: Current Scenario v Recommended - Daytime Off Peak



Supported Bus Service Review

Daytime Off Peak

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

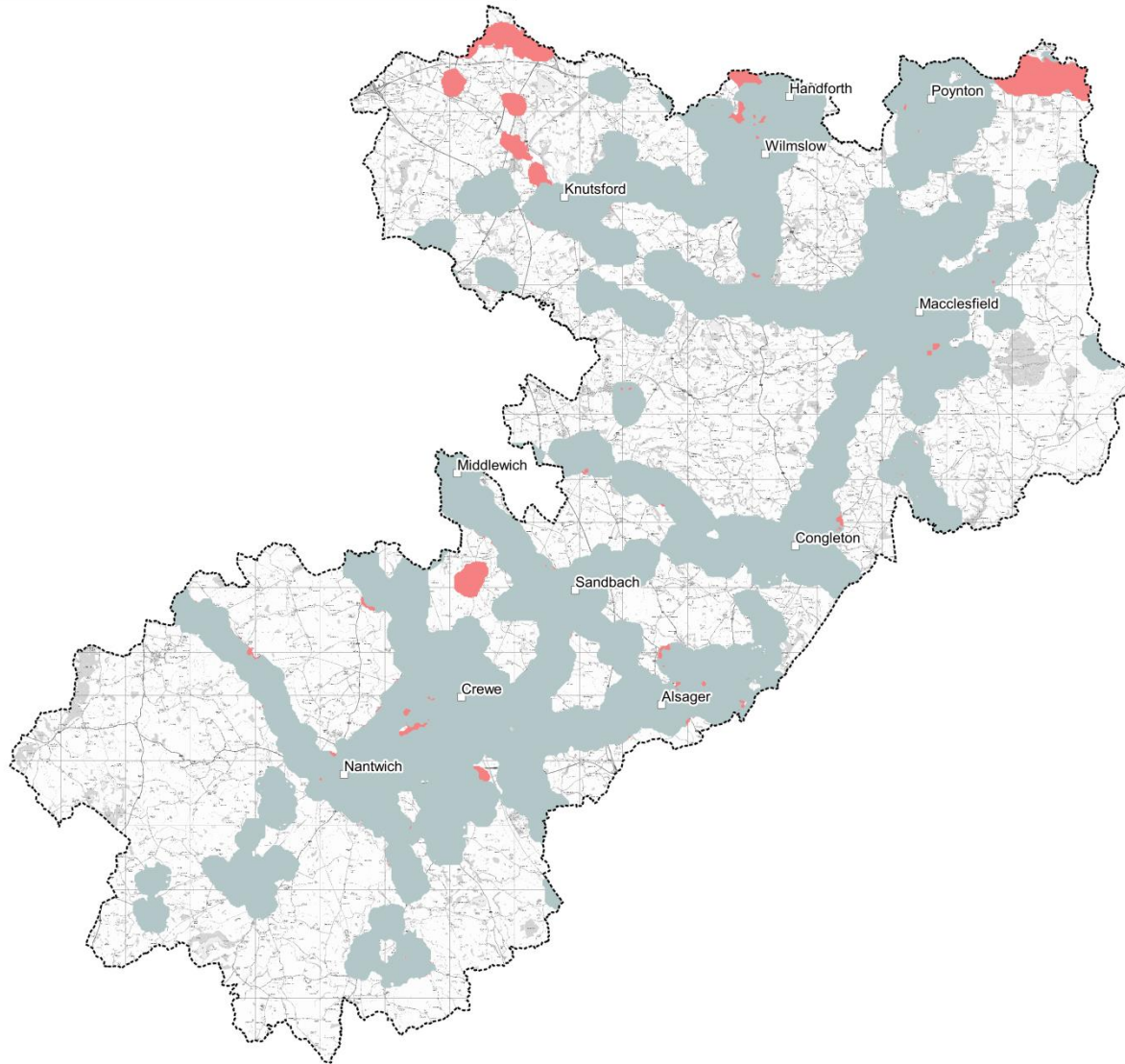


Legend:

- Cheshire East Boundary
- Key Settlements
- Within 400m - areas within 400m of a bus or rail service with the Recommended network in place.
- No Longer within 400m - areas currently within 400m of a bus or rail service that would no longer be within 400m with Recommended network in place.



Bus Accessibility: Current Scenario v Recommended - PM Peak

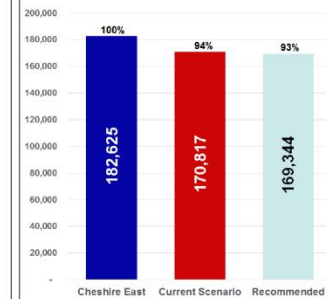


Supported Bus Service Review

PM Peak

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

Residential Addresses Served - PM Peak

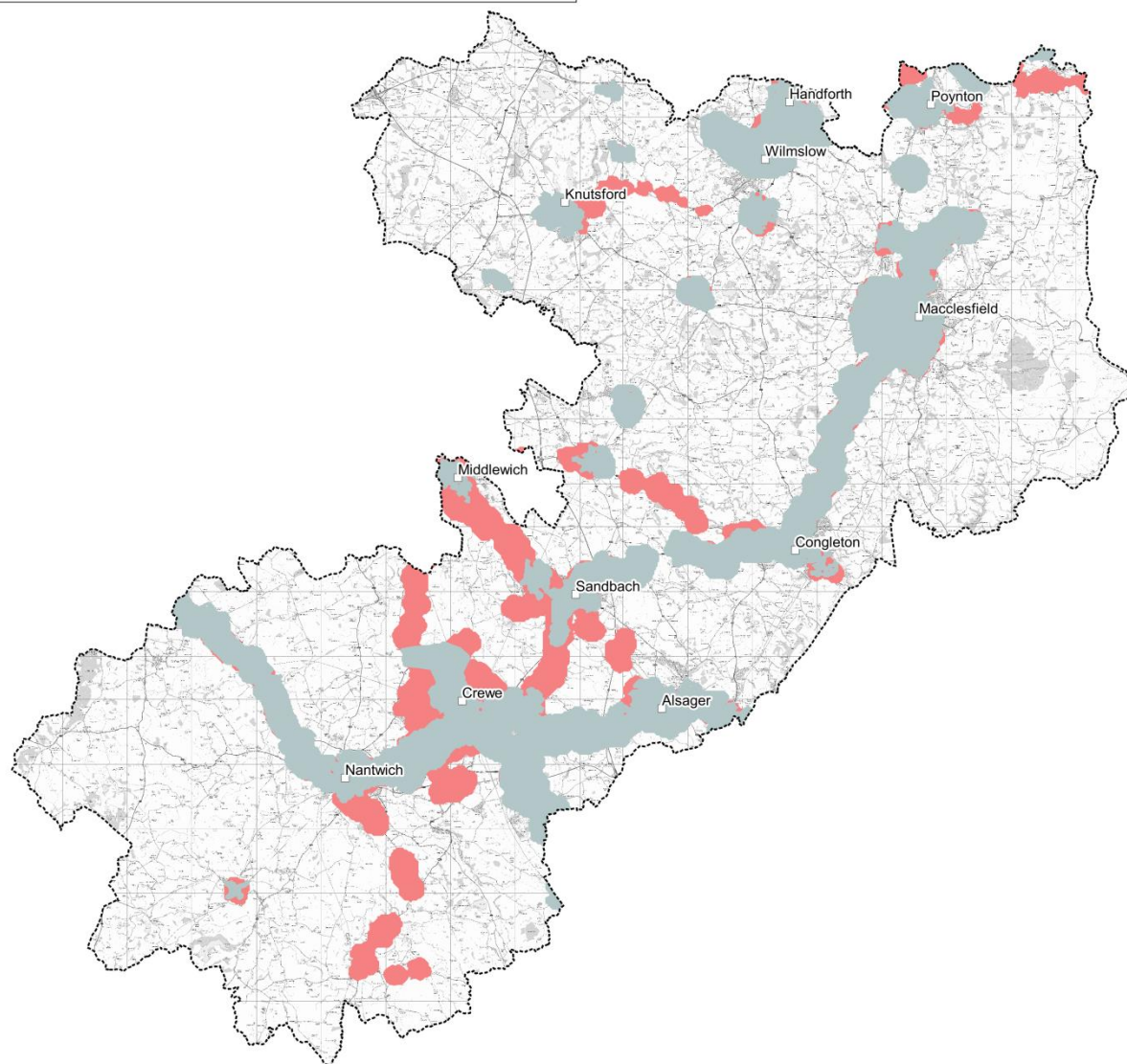


Legend:

- Cheshire East Boundary
- Key Settlements
- Within 400m - areas within 400m of a bus or rail service with the Recommended network in place.
- No Longer within 400m - areas currently within 400m of a bus or rail service that would no longer be within 400m with Recommended network in place.



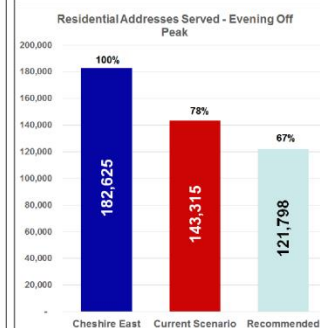
Bus Accessibility: Current Scenario v Recommended - Evening Peak



Supported Bus Service Review

Evening Peak

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

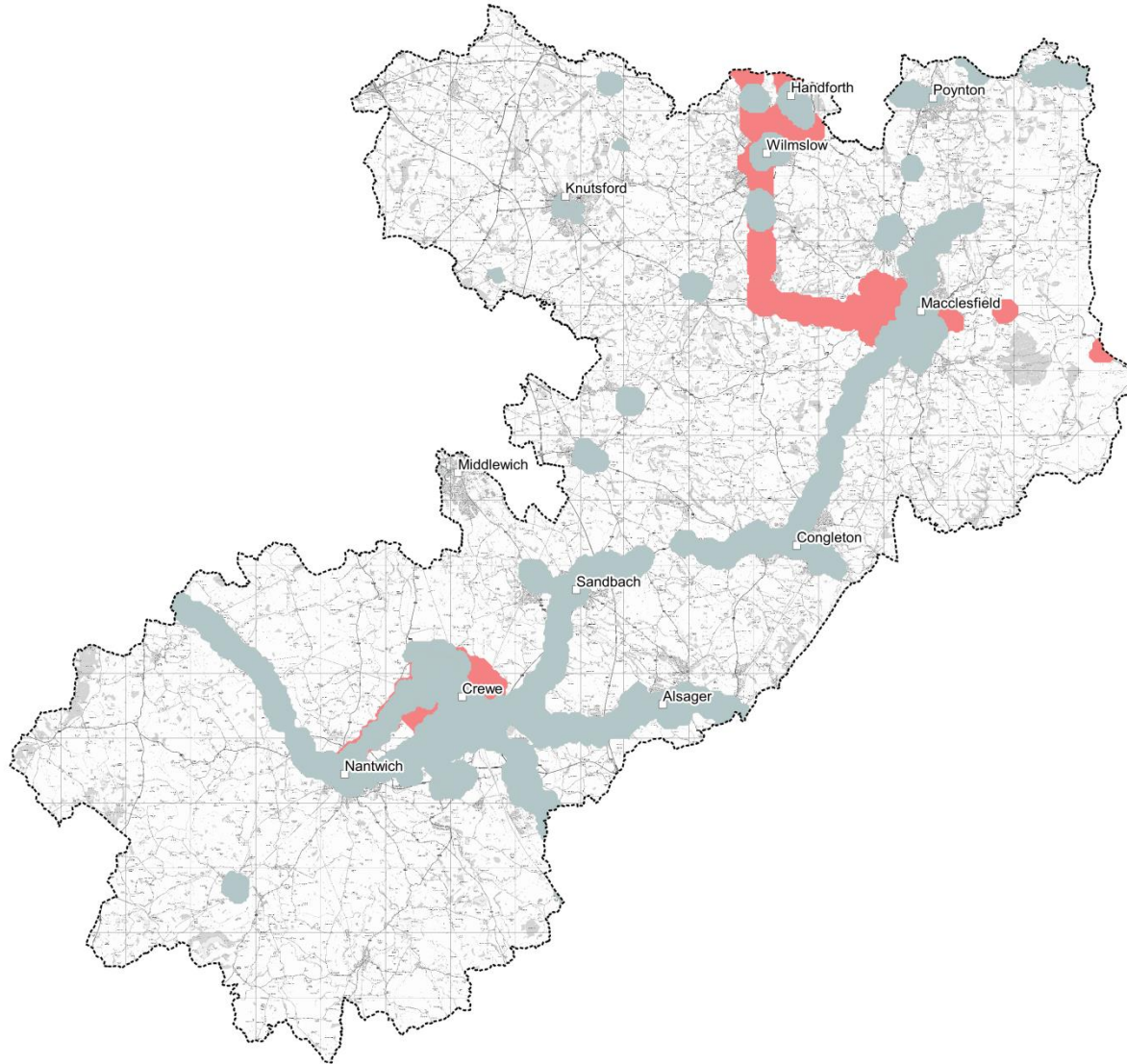


Legend:

- Cheshire East Boundary
- Key Settlements
- Within 400m - areas within 400m of a bus or rail service with the Recommended network in place.
- No Longer within 400m - areas currently within 400m of a bus or rail service that would no longer be within 400m with Recommended network in place.



Bus Accessibility: Current Scenario v Recommended - Sunday Service

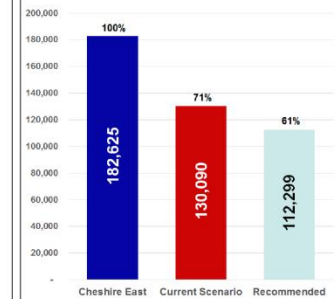


Supported Bus Service Review

Sunday Service

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

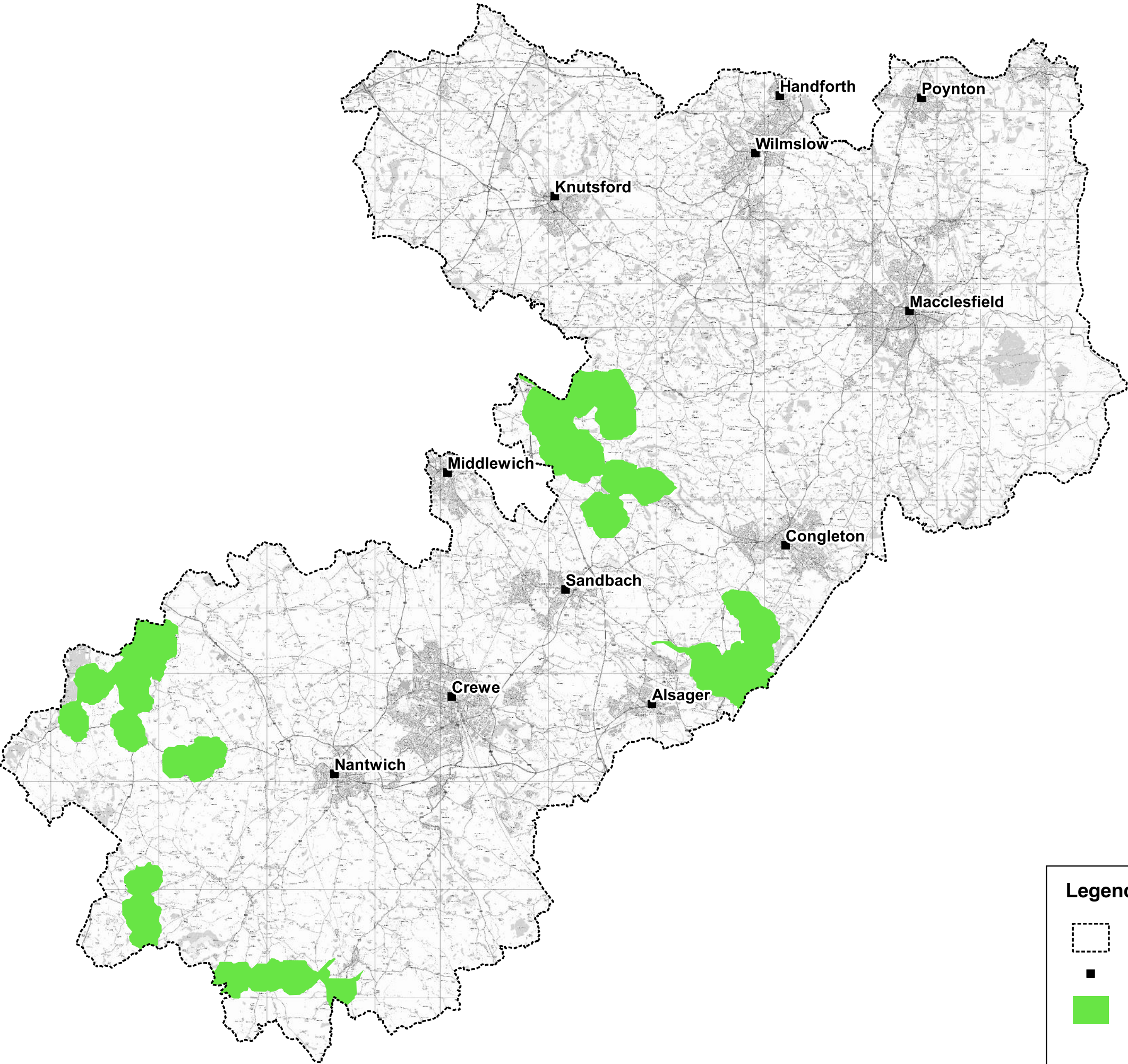
Residential Addresses Served - Sunday






Legend:

- Cheshire East Boundary
- Key Settlements
- Within 400m - areas within 400m of a bus or rail service with the Recommended network in place.
- No Longer within 400m - areas currently within 400m of a bus or rail service that would no longer be within 400m with Recommended network in place.





Legend:

-  Cheshire East Boundary
-  Key Settlements
-  Within 400m - areas now within 400m of a bus or rail service with the Recommended Network in place.

Appendix 6 – Social Impact Assessment

CHESHIRE EAST COUNCIL

Appendix 6 – Impact Assessment - DRAFT

The below table is a summary of strategic impacts identified during the consultation on the Consulted Network for the Supported Bus Service Review. For detailed information on specific routes and in-depth comments, refer to the Supported Bus Service Review 2017 Consultation Report.

Impact Assessment	
Summary: Intervention and Options	
Reasons for the Supported Bus Service Review.	
<p>The supported bus network has not been reviewed in detail for a number of years. As such, a review has been beneficial to assess whether these supported services are best meeting the needs of residents and whether network adjustments are required.</p> <p>The review has also allowed the Council the opportunity to assess how to maximise the benefits from the resources available for the supported bus network. As part of the medium term budget plan for the Council, a saving of £1.576 million from the supported bus budget is proposed to commence from 1st April 2018. In order to achieve this saving a fundamental review of the whole network has been undertaken to optimise the social and financial benefits that the supported bus network provides.</p>	
What are the objectives and intended effects?	
<p>The Council's objectives for subsidising bus services are set out below and have been adopted in the review process:</p> <ul style="list-style-type: none"> • 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. <p>The intended effects of the Supported Bus Service Review are to achieve the above objectives and save £1.576 million from the supported bus budget at part of the Council's medium term budget plan.</p>	
Summary: Analysis & Evidence	
Economic Assessment	
Description and scale of key Economic Impacts.	
<p>The scale of economic impacts is prominent as the potential negative impact on the night time economy has raised concerns for some respondents. In addition to this,</p>	

respondents raised concerns over travel to/from work and how some bus services may not provide this anymore, especially into key service centres. Some respondents also demonstrated that as a result of the Supported Bus Service Review, key service centres could experience a reduction in business.

Furthermore, due to the reduction in bus services, more residents may rely on their car to travel which poses problems on parking capacity in towns and service centres.

Assumptions/Sensitives/Risks.

Work	<ul style="list-style-type: none"> • Loss of business; • Loss of jobs; • Workers shift patterns; • Impact on local economy; • Impact on local night time economy; and • Parking problems.
Social	<ul style="list-style-type: none"> • Community events; • Impact on local economy; • Impact on local nightlife; and • Parking problems.

Environmental Assessment

Description and scale of Environmental Impacts.

The potential environmental impacts on the Borough, due to the reduction in supported bus services, include an increased amount of traffic on the roads and therefore increased congestion and pollution. In addition to this there could be an increase in idling traffic, which will contribute further to pollution. As a result, there may also be an increase in single occupancy vehicles on the roads which may impact on travel times.

The overall scale of environmental impacts could be considerable due to the potential of residents relying on their cars to access key centres and facilities, rather than using a bus service which was provided previous to the Supported Bus Service Review.

Assumptions/Sensitives/Risks.

Environmental	<ul style="list-style-type: none"> • Reduction in sustainable transport options; • Increased traffic/congestion; • Increasing car numbers; • Parking problems; and • Increased travel time.
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Health Assessment

Description and scale of Health Impacts.

Denied access to Medical Centres as well as Leighton Hospital and Macclesfield District General Hospital has proved a key concern with respondents. In addition to this, respondents raised concerns of accessing medical services including those at Scholar Green Medical Centre (which is compounded by the fact that Rode Heath Surgery has recently closed), as well as the loss of a direct service to Eagle Bridge Medical Centre.

Furthering this, respondents also raised concerns over hospital visits, attending appointments and for later bus services to fit in with appointments and visiting hours at Leighton Hospital. Many respondents were also concerned about being stranded

after or unable to take, the new schedule of later appointments being offered.

The overall scale of health impacts as a result of the Supported Bus Service Review is substantial as providing residents access to essential services including health is one of the Council's objectives for subsidising bus services. The Final Network would therefore have to take this into consideration and aim to provide a good level of service to Medical Centres, medical services and Hospitals.

Assumptions/Sensitives/Risks.

Medical	<ul style="list-style-type: none"> • Impact on wellbeing; • Reduced access to medical services; • Unable to attend medical appointments; • Unable to visit hospitals during visiting times; and • Reduced frequency may impact on residents booking specific appointments.
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Social Assessment

Description and scale of Social Impacts.

In terms of social impacts, the scale is considerable as it can affect various different groups and elements such as: Education; Work; Shopping; Social and Places of Worship. One of the Council's objectives outlined that it would provide passenger services for residents most in need to enable access to essential services, including health, education, employment, retail and leisure. As such, the Supported Bus Service Review should aim to mitigate any potential affect on these groups.

Some key areas of concern highlighted by respondents included the frequency of buses to access educational facilities, especially for start and end times of schools and colleges. Concerns also included the reliability of bus services due to increase of traffic as a result of some bus services reducing.

Respondents also highlighted reliance on bus services to access work in both the daytime and night-time economy, as well as concerns for workers who have varied shift patterns. This could potentially lead to loss of economies, businesses and even jobs for some respondents.

Assumptions/Sensitives/Risks.

Education	<ul style="list-style-type: none"> • Reduced frequencies of bus service to access educational facilities; and • Reduced participation in extra curricula activities.
Work	<ul style="list-style-type: none"> • Barrier to accessing work; • Reduced opportunities for commuters to use public transport; • Barrier to accessing work in the night-time economy; • Traffic/congestion; • Increased travel time; • Loss of job; • Shift patterns; • Loss of economy; • Loss of business; and • Parking problems.
Shopping	<ul style="list-style-type: none"> • Accessing shops and key services; • Loss of direct service to shopping areas such as the Grand Junction Retail Park;

	<ul style="list-style-type: none"> • Concerns over frequency and reliability; • Loss of economy; and • Parking problems.
Social	<ul style="list-style-type: none"> • Accessing social activities, particularly in the evenings and weekends; • Concerns over frequency and reliability; • Loss of economy; • Parking problems; • Non-drivers and young people would be unable to access key services in the evenings; and • Drink driving.
Worship	<ul style="list-style-type: none"> • Residents unable to get to/from places of worship.
Other	
Description and scale of Other Impacts.	
Other impacts are varied including access to onward travel, dependency on family members and friends to provide travel to key service centres, safety issues around walking alone at night and over subscribed services such as the Little Bus. The scale of such is significant, especially around safety and the well-being of residents to allow them to leave their homes and gain independency.	
Assumptions/Sensitives/Risks.	
Onward travel	<ul style="list-style-type: none"> • Barrier to onward travel to services such as Crewe Railway Station; • Removal of transport links into Stockport, Hazel Grove and Train Stations; • Inconvenience caused for current users by proposed route changes, particularly with reference to Hazel Grove Park and Ride; and • Increase use of trains.
Isolation	<ul style="list-style-type: none"> • Dependence on others/loss of independence; • Some areas may become isolated; and • Some residents could become housebound.
Safety	<ul style="list-style-type: none"> • Walking alone at night; and • Danger to cyclists.
Other	<ul style="list-style-type: none"> • Loss of house; • Reliance on Community Transport; • Restrictions to future development; and • Over subscription to services such as the Little Bus.

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Appendix 7 – Project Programme Summary

Appendix - Bus Service Review Project Plan	2016/17			2017/18									2018/19											
	Q4			Q1			Q2			Q3			Q4			Q1			Q2			Q3		
	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
	Governance																							
Project Board meetings (monthly)																								
Environment & Overview Scrutiny Committee																								
Cabinet Decisions (Following steps subject to Cabinet approval)																								
Consultation																								
Develop consultation material & questionnaire for approval																								
10 week consultation period																								
Analysis of Consultation Responses & Develop Cabinet Recommendations																								
Headline consultation results																								
Full consultation analysis																								
Develop recommendations for Cabinet on proposed changes & mitigation																								
November Cabinet decision																								
Mitigation Strategy																								
Develop mitigation strategy																								
Develop and deliver mitigation measures																								
Communications Strategy																								
Publication of the decision and implementation plans																								
Implementation																								
Set up for tendering																								
New tender process																								
Evaluate																								
Contract Award																								
Statutory bus service registration periods																								
Implementation date - 1st April																								
Little Bus Changes																								

Appendix 8 – Equality Impact Assessment

EQUALITY IMPACT ASSESSMENT FORM

Equality impact assessment is a legal requirement for all strategies, plans, functions, policies, procedures and services under the Equalities Act 2010. We are also legally required to publish assessments.

Section 1: Description

Department	Place		Lead officer responsible for assessment		RM	
Service	Strategic Infrastructure		Other members of team undertaking assessment		EW	
Date	11 October 2017		Version		Final	
Type of document (mark as appropriate)	Strategy	Plan	Function	Policy	Procedure	Service
Is this a new/existing/revision of an existing document (mark as appropriate)	New		Existing		Revision	
<p>Title and subject of the impact assessment (include a brief description of the aims, outcomes , operational issues as appropriate and how it fits in with the wider aims of the organisation)</p> <p>Please attach a copy of the strategy/plan/function/policy/procedure/service</p>	<p>Supported Bus Service Review</p> <p>Background</p> <p>The Council provides financial support to secure the operation of socially-necessary bus services throughout the borough. These services enable residents to benefit from local bus services where commercial services do not operate. The Council's objectives for subsidising bus services are set out below and have been adopted in the review process:</p> <ul style="list-style-type: none"> • 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; • 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. <p>The supported bus network has not been reviewed in detail for a number of years. It is thus appropriate to assess</p>					

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whether the current network is continuing to meet the needs of residents and whether the network needs to be adjusted to reflect the changing needs of residents.

The review also allows the Council the opportunity to seek to maximise the benefits from the resources available for the supported bus network. As part of the medium term budget plan for the Council, a saving of £1.576m is targeted from the supported bus budget is proposed to commence from 1st April 2018. It should be noted that this review only affects supported bus services in Cheshire East; services operated commercially by local bus operators are not affected. The review also includes proposals for the Little Bus flexible transport service.

A methodology to carry out the bus review was approved by Cabinet in February 2017. The methodology has been used by the Council to complete a comprehensive review of its local supported bus network to assess whether these services best meet the needs of residents and represent value-for-money to the Council. From the review a set of proposals were developed (the Consulted Network) which looked to maximise the effectiveness of the supported bus network in accordance with the medium term financial strategy.

Consultation Period

Following approval of the Consulted Network by Cabinet in May 2017, the Council carried out a public consultation on the proposals for 10 weeks from 18th May until Wednesday 26th July 2017. Previous versions of the Equality Impact Assessment identified that the Consulted Network could impose a negative impact on some groups/characteristics within the borough and the consultation was also used to assist in determining the extent of these impacts.

The consultation period allowed residents to comment on the Consulted Network in a number of ways including:

- Completion of a paper or electronic survey with a supporting information booklet setting out the proposals;
- Attending staffed events which were organised across the borough in the 11 key service centres and principle towns. Two additional staffed events were also organised at Disley and Rode Heath. The staffed events also gave residents the option to discuss the proposals, find out more information, or have assistance in completing a survey form;
- Email; and
- Focus Groups with disability groups.

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Key stakeholders and other groups were notified of the consultation including which could be impacted disproportionately or have a different outcome as a result of implementing the proposals. Full details of the consultation are provided in the Consultation Summary Report which is included as an Appendix to the Cabinet Report.

In total 3,959 consultation responses were received. This has led to a robust analysis of the changes to subsidised buses within the borough. Responses have been analysed to inform the development of the Consulted Network into the final Recommended Network.

Recommended Network

From the consultation responses and evidence base used to develop the network, the Council has identified the Recommended Network which consists of 17 sub-routes to cover the borough. The 8 key routes (A – H) include:

- A – Macclesfield – Prestbury;
- B – Crewe – Shavington – Nantwich;
- C – Crewe – Leighton Hospital – Middlewich – Holmes Chapel – Congleton;
- D1 – Macclesfield – Hayfield;
- D2 – Macclesfield – Buxton;
- E1 – Altrincham – Wilmslow – Knutsford – Macclesfield;
- E2 – Altrincham – Wilmslow – Knutsford – Northwich;
- F1 – Macclesfield – Bollington – Poynton – Hazel Grove - Stockport;
- F2 – Macclesfield - Kerridge – Poynton – Hazel Grove - Stockport;
- G1 – Nantwich – Wrenbury Circular;
- G2 - Nantwich – Audlem – Whitechurch;
- G3 - Nantwich – Bunbury – Bulkeley Circular;
- G4 - Nantwich – Bunbury – Tiverton Circular;
- H – Congleton (Beartown) Town Service.
- J1 - Leighton Hospital – Sandbach – Alsager – Rode Heath – Scholar Green – Congleton;
- J2 - Sandbach – Goostrey; and
- J3 - Sandbach Town services.

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EQUALITY IMPACT ASSESSMENT FORM

	Further information on the changes from the consultation which has influenced the Recommended Network is outlined in Appendix 1 of the Cabinet Report.
Who are the main stakeholders? (eg general public, employees, Councillors, partners, specific audiences)	<p>The identified main stakeholders are as follows:</p> <ul style="list-style-type: none"> • Users of the affected bus services and flexible transport including vulnerable groups (Older people, IMD, Disability); • Cheshire East tax payers; • Community & volunteer groups; • Members; • Employer organisations; • Schools and educational establishments; • Bus operators; • Town and Parish Councils; • Partner organisations and volunteers; and • Neighbouring local authorities.

Section 2: Initial screening

Who is affected? (This may or may not include the stakeholders listed above)	<p>All residents of Cheshire East as the subsidised bus services are available to all and therefore potentially all elements of the community are affected. There are over one million supported bus trips per year within Cheshire East, demonstrating the potential extent of impact the Bus Review could cause.</p> <p>Pre-Consultation</p> <p>During the pre-consultation period of the review, mapping was undertaken to highlight the areas which could be affected by the implementation of the Preferred Network which would result in residents not having access to public transport.</p> <p>The table below indicates the number of residential addresses within 60 minutes public transport travelling time of a key service centre or principal town within Cheshire East in various time periods. The modelling has been updated with the improvements made in the Recommended Network.</p>
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	Scenario	Number of Residential Address Output Areas Within 60 minutes Bus Travel Time of a Key Service Centre and/or Principal Town		
		Jan 2017 Situation	Consulted Network	Recommended Network
	Weekday Morning Peak (06:00 – 09:00)	164,962	161,354	164,925
	Weekday Afternoon Peak (16:00 – 19:00)	165,574	161,481	165,074
	Weekday Off-Peak Period (09:30 – 16:00)	170,817	163,642	169,344
	Weekday Evening Period (19:00 – 23:00)	143,315	121,798	121,798
	Sunday (09:30 – 16:00)	130,090	112,299	112,299
	There are presently 182,625 residential addresses within Cheshire East.			
Plots showing areas no longer having access to a bus service are included as appendices to the Cabinet Report.				
Who is intended to benefit and how?	<p>The Supported Bus Service Review has looked to review the network using the objectives described above. The review has looked to maximise access to bus services throughout the borough to allow residents to continue to be able to reach key services.</p> <p>As noted previously, the proposed network is targeted to save £1.576m from the supported bus budget from 2018/19 which would be of benefit to Cheshire East taxpayers.</p>			
Could there be a different impact or outcome for some groups?	<p>Earlier versions of the EIA identified disparity on the impacts on the following groups:</p> <ul style="list-style-type: none"> • Older groups; • Disabled; • Religion; • Pregnancy and maternity; and • Sex. 			
Does it include making decisions based on individual characteristics, needs or	No			

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circumstances?								
Are relations between different groups or communities likely to be affected? (eg will it favour one particular group or deny opportunities for others?)			Following the Council's withdrawal of subsidy, if bus operators decide to stop operating the service this is inevitably an unpopular and unwelcome development which may impact on relations between local communities, as well as between the Council and communities. The impact on protected characteristics is examined below.					
Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?			The review is aiming to preserve or improve public transport access as much as possible. A higher proportion of public transport users are: older people; younger people; have a life long limiting illness or disability. The effect on these groups is considered below.					
Is there an actual or potential negative impact on these specific characteristics? (Please tick)								
Age	Y		Marriage & civil partnership		N	Religion & belief	Y	
Disability	Y		Pregnancy & maternity	Y		Sex	Y	
Gender reassignment		N	Race		N	Sexual orientation		N
What evidence do you have to support your findings? (quantitative and qualitative) Please provide additional information that you wish to include as appendices to this document, i.e., graphs, tables, charts								Consultation/involvement carried out
To show the progression of this EIA, the evidence in this section is split into evidence available prior to the consultation (i.e. evidence used to develop the proposals) and evidence gathered during the consultation. The sources of data used are as described in the sections above.								
Age	Pre-consultation							
	The on board questionnaires show that 53.6% of respondents were aged 65 and over, compared to census figures showing 19.3% of all Cheshire East residents to be aged 65 and over. This mirrors national bus usage figures which show bus usage to be proportionally higher amongst older people. The proportion of respondents aged over 65 is also similar to previous surveys in Cheshire East. The proposals also affect the Little Bus flexible transport service with the vast majority of users being older people.							Y

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	The implications of the Supported Bus Service Review on home to school transport services have also been fully assessed. For the Consulted Network, 123 pupils currently eligible for travel assistance are provided with a bus pass to travel on one of the supported local bus services which are proposed to be withdrawn. As alternative transport would be provided, impacts are likely to be minimal.				
	Consultation Period				
	When responding to the consultation, respondents were asked to identify their age. The responses show that 69% of respondents were aged over 60.			Y	
Disability	Pre-consultation				
	Data from the census shows that 82% of Cheshire East residents consider themselves to have no limiting health problems or disability. Previous surveys however indicate that a disproportionate proportion of Cheshire East bus users (54%) have a long standing illness, disability or infirmity with over four in five of these people said it limited their activities in some way.			Y	
	Changes to the Little Bus service are also part of the proposals with membership to the Little Bus scheme permitted for residents unable to access a scheduled bus service through disability. Of the trips taken on the Little Bus service in 2016, 12.3% of users were 'aided' (i.e. required assistance to travel from the vehicle to their front door) and 5.6% of users used a wheelchair.				
	Consultation Period				
	The responses to the consultation indicated that over 39% of respondents considered that their day-to-day activities are limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months.			Y	
Gender reassignment	This policy is not expected to have any greater impact on this group than it does on the general public.				N
Marriage & civil partnership	This policy is not expected to have any greater impact on this group than it does on the general public.				N
Pregnancy & maternity	Pre-consultation				
	The proposals could affect people using the bus to travel to maternity or natal facilities, in particular to Leighton Hospital and Macclesfield District General Hospital. The following bus services provide access to these hospitals:			Y	
	Bus	Change	Hospital		

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	Service			
	6, 6E	Weekday evening service would be withdrawn. The last bus from Leighton Hospital would be at 17:44pm (Bus Service 6).	Leighton Hospital	
	12E	The first Sunday service would be withdrawn. The first bus on a Sunday would be 12:23pm (Leighton Hospital to Shavington), and 12:52pm (Shavington to Leighton Hospital)	Leighton Hospital	
	27	Incorporated into Route E. The service would remain two-hourly and would follow the same route as at present.	Macclesfield District General Hospital	
	31	Last evening bus from Crewe to Northwich would be withdrawn.	Leighton Hospital	
	42	Incorporated into Route C. The service would remain hourly but with the final bus starting at 17:15.	Leighton Hospital	
	78	The consultation was to withdraw evening and Saturday services along the route. During the consultation the commercially operated (i.e. not subsidised by the Council) daytime parts of the 78 service between Coppenhall and Rode Heath were deregistered. To avoid the complete loss of the 78 service between Coppenhall and Rode Heath, the Council has redirected the subsidy previously used to support the evening and Saturday 78 services to allow the weekday daytime 78 service to continue operating. These changes took effect from September 2017 with the 78 service currently operating weekdays between approximately 7am and 6pm.	Leighton Hospital	
	130	Sunday services withdrawn.	Macclesfield District General Hospital	
	Consultation Period			
The consultation included sending details of the proposals to ante-natal and maternity classes to understand potential impacts. No formal consultation responses were received and the consultation responses showed that less than 1% of respondents were pregnant, on maternity leave or returning from maternity leave. This policy is thus not expected to have				N

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	any greater impact on this group than it does on the general public.		
Race	This policy is not expected to have any greater impact on this group than it does on the general public.		N
Religion & belief	Pre-consultation		
	<p>The Consulted Network would no longer support any services on a Sunday. The policy may therefore have a greater effect on religious groups which worship on a Sunday compared to other days of the week. In total, approximately 60 places of worship have been identified as being along the routes of Sunday services affected by the bus review.</p> <p>The on-board questionnaires asked respondents why they were travelling, with “travelling to/from religious worship” one of the options available. Of the respondents to the on-board questionnaire, 13 people responded that they were travelling to/from worship whilst travelling on a Sunday.</p>	Y	
	Consultation Period		
	<p>All respondents to the consultation were asked to identify their religion. A summary of the responses is as follows:</p> <ul style="list-style-type: none"> • 60% were Christian; • 18% answered None; • 13% preferred not to say; and • 8% did not answer the question. <p>During the consultation, the proposals were sent to places of worship along bus routes which would be withdrawn on a Sunday. No formal representations were received. The consultation also asked respondents to identify what journey purposes they used each bus service for. In total, 4% of responses were received identifying that the respondent used a bus for travelling for religious worship, of which 45 responses were for services which would no longer operate on a Sunday.</p> <p>Given the low number of passengers using services proposed for withdrawal on a Sunday, the policy is likely to have a marginal impact on religions and beliefs which have days of worship on a Sunday.</p>		N
Sex	Pre-consultation		
	The on-board questionnaires recorded that 57.7% of respondents were female, compared to 51% across the whole population of Cheshire East. Given the higher usage amongst females, reductions to the supported bus network would have a proportionally higher effect on the female population.	Y	

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	Consultation Period		
	The consultation period identified that 58% of respondents were female, 33% male, 2% of respondents preferred not to say and 8% did not answer the question. Given the higher proportion of females using bus services, it is likely that females will be disproportionately affected by the Supported Bus Service Review proposals.	Y	
Sexual orientation	This policy is not expected to have any greater impact on this group than it does on the general public.		N
Proceed to full impact assessment? (Please tick)	YES		

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

Section 3: Identifying impacts and evidence

This section identifies if there are impacts on equality, diversity and cohesion, what evidence there is to support the conclusion and what further action is needed

Protected characteristics	Is the policy (function etc....) likely to have an adverse impact on any of the groups? Please include evidence (qualitative & quantitative) and consultations	Are there any positive impacts of the policy (function etc....) on any of the groups? Please include evidence (qualitative & quantitative) and consultations	Please rate the impact taking into account any measures already in place to reduce the impacts identified 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	Further action (only an outline needs to be included here. A full action plan can be included at Section 4)
Age	Pre-consultation Withdrawals of Council support for certain services may result in bus services ceasing to operate or operating in a different way, which may have a disproportionate impact on older people. The reduction in the number of vehicles on the Little Bus flexible transport service may also affect users (mainly older residents) if demand cannot be met.			
		Concessionary bus pass data has been incorporated into the Council's needs based support criteria for the redesign. The Consulted Network looked to maximise the coverage of the supported bus network during the daytime and on Saturdays, the times when older people are more likely to travel. The budget for the Little Bus flexible	High	Gather further data from consultation survey on impact for older people during consultation period. Explore possibilities for mitigation.

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		transport has been reduced proportionally in line with the reduction for scheduled supported bus services. The Preferred Option includes the opportunity for concessionary bus pass holders to be charged for using the service.		
Consultation Period				
	<p>The consultation responses highlighted the potential isolation, particularly for older age groups. The effects associated with each route are set out in the Consultation Summary Report however particular impacts were identified in areas which would have no public transport coverage as a result of the proposals.</p> <p>The impacts of reducing the number of Little Bus vehicles has also been identified, with particular impacts including no longer being able to undertake social activities, access to shopping facilities and general isolation identified.</p>	None	High	Continue to explore possibilities of refining the proposals especially in rural areas.
Recommended Network				
	<p>The Recommended Network has looked to improve the proposals as a result of responses from the consultation period. The revised proposals include amendments to routes and an additional route which would provide coverage in areas which</p>	<p>As a result of the proposals, some passengers may have expanded route choices. For examples residents in Rode Heath would now have direct access to Leighton Hospital.</p>	Medium	Review demand on the Little Bus service as a result of the changes and implement demand management actions where necessary.

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	<p>would otherwise have no public transport access including Rode Heath, Goostrey, Sandbach town services and rural areas around Nantwich.</p> <p>The changes to the Little Bus option will also be deferred for six months (until November 2018) to allow changes in demand as a result of implementing the proposed changes to be taken into account when finalising the proposals for managing the service.</p>			
Disability	Pre-consultation			
	<p>Previous consultations have shown that people with disabilities make up a disproportionately high number of bus users. Withdrawal of services may leave residents isolated with no alternative travel options. The reduction in the number of Little Bus flexible transport vehicles may also lead to insufficient vehicles to meet demand.</p>	<p>The location of concessionary bus pass holders has been incorporated into the Council's needs based support criteria for the redesign.</p> <p>Concessionary bus pass holders can use the Little Bus Flexible transport service as well.</p>	High	<p>Gather further data from the consultation survey on impact and alternatives for people with disabilities during consultation period. Explore possibilities for mitigation.</p>
	Consultation Period			
	<p>The consultation identified particular concerns with isolation. As for older persons above, particular concerns were identified regarding isolation and not being able to access key services. The impacts of</p>	None	High	<p>Further investigation into the feasibility of and options for extending bus coverage and methods for managing the Little Bus service.</p>

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	reducing the number of Little Bus vehicles has also been identified, with particular impacts including no longer being able to undertake social activities, access to shopping facilities and general isolation identified.			
Recommended Network				
	<p>As above for the impact on older people, the proposals have been revised to increase coverage across the borough.</p> <p>The changes to the Little Bus option will also be deferred for six months (until November 2018) to allow changes in demand as a result of implementing the proposed changes to be taken into account when finalising the proposals for managing the service.</p> <p>April 2018 until November 2018, when a review of the service will take place.</p>	As a result of the proposals, some passengers may have expanded route choices. For examples residents in Rode Heath would now have direct access to Leighton Hospital.	Medium	Review demand on the Little Bus as a result of the Recommended Network and implement mitigation actions where necessary.
Gender reassignment	Pre-consultation			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
	Consultation Period			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None

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	Recommended Network			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
Marriage & civil partnership	Pre-consultation			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
	Consultation Period			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
	Recommended Network			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
Pregnancy and maternity	Pre-consultation			
	The pre-consultation outlined a potential impact on this group from people using supported bus services to access maternity and natal facilities.	None	Medium	None
	Consultation Period			
	During the consultation no specific impacts on this group were identified.	None	Low	

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	Recommended Network			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
Race	Pre-consultation			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
	Consultation Period			
	This policy is not expected to have any greater impact on this group than it does on the general public.	None	Low	None
	Recommended Network			
	This policy is not expected to have any greater impact on this group than it does on the general public.	No	Low	None
Religion & belief	Pre-consultation			
	Whilst the review would affect all religions and beliefs equally, the withdrawal of Sunday services could affect people whose day of worship is a Sunday, in comparison to those who worship on other days of the week.	None	Medium	None
	The on-board questionnaire showed the number of people travelling to/from a			

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	place of religious worship is relatively low and the policy is thus likely to have a marginal impact.			
	Consultation Period			
	The responses from the questionnaires indicated that 4% of respondents used the bus services to access places of worship, with 45 of these involving services operating on a Sunday. No responses were received from places of worship contacted as part of the consultation.	None	Low	None
	Recommended Network			
	Overall, taking into consideration the evidence base findings and consultation responses, the impact on religious groups practicing on a Sunday is likely to be minor, affecting relatively few passengers.	None	Low	None
Sex	Pre-consultation			
	As set out above, a higher proportion of bus users are female and consequently any reduction in bus service provision may have a greater effect on women.	None	Medium	Gather further data from consultation survey on impact. Explore possibilities for mitigation.
	Consultation Period			
	The consultation responses outline that there is a higher proportion of female	None	Medium	Explore data from consultation period and explore possibilities for

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	respondents (58%) to male respondents (33%), with 2% of respondents preferring not to say and 8% not answering the question. This indicates that there may be a greater effect on women than on men if the Preferred Option was implemented.			mitigation.
	Recommended Network			
	The Recommended Network has looked to maximise coverage across the borough and costs for evening services will be obtained as part of the procurement. This will thus look to reduce the potential negative impact on both men and women.	None	Medium	None
Sexual orientation	Pre-consultation			
	This policy is not expected to have any greater impact on any group than it does on the general public.	None	Low	None
	Consultation Period			
	This policy is not expected to have any greater impact on any group than it does on the general public.	None	Low	None
	Recommended Network			
	This policy is not expected to have any greater impact on any group than it does on the general public.	None	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				

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legislation (e.g. tendering, awards process, contract, monitoring and performance measures)

Section 4: Review and conclusion

Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed

With the Recommended Network in place, the EIA has identified medium impacts on older, disabled and female groups.

The consultation on the Consulted Network outlined that 28% of respondents used their bus services 2 – 3 times a week, with one third (32%) were using them 4 times a week. The most popular time to travel on services was Monday to Friday before 6pm with 87% of respondents travelling on their route at this time. In addition to this, the main purpose of respondent's journeys was for shopping/services (67%), leisure/social (49%) and medical/healthcare (43%). Only 14% of respondents used their routes for travelling to work, 7% used them for education and 4% used them to travel to/from a place of worship.

The consultation also highlighted that 76% of respondents stated that they do not have alternative transport available if they could not use their bus route. The consultation also outlined that 491 of the consultation respondents were members of Little Bus. Of which, a large proportion (89%) had no alternative means of transport available to them if they could not use Little Bus. Reducing the number of Little Bus vehicles could therefore have a large negative impact on those who rely on this service.

The Recommended Network improves the coverage across the borough to reduce key impacts identified during the consultation including isolation and lack of access to key services. Public transport coverage across the borough would be approximately 99% of present levels during the weekday daytimes.

The proposals would also delay any changes to the Little Bus service for six months to allow any changes in demand to be identified and appropriate management measures put in place.

Specific actions to be taken to reduce, justify or remove any adverse impacts	How will this be monitored?	Officer responsible	Target date
Undertake monitoring of Little Bus service to determine changes in demand and develop demand management methods.	Usage of Little Bus service	RM / TSS	From April 2018

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When will this assessment be reviewed?	Following implementation of the proposals.		
Are there any additional assessments that need to be undertaken in relation to this assessment?	Assessment of usage of Little Bus service as described above.		
Lead officer signoff		Date	
Head of service signoff		Date	

Please publish this completed EIA form on your website

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Cheshire East Council

Cabinet

Date of Meeting:	7 th November 2017
Report of:	Frank Jordan, Executive Director of Place
Subject/Title:	Crewe HS2 Masterplan
Portfolio Holder:	Cllr Rachel Bailey, Leader of Cheshire East Council

1. Report Summary

- 1.1. The arrival of HS2 to Crewe provides a once in a lifetime opportunity to deliver nationally significant economic growth and regeneration. An enhanced Crewe hub station could be the catalyst to deliver transformational regeneration and growth to Crewe and support the long term success of the town and its residents. However, these benefits can only be delivered with the right growth and regeneration framework in place in advance of the arrival of HS2. Without a Masterplan Vision and framework in place for Crewe, the town would not be able to realise the true benefits that HS2 affords for the town, Cheshire East Council and the Constellation Partnership.
- 1.2. The purpose of this report is to seek Cabinet authorisation to launch a consultation on the draft HS2 Masterplan Vision for Crewe. The draft Masterplan vision provides a strategic framework for the town showing how development and infrastructure interventions can be delivered over time to capture the local growth and transformative benefits of HS2 and the Crewe hub station. The draft Masterplan Vision shows how HS2 could be a catalyst for growth and regeneration for Crewe. Crewe will benefit significantly from transformational change but this will also support residents in surrounding towns and rural areas who will benefit from the enhanced retail, leisure, employment and education offer of Crewe that the Masterplan Vision will support.
- 1.3. The draft Masterplan Vision is predicated on Government delivering a rail infrastructure solution that is capable of serving at least 5-7 stopping high speed trains per hour with direct high speed rail services to Manchester and Birmingham as well as London. The Crewe hub station design is also vital for the Crewe HS2 Masterplan Vision and needs to have a high quality design that can set the standard for development in Crewe in the future and promote quality of place in the towns and rural areas across south Cheshire. The outputs of the draft Masterplan Vision will also inform the

Constellation Partnership Growth Strategy and help to demonstrate the full potential the Crewe HS2 Hub Station could deliver to the whole of the sub-region and beyond. The Constellation Partnership comprises of the following partners:

- 1.3.1. Cheshire East Council
 - 1.3.2. Cheshire West and Chester Council
 - 1.3.3. Stoke-on-Trent City Council
 - 1.3.4. Newcastle-under-Lyme Borough Council
 - 1.3.5. Stafford Borough Council
 - 1.3.6. Staffordshire Moorlands District Council
 - 1.3.7. Staffordshire County Council
 - 1.3.8. Cheshire and Warrington LEP
 - 1.3.9. Stoke-on-Trent and Staffordshire LEP
- 1.4. This report also seeks the approval and authorisation of Cabinet to the proposed consultation and stakeholder engagement plans as set out in the report.

2. Recommendation

- 2.1. It is recommended that Cabinet:
- 1) Authorise the Executive Director of Place to commence a full public consultation on the draft Masterplan Vision for Crewe.
 - 2) Authorise the Executive Director of Place to enter into engagement with key stakeholders groups regarding the draft Masterplan Vision.
 - 3) Approve the use of the draft Masterplan Vision to inform the Crewe Hub Station Campus Integrated Study including the hub station design
 - 4) Note the potential future consideration of any necessary changes to planning policy that may be required to support the implementation of the Masterplan Vision.
 - 5) Note that a final Masterplan for Crewe will be presented to Cabinet following any responses from the public consultation being received.

3. Other Options Considered

- 3.1. The arrival of HS2 to Crewe brings a unique opportunity for growth and transformation across the town, south Cheshire and the wider sub-region. A transformational hub station at Crewe will directly serve the towns and rural areas across South Cheshire and be a key interchange station for the North West. Evidence from elsewhere shows the importance of planning for the arrival of high speed rail in order to capitalise fully on this opportunity.

The draft Masterplan Vision considers the full spectrum of urban design, planning, regeneration, infrastructure, transport, social infrastructure, public realm and services issues that are needed to deliver sustainable plan-led development.

- 3.2. The masterplan Vision area extends from Leighton West in the North and West, to Basford in the South. The Central area includes the hub station area and the town centre. The spatial proposals are based on a strategic framework and a set of regeneration objectives that are underpinned by a strong economic case that support housing and jobs growth.
- 3.3. Another purpose of the draft Masterplan Vision is to promote the potential of Crewe to the developer, investor and occupier markets. Without a comprehensive Masterplan Vision for the area surrounding the Crewe Hub Station it will be difficult to promote opportunities and importantly provide a supportive context to investment proposals

4. Reasons for Recommendation

- 4.1. The recommendations above have been made to enable Crewe, the towns and rural areas of South Cheshire and the wider sub-region to realise the maximum growth and regeneration benefits that the arrival of HS2 affords. This builds on the significant achievements to date of Crewe being recognised as a key hub on the HS2 network; the commitment to build a Crewe hub in 2027, rather than 2033; and, the creation of the Constellation Partnership to enable the benefits of HS2 to be spread across the wider sub region.
- 4.2. The Crewe HS2 Masterplan Vision supports three of the Councils corporate outcomes (2,4 and 5)
 - 4.2.1. Outcome 2: Cheshire East has a strong and resilient economy. The Crewe HS2 Masterplan will support almost 40,000 new jobs over the next 30 years in Crewe alone and will facilitate economic growth across the surrounding towns in Cheshire East.
 - 4.2.2. Outcome 4: Cheshire East is a green and sustainable place. The Masterplan directly relates to this outcome through:
 - Connections to the Cheshire Landscape that will open up Crewe's existing green infrastructure and bring this into the heart of the town centre and station
 - Integrating the green network will support sustainable transport modes across Crewe and create green open spaces across the town.
 - 4.2.3. Outcome 5: People live well for longer. The draft Masterplan will support enhanced quality of place and quality of life. By supporting

sustainable transport and enhancing the culture leisure and recreational offer in Crewe the Masterplan will encourage healthy lifestyle choices as well as providing a variety of local employment opportunities

5. Background/Chronology

- 5.1. In January 2013 the then Secretary of State for Transport, the Rt Hon Patrick McLoughlin MP, announced the initial preferred line of route and station options and the first round of public consultation ran until the end of January 2014.
- 5.2. On 30 November 2015 the Secretary of State made the decision on the final preferred option for the Line of Route for Phase 2a, from Fradley to Crewe and to the delivery of a hub station in Crewe town. This announcement followed a long campaign led by the Council and the Cheshire and Warrington LEP to bring HS2 to Crewe in recognition of the wider socio-economic benefits it would deliver not only to Crewe but also to the sub-region.
- 5.3. In November 2016, an HS2 Command Paper stated that the preferred location of any hub station in Crewe would be at the existing railway station. Network Rail will now only consider this single location as it progresses through its investment study for the Crewe hub.
- 5.4. On the back of the Phase 2a Line of Route announcement in 2015, the Council, jointly with the Homes and Communities Agency and HS2 Growth Partnerships, appointed a consultancy team to develop a comprehensive masterplan for Crewe with work commencing in May 2016. The draft Masterplan Vision considers the full spectrum of urban design, planning, regeneration, infrastructure, transport, social infrastructure, public realm and services issues that are needed to deliver sustainable plan-led development.
- 5.5. The draft Masterplan Vision is a framework document which sets this long term vision for the urban landscape and built environment of Crewe on the back of the arrival of HS2. Delivery of the Masterplan Vision will start years ahead of the arrival of HS2. Although much of the growth in Crewe will not be seen until HS2 Phases 2a and 2b arrive in 2027 and 2033 respectively it is important that the process of regenerating the Town Centre and progressing development around the station campus area begins now and that momentum builds prior to HS2 arriving in order to safeguard the longevity of the Town Centre and to create the conditions to maximise the impact of HS2.
- 5.6. The Crewe Masterplan Vision sets this journey over the next 25 years from delivering early wins to enabling future development from HS2 and securing long-term prosperity for the town. It builds upon the Crewe Town Centre Regeneration Framework which was consulted on in the Summer of

2015 and the recent investments in the town centre to support future growth, including:

- A £15m investment in the Crewe Lifestyle Centre
- A £15m investment in the Crewe University Technical College
- Over £30m committed to other town centre regeneration projects including the Royal Arcade development and bus station

5.7. These form part of the Council's ambitious regeneration plans for the town centre and are supported by a series of short and medium term initiatives and plans which support the ambitions of the draft Masterplan Vision.

5.8. The draft Masterplan Vision also builds on the Council's recent investments in the local road network will support the growth ambitions of the draft Masterplan Vision and Constellation Growth Strategy. These include:

- Over £40m invested in the local highway network to improve connections to the A500 and M6 from the station and town centre
- A £7.4m investment in the Crewe Green Roundabout
- A £10.5m investment in the Sidney Road Bridge

5.9. The draft Masterplan Vision is important not only to Crewe but also to the neighbouring towns and rural areas including Sandbach, Nantwich and Middlewich. Crewe will be reinforced as the key transport, commercial, retail and leisure centre for south Cheshire and will promote growth and prosperity in these surrounding areas.

5.10. This report seeks Cabinet approval to enter into engagement with key stakeholders and to commence a public consultation on the draft Masterplan Vision. The consultation will allow local residents and businesses to provide feedback on the vision and key moves of the Masterplan.

5.11. The proposed strategic consultation on the draft Masterplan Vision provides the opportunities for residents, businesses and other stakeholders to provide feedback on the Council. Acting on this feedback may require changes to be made to the Masterplan Vision. The feedback will be reflected by the Council and a final Masterplan will be presented to Cabinet.

5.12. The draft Masterplan Vision plays an important role in the Constellation Partnership's HS2 Growth Strategy with Crewe being the key transport hub of the Constellation area. The Masterplan Vision will provide key infrastructure priorities of the Growth Strategy that are needed for the benefits of the Crewe hub to reach the wider Constellation area.

5.13. The draft Masterplan Vision will also be a vital document to inform the Crewe hub station design to be developed through the Crewe Hub Station

Campus Integrated Study to ensure that the preferred hub station design integrates with the wider proposals and vision for Crewe.

- 5.14. With a world class HS2 hub station, transformed town centre and an enhanced retail, culture leisure and employment offer, Crewe will attract residents from across the borough.

6. Wards Affected and Local Ward Members

- 6.1. Cllr Irene Faseyi, Crewe Central
- 6.2. Cllr Suzanne Brookfield, Crewe East
- 6.3. Cllr Clair Chapman, Crewe East
- 6.4. Cllr Joy Bratherton, Crewe East
- 6.5. Cllr Mo Grant, Crewe North
- 6.6. Cllr Dorothy Flude, Crewe South
- 6.7. Cllr Steven Hogben, Crewe South
- 6.8. Cllr Jill Rhodes, Crewe West
- 6.9. Cllr Brian Roberts, Crewe West
- 6.10. Cllr Damian Bailey, Crewe St Barnabas
- 6.11. Cllr Derek Bebbington, Leighton
- 6.12. Cllr Steven Edgar, Shavington
- 6.13. Cllr John Hammond, Haslington
- 6.14. Cllr David Marren, Haslington
- 6.15. Cllr Martin Deakin, Alsager
- 6.16. Cllr Rod Fletcher, Alsager
- 6.17. Cllr Derek Hough, Alsager
- 6.18. Cllr Rachel Bailey, Audlem
- 6.19. Cllr Simon McGrory, Middlewich
- 6.20. Cllr Michael Parsons, Middlewich
- 6.21. Cllr Bernice Walmsley, Middlewich
- 6.22. Cllr Penny Butterill, Nantwich North and West
- 6.23. Cllr Arthur Moran, Nantwich North and West
- 6.24. Cllr Peter Groves, Nantwich South and Stapeley
- 6.25. Cllr Andrew Martin, Nantwich South and Stapeley
- 6.26. Cllr Gill Merry, Sandbach Elworth
- 6.27. Cllr Gail Wait, Sandbach Ettiley Heath and Wheelock
- 6.28. Cllr Sam Corcoran, Sandbach Heath and East
- 6.29. Cllr Barry Moran, Sandbach Town
- 6.30. Cllr Steven Edgar, Shavington
- 6.31. Cllr Sarah Pochin, Willaston and Rope
- 6.32. Cllr Margarat Simon, Wistaston
- 6.33. Cllr Jacqueline Weatherill, Wistaston
- 6.34. Cllr Janet Clowes Wybunbury
- 6.35. Cllr John Wray, Brereton Rural
- 6.36. Cllr Michael Jones, Bunbury

7. Implications of Recommendation

7.1. Policy Implications

- 7.1.1. A major national project such as HS2 has national policy objectives. Addressing the development impacts of a project of this scale will cover many of the Council's policy areas.
- 7.1.2. The development of plans to regenerate Crewe, supports a wide range of Council policy areas. The impacts of these plans support some of the most deprived wards within the Borough.
- 7.1.3. The draft masterplan Vision will help inform the mechanisms to deliver all or some of the objectives of the Masterplan. The Council are currently working with specialist legal advisors to support the policy implications of the Masterplan.
- 7.1.4. Following consultation, the Crewe Masterplan will be adopted by the Council in due course.

7.2. Legal Implications

- 7.2.1. The implementation of the Masterplan Vision of this scale may have some legal implications on the Council.
- 7.2.2. The Council's legal services will continue to work closely with specialist external legal advisors and the project team to provide detailed advice in relation to all other legal matters associated with the delivery of the Masterplan including the Local Plan and associated Infrastructure Delivery Plan.

7.3. Financial Implications

- 7.3.1. The draft Masterplan Vision has been procured by the Council and delivered in partnership with HS2 Growth Partnership and the Homes and Communities Agency, both of whom have contributed to the cost of the Masterplan.
- 7.3.2. The Council's contribution towards the cost of the Crewe HS2 Masterplan has been funded from the High Growth City earmarked reserve including all materials for the strategic consultation.
- 7.3.3. Delivery of the Masterplan Vision may require capital investment from the Council to deliver key infrastructure schemes and to enable land for development. New funding mechanisms that can provide a funding stream to support any Council investment decision will be explored in the Constellation Growth Strategy and the Crewe Hub Station Integrated Study

7.4. Equality Implications

- 7.4.1. The draft Masterplan Vision sets out an approach to creating growth and prosperity for Crewe and the wider region whilst focusing on delivering quality places where people choose to live, learn, work and play.
- 7.4.2. The draft masterplan Vision includes proposals that will deliver a vibrant mix of good quality and well connected communities and business districts supported by a strong culture, leisure, retail and green and open space offer.
- 7.4.3. The draft Masterplan Vision accords with the Cheshire East Equalities and Diversity Policy in that it seeks to ensure that all residents, communities and businesses, existing and new, are able to contribute to and benefit from economic success

7.5. Rural Community Implications

- 7.5.1. The draft Masterplan vision focusses on delivering 'Quality of Place' for Crewe with a strong green and open space network that can be easily accessed. This helps to demonstrate the contribution that the rural area makes to 'quality of place', and to help change perceptions of Crewe within Cheshire East
- 7.5.2. Crewe will play an important role for the wider rural communities including the surrounding market towns. The arrival of HS2, the implementation of the Masterplan Vision for Crewe and the wider Constellation Growth Strategy will improve wider connectivity and deliver more employment, retail and leisure opportunities to support the boroughs rural communities.

7.5.3.

7.6. Human Resources Implications

- 7.6.1. Implementation of the Masterplan Vision will require significant resources with wide-ranging skills which includes, amongst others, planning, regeneration, strategic infrastructure, highways, policy, finance and legal.
- 7.6.2. The implementation stage will require dedicated resources to deliver. This will include dedicated resources from the council and potentially third party resources whom possess the specialist skills required to deliver the Masterplan.

7.7. Public Health Implications

- 7.7.1. The Crewe Masterplan Vision, and Cheshire East Council's commitment to it, can have significant impacts upon the health of the

communities in Crewe, as well as the wider region, through the design of and access to such quality environments, supporting a positive mental and physical wellbeing impact as people are more likely to be proactive in enjoying the quality places within which they live or that they are visiting.

7.7.2. The draft Masterplan Vision has a strong emphasis on developing an integrated green network in Crewe and promoting walking and cycling to access the station and town centre. The creation of a green infrastructure network and a move towards sustainable transport modes for shorter distance journeys will support longer term public health benefits.

7.8. Implications for Children and Young People

7.8.1. The Crewe HS2 Masterplan Vision and wider Constellation Partnership Growth Strategy will provide economic outputs including the number of new jobs that can be supported in the local area and the growth sectors. Therefore the successful implementation of the Masterplan and Growth Strategy will have a positive impact on the local employment options for Children and Young People.

7.8.2. The Crewe HS2 Masterplan Vision and Growth Strategy will support the delivery of local jobs, skills development opportunities and local housing that will provide a competitive offer to attract and retain a local skilled workforce with a focus on young people.

7.9. Other Implications (Please Specify)

7.9.1. None identified

8. Risk Management

8.1. The Phase 2a Hybrid Bill only supports a modest investment in Crewe and deliver only 2 HS2 trains per hour to London only. Whilst we are providing a strong case for an enhanced station at Crewe which can accommodate 7 HS2 trains per hour also serving Manchester and Birmingham there is a risk that the Government does not deliver the rail infrastructure at Crewe that the Masterplan is predicated on.

8.2. **Mitigation:** The Crewe Hub Station Campus Integrated Study sees the Council working with Network Rail and Government to develop an enhanced solution for the Crewe hub that would deliver the HS2 connectivity that is essential to deliver the ambitions. This means the Council is in a position to influence the Crewe hub solution.

8.3. There is a risk that HS2 will be cancelled in its entirety or that Phase 2 does not get delivered meaning that Crewe does not have the level of HS2 connectivity to support the full Masterplan.

- 8.4. **Mitigation:** The Council is working closely with HS2 and Government to ensure we are kept up to date with the latest plans and programme and are supporting HS2 and Government to progress the parliamentary process that will provide the certainty of delivery.
- 8.5. There is a risk that the expectations of local residents and businesses are not well managed and the Council does not get local support to the Masterplan.
- 8.6. **Mitigation:** Delivery of the Masterplan Vision is a long term project over the next 25 years with several phases of development and the Council will engage with key stakeholder groups as set out in the consultation plan as in Appendix 1.
- 8.7. The proposed strategic consultation on the Masterplan provides the opportunities for residents, businesses and other stakeholders to provide feedback on the Council.
- 8.8. The adoption of the Masterplan may be delayed if there are significant responses from the public consultation and acting on this feedback may require changes to be made to the Masterplan.
- 8.9. **Mitigation:** The proposed engagement with key stakeholder groups during the consultation period will provide the Council with an early insight into the views of key stakeholders.

9. Access to Information/Bibliography

- 9.1. Please contact report author

10. Contact Information

Contact details for this report are as follows:

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Designation: Head of HS2 Growth
Tel. No.: 07811 677352
Email: Hayley.kirkham@cheshireeast.gov.uk

Appendix 1: Consultation and Stakeholder Engagement Plan

Draft Crewe HS2 Masterplan Vision

Introduction

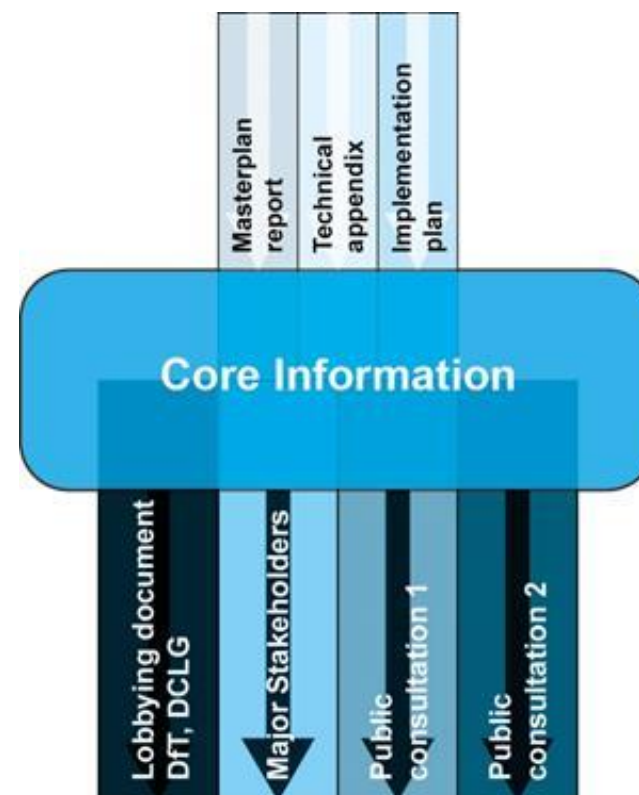
The draft Crewe HS2 Masterplan Vision is expected to be subject to a strategic consultation in November 2017. This paper sets out how the Council proposes to engage with key individual stakeholders and stakeholder groups both before and during the consultation event.

Preparation

All consultation will be based upon a core set of information as set out below which draws on the technical masterplan material:

Common base of information for all consultations:

- Crewe needs to be HS2 ready
- Vision for Crewe – dual approach to creating growth and prosperity aligned to the good growth ambitions of the Constellation Partnership:
 - Crewe Town Centre and Crewe Hub: Two Connected Centres, One Crewe with unifying infrastructure and landscape strategies
- Context – regional, local
- Masterplan areas
- Objectives
- High-level outcomes



September 2017

The first stage of consultation will be political engagement including local and central government. Political engagement will include the strategic masterplan elements as well as more detailed proposals.

A lobbying document targeted will be sent to key Government Ministers in July with engagement with key Ministers and officials will follow.

There will be initial individual briefings for the Cabinet Member for Planning and Housing (responsibility for the Crewe Masterplan), the Leader of the Council and Cabinet Member for Regeneration and Assets. These will be followed by a PowerPoint presentation to Informal Cabinet at the end July.

October– Mid-November 2017

At this stage the draft Masterplan Vision will not be in the public domain therefore stakeholder engagement would be limited to bilateral dialogue with key stakeholders. At this stage the consultation document would not be released.

Those groups intended to be included in this category are:

- Key CEC Senior officers
- Crewe members
- Crewe Town Council
- South Cheshire Business Council
- Major Landowners within the masterplan area whom will be impacted by the proposals

Material for political/ business organisations will be based upon the PowerPoint presentation presented at MIPIM Cannes 2017.

With landowners there will be sensitivities about impact, particularly around the HS2 Hub station, but at this point details of proposals will not be shared in part because until the integrated study runs its course there cannot be certainty around acquisition / relocation. It may be possible to discuss informally that there is potential for change in these locations (a reasonable assumption given the scale of change / investment) but as more work needs to be done no firm conclusions can be reached. Discussion with landowners will be informed by work currently underway by CBRE to develop knowledge of landownership, land owner intentions and potential approaches to acquisition / collaboration. The dialogue would be led by either the Executive Director of Place, the Director of Growth and Regeneration or the Director of Strategic Infrastructure and Highways. In certain circumstances, dialogue may be led by another senior officer where they have a particularly strong relationship with the landowner.

Engagement with key CEC officers will be at a more detailed stage whereby sensitive information can be shared. Engagement will be via a presentation and workshop with key senior officers across the following services:

- Planning
- Strategic Infrastructure and Highways
- Regeneration
- Culture and rural economy
- Assets
- Legal

End- November 2017 (Strategic Consultation launched)

A strategic public consultation on the draft HS2 Masterplan Vision will be launched following authorisation from Cabinet and is expected to last approximately 4-6 weeks.

This will use a consultation document which will be approved by cabinet on the 7th November 2017 and a dedicated web page and consultation response portal will be set up. The strategic consultation approach is set out below. It will follow the below outline:

Public Consultation 1	
Strategy	Introduce Masterplan vision and objectives and understand the public's views on these and what the public see as the priority outcomes for future Crewe
Information required	Overarching vision and objectives of Masterplan. Non-technical information from the executive summary and relevant diagrams forming a consultation document. Some visual aspects of Masterplan (promotional material)
Desired outcome	Obtain public buy in on the Masterplan vision and objectives. Public's priority outcomes match with Masterplan outcomes.

Key Messages	<ul style="list-style-type: none"> • Crewe needs to be HS2 ready • Vision for Crewe – dual approach to creating growth and prosperity: Crewe Town Centre and Crewe Hub: Two Connected Centres, One Crewe with unifying infrastructure and landscape strategies • Explanation of Masterplan scenario areas • Explanation of Masterplan objectives • Explanation of outcomes – maximising benefits of connectivity and infrastructure, rebranding, building on established sectors, unlocking productivity benefits, improved public realm, movement and offer. • Overview of Seven Key Moves • Overview of Future Crewe • Aim of creating a major centre around an upgraded HS2 station (high-level) • Explanation of The Constellation Partnership and linkages to other work
Consultation Methods	Consultation document, Council's website / press release / public exhibition or display / leaflets or brochures / newsletters / social media platforms
Timeframes	After consultation with major stakeholders scheduled September 2017 – end October 2017 (6 weeks)

Early 2018 (Consultation 2 launched)

It is proposed to undertake this as part of the Phase 2 of the Local Plan consultation planned for early 2018. At this point it is likely that partners will be becoming, or will be committed to the station design and therefore firmer proposals can be set out for the area around the station. It is therefore proposed that at this point prior to public consultation potentially impacted parties are pre consulted so they are aware of the proposals. Cabinet / portfolio holder approval will be sort for consultation material prior to commencement.

The main advantage of this approach is that it embeds the Masterplan into the statutory planning framework in 2018 which has distinct timing advantages over other approaches which are likely to take longer to deliver. However may be some issues in connection with the Local Plan strategy (which doesn't assume HS2). These will need to resolved prior to commencement of the consultation.

The table below summarises the material /approach:

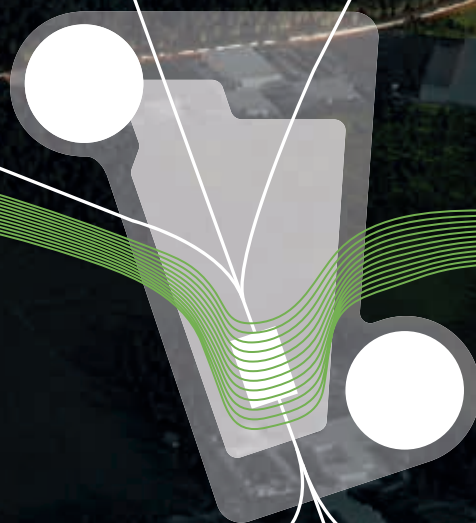
Public Consultation 2 (Local Plan Phase 2)	
Strategy	Introduce key plots and key interventions and understand if the public consider there to be any additional regeneration priority areas to make Crewe HS2 ready
Information required	<p>Non-technical information.</p> <p>Range of Masterplan maps – land use / phasing / key sites / movement / open space</p> <p>Visual representations of proposed interventions</p> <p>Promotional material</p>
Desired outcome	Obtain public buy in on the Masterplan proposals
Key Messages	<ul style="list-style-type: none"> • Crewe needs to be HS2 ready – how this links to the key sites and interventions • Vision for Crewe – dual approach to creating growth and prosperity: Crewe Town Centre and Crewe Hub: Two Connected Centres, One Crewe – explanation of Masterplan scenario overview • Explanation of key plots – linkages to other work including Crewe Town Centre Regeneration Delivery Framework • In light of Masterplan objectives, strategies have been developed – Explanation of strategy for movement / open space / land use / temporary solutions
Consultation Methods	Council's website / press release / public exhibition or display / leaflets or brochures / newsletters / social media platforms
Timeframes	After completion of the Phase 1 public consultation (early 2018)

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Crewe

HS2 Hub Draft Masterplan Vision

October, 2017



Foreword



Crewe Hub



LCR



THE
CONSTELLATION
PARTNERSHIP

hs2



ARUP CBRE



FOREWORD

The arrival of HS2 to Crewe in 2027 provides a unique opportunity for transformational growth across South Cheshire and North Staffordshire. Building on Crewe's existing connectivity, a fully integrated hub station in the town together with enhanced HS2 connectivity will see the benefits of HS2 spread across the North West, West Midlands and North Wales, and bring almost 5 million people within an hour's journey.

Crewe is a town which was built on the back of the Victorian investment in the railways. The Council and its partners have similarly high ambitions for Crewe and the wider area in the UK's next rail revolution. We have developed a comprehensive HS2 Framework and Masterplan Vision for Crewe which demonstrates our vision for the town to capitalise on the opportunity that HS2 and a Crewe hub station provides. The Masterplan Vision covers some 120 hectares of land around the proposed hub station and provides a framework to reinvigorate the town centre, create a new commercial hub around the station housing over 350,000m² of new commercial floorspace and deliver an additional 7,000 new homes by 2043.

The draft Masterplan Vision builds on the Council's track record of delivering infrastructure and development in Crewe and sets the conditions for future growth via a framework that is agile and responsive.

Cheshire East Council are committed to working with partners to deliver a programme in advance of the arrival of HS2. This level of physical change, combined with further investment in skills, will change the lives of residents and beyond. I believe it will also inspire the school children of today to believe in the future of the town and the opportunities it will provide them in the future. In short, these proposals are truly

transformational.

The impacts of a Crewe hub station will not just be seen in the town itself. I am working with partners across the Constellation area to develop a compelling HS2 Growth Strategy to demonstrate how an enhanced level of HS2 connectivity to the region can deliver transformational growth and regeneration across South Cheshire and North Staffordshire. Similarly, Growth Track 360, linking Crewe to the West and Wales, is demonstrating how an enhanced hub station can stimulate growth through the Mersey-Dee axis and into North Wales.

I am delighted to share this future vision for Crewe and seek your views on your ambitions for Crewe built on the back of this once in a lifetime opportunity that HS2 offers to the town.

Councillor Rachel Bailey
Leader of Cheshire East Council

The Vision

HS2 connectivity, strong governance and partnerships, a commitment to new physical and social infrastructure, and a renewed relationship to the landscape underpin a revolutionary step-change in the development of Crewe.

As part of the best performing region in the UK outside of the South East, Crewe will offer over 120 hectares of development land near the proposed Crewe HS2 Hub Station. Situated in the heart of the UK's high-speed rail and motorway network, the area will offer nearly 2.4 million square metres of new development floorspace, supporting the creation of up to 37,000 new jobs by 2043 and making Crewe one of the UK's key destinations for growth and investment.

The Opportunity

- THE GATEWAY TO THE NORTHWEST
- THE LINK BETWEEN THE NORTHERN POWERHOUSE AND THE MIDLANDS ENGINE.
- READY TO LEVERAGE HS2'S ARRIVAL IN 2027
- ON THE CUSP OF TRANSFORMATIONAL CHANGE
- AT THE CENTRE OF THE CONSTELLATION PARTNERSHIP
- ALREADY DELIVERING SUBSTANTIAL GROWTH AND INFRASTRUCTURE INVESTMENT

WHEN ITS AMBITIOUS PLANS ARE REALISED, CREWE IS SET TO SIGNIFICANTLY EXPAND IN SIZE WITH NEW JOBS, NEW HOMES AND NEW COMMUNITIES.

Outcomes

*The future outcomes demonstrate the potential capacity for gross additional space, homes, jobs and GVA that could be added to the Crewe economy by 2043 based on a high-growth scenario. The future figures presented are cumulative - equal to the existing figure plus potential growth.



CURRENT

£1.1bn



FUTURE

£2.9bn



107,000m²



595,000m²



23,000



60,000



3,500



10,600

Introduction

High Speed 2 is shaping economic growth across the UK. When the decision was taken to include Crewe on the HS2 route, it cemented the town's significant growth potential. Crewe has the ability to deliver substantial numbers of new jobs and new homes, capitalising on its unique location with 360 degree connectivity on the UK's road and rail network.

Crewe is already home to world-renowned companies in the fields of advanced engineering and manufacturing as well as business and finance. It provides access to a highly-talented workforce and renowned institutions, making the town and its surrounding landscape an incredibly attractive investment proposition.

The last 180 years of Crewe's history is defined by its relationship with the railways. It only had a population of seventy people until the arrival of the Grand Junction Railway company in the late 1830's. Crewe then saw a boom in engineering and railway industries, which grew around the railway junction, creating jobs and economic opportunity. Yet, the town's residential heart and high street developed just over 1km to the north of the station, away from the heavy industry.

Thus, Crewe has two primary complementary growth areas, the station hub and the town centre, each with their own unique advantages to create new jobs and new homes; and both these primary locations support other development areas across Crewe.

In the future, these two centres will deliver renewed growth. The hub will be the commercial heart, whilst the town centre will cater to the community with a reinvigorated high street, retail, culture and leisure uses. These historically disparate centres will be brought together with a movement and open space network celebrating the quality and character of the Cheshire countryside through a beautifully landscaped route. Areas of residential, commercial and light industrial development adjacent to these centres, such as Leighton West, Basford and Crewe Green, have significant capacity for growth which complement that of the centres.

Crewe is an ambitious town. It is a town that wants to deliver economic growth far exceeding business as usual. Crewe wants to use HS2 as a catalyst to drive regeneration and change, develop its identity and competitive advantage for inward investment, and ensure that businesses and residents will share in the many benefits East Cheshire's plan can deliver.

To drive the delivery of new jobs, new homes and a super connected Crewe, the following is needed:

- 1. CREWE NEEDS THE RIGHT STATION, ONE WHICH IS CAPABLE OF STOPPING 5 - 7 HS2 TRAINS PER HOUR ON EACH SIDE OF THE ROUTE. THIS CAPACITY IS THE ONLY WAY THAT CREWE CAN SUPPORT ITS UNPRECEDENTED GROWTH OPPORTUNITY AND ENHANCE ITS POSITION AS ONE OF THE BEST REGIONALLY CONNECTED STATIONS IN THE COUNTRY;**
- 2. DELIVER ENABLING INFRASTRUCTURE LINKING THE STATION LOCALLY AND REGIONALLY, TO ALLOW THE OPPORTUNITIES DELIVERED BY HS2 TO BE REALISED OVER THE SHORT, MEDIUM AND LONG TERM;**
- 3. PROVIDE A SUPER-CONNECTED PLACE WITH SUPERFAST BROADBAND AND EXCELLENT PUBLIC TRANSPORT;**
- 4. DELIVER A GREEN INFRASTRUCTURE PLAN TO LINK THE COMPLEMENTARY CENTRES WITH A GREEN CORRIDOR THAT WILL PROMOTE WALKING, CYCLING AND LOCAL ECONOMIC ACTIVITY;**
- 5. PROVIDE A HIGH-QUALITY STATION ENVIRONMENT THAT SETS THE BAR FOR DEVELOPMENT AROUND THE STATION AND BEYOND AND PROVIDES AN EXCEPTIONAL GATEWAY TO THE CONSTELLATION PARTNERSHIP AND NORTHERN GATEWAY.**



A world class station



An integrated green network



A reinvigorated town centre



Connected centres

At the Centre of the Constellation Partnership

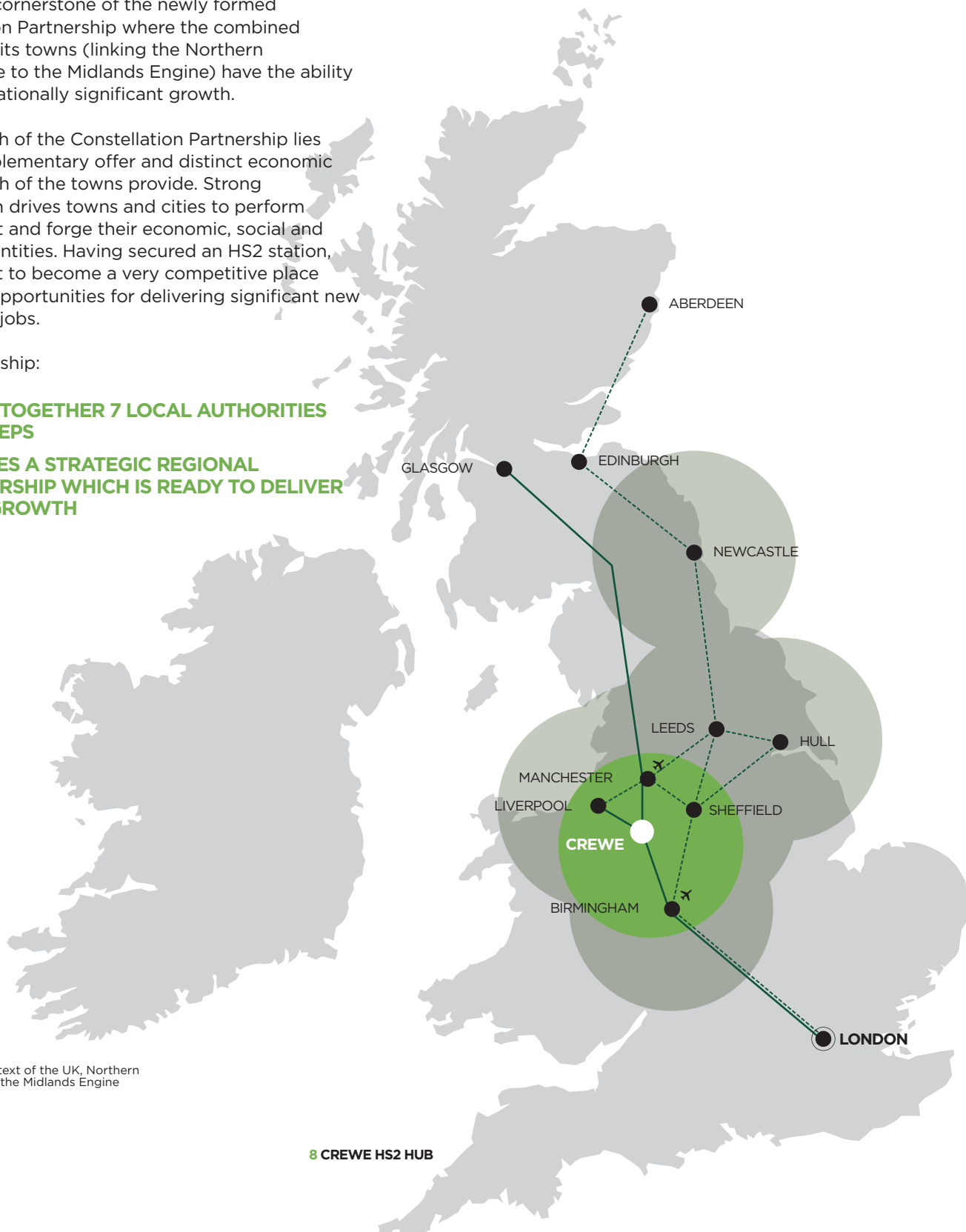
THE PARTNERSHIP

Crewe is a cornerstone of the newly formed Constellation Partnership where the combined strength of its towns (linking the Northern Powerhouse to the Midlands Engine) have the ability to deliver nationally significant growth.

The strength of the Constellation Partnership lies in the complementary offer and distinct economic profiles each of the towns provide. Strong competition drives towns and cities to perform at their best and forge their economic, social and physical identities. Having secured an HS2 station, Crewe is set to become a very competitive place with clear opportunities for delivering significant new homes and jobs.

The Partnership:

- **BRINGS TOGETHER 7 LOCAL AUTHORITIES AND 2 LEPS**
- **PROVIDES A STRATEGIC REGIONAL PARTNERSHIP WHICH IS READY TO DELIVER GOOD GROWTH**



Crewe in the context of the UK, Northern Powerhouse and the Midlands Engine

COMPETITIVE CREWE

Crewe wants to become much more than a railway interchange and wants to use the HS2 opportunity to capture interest from the development market. As part of the Constellation Partnership, it is taking a leading role in setting the conditions for growth and prosperity across the region.

In association with its key partners in the Constellation Partnership, Crewe:

- **WILL LEVERAGE HS2 TO BENEFIT ITS ALREADY DYNAMIC BUSINESS ENVIRONMENT;**
- **WILL IMPROVE CONNECTIVITY BOTH LOCALLY AND REGIONALLY;**
- **IS COMMITTED TO CREATING SUSTAINABLE PLACES;**
- **IS DRIVEN BY HIGH-QUALITY DESIGN AND CONSTRUCTION;**
- **IS COMMITTED TO CREATING A QUALITY OF LIFE THAT ENHANCES THE APPEAL TO ENTERPRISE AND EMPLOYEES AND PROVIDES IDEAL FOUNDATIONS FOR BUSINESS.**

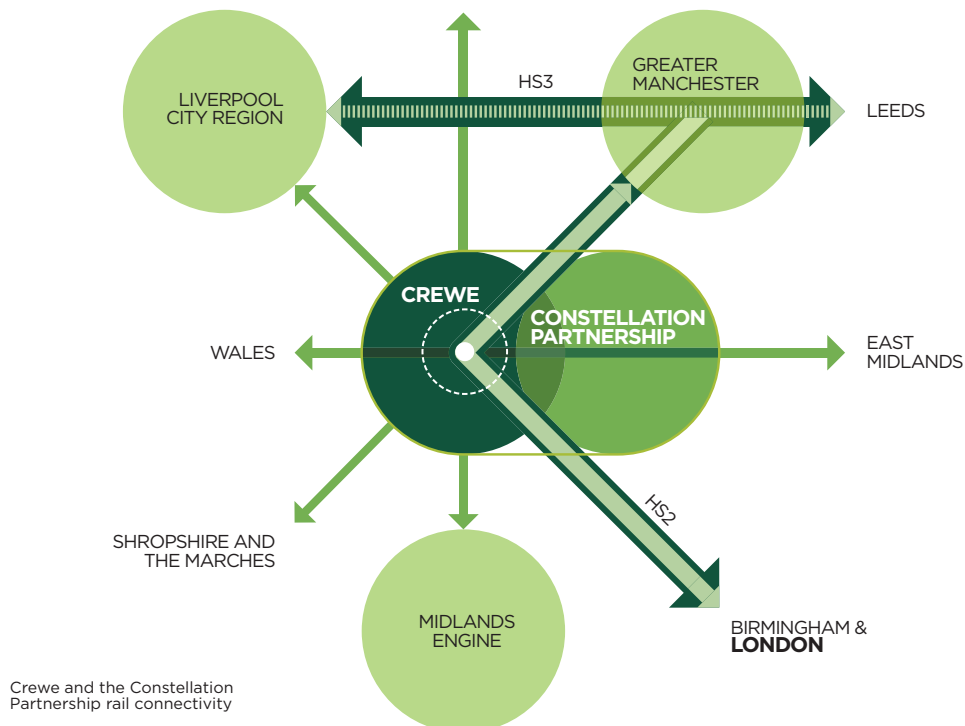
CONNECTING MORE THAN CREWE

1.3 MILLION PEOPLE OVER 30 MINUTES CLOSER TO BIRMINGHAM

1.5 MILLION PEOPLE OVER AN HOUR CLOSER TO LONDON

46 MINUTES REDUCTION IN JOURNEY TIME FOR BIRMINGHAM TO CHESTER JOURNEY

400,000 PEOPLE OVER 30 MINUTES CLOSER TO MANCHESTER



Crewe Today...

CREWE'S PEOPLE & PLACE

Crewe is the largest town in Cheshire East with a population of 73,000. The vast majority of residents - over 47,000 - are of working age. It has a younger and more diverse population than the rest of Cheshire East.

Both Cheshire East and Crewe anticipate population growth to 2030 at around 11% through 'business as usual' modelling. Yet the potential to deliver large scale growth across population, employment and homes will become a reality as HS2 arrives in the town.

The economic make-up of Crewe is varied and differs from the rest of Cheshire East. There are pockets of deprivation, set against highly-skilled industries and world-class engineering and manufacturing brands. This presents some challenges, but also excellent opportunities.

CREWE'S BUSINESS

Crewe Station is already one of the most important interchanges on the UK rail network. It provides strategic linkages not only to London, the West Midlands and Scotland, but also to Wales, East Midlands and a number of the key major regional airports. Major employers such as Bombardier and Bentley call Crewe their home.

- **CREWE CURRENTLY SUPPORTS AROUND 23,000 WORK-BASED EMPLOYEES**
- **IT IS HOME TO AROUND 5,000 BUSINESSES (PREDOMINANTLY IN PROFESSIONAL SERVICES, DISTRIBUTION AND LOGISTICS AND ADVANCED ENGINEERING)**
- **IN 2014, GROSS VALUE ADDED PER HEAD IN CHESHIRE EAST WAS £29,984. THIS IS HIGHER THAN GVA PER HEAD FOR ENGLAND (£25,367)**
- **SINCE 2000 THE GVA PER HEAD IN CHESHIRE EAST HAS CONSISTENTLY EXCEEDED THAT OF THE NORTH WEST, ENGLAND**



UNPARALLELED CONNECTIVITY

Crewe is already one of the best connected places in the UK. Its USP is its excellent 360° rail connectivity along with direct access to the M6, with further road infrastructure improvements on the way.

The arrival of HS2 in Crewe will connect the Northern Powerhouse and the Midlands Engine, allow access to two major airports in half an hour, and provide access to four out of the five best performing UK cities in under one hour. HS2 from Crewe will bring people to:

- **LONDON IN 55 MINUTES**
- **BIRMINGHAM IN 28 MINUTES**
- **MANCHESTER IN 21 MINUTES**



Crewe classic rail & HS2 connectivity

Crewe's Tomorrow - Vision for the Future

The feeling of excitement and anticipation for HS2 in Crewe and the surrounding environs is palpable. It is well established that the project is going to deliver short, medium and long term benefits if a realistic and deliverable plan is

established. Through a compelling Masterplan Vision and implementation plan, Crewe's focus is on four key themes which have been specifically chosen for their placemaking and economic growth outcomes.



Image credit: Farrells

INVESTMENT IN ITS ENABLING INFRASTRUCTURE

Crewe wants to deliver new jobs and new homes. In order to do this, investment is needed in its transport infrastructure. These improvements will also ensure that local and regional opportunities presented by the arrival of HS2 can be capitalised upon.

A series of projects have been identified, including:

- New and refurbished bridges
- Improvement of roadways and roundabouts
- Pedestrian and cycling improvements
- Public transport improvements



A HIGH-QUALITY STATION ENVIRONMENT THAT SETS THE BAR HIGH FOR DEVELOPMENT AROUND THE STATION AND BEYOND

Crewe has a massive opportunity to deliver transport oriented development, with a commercial cluster adjacent to the station, delivering new jobs, new homes and a new community. Crewe does not want to miss out on

this once in a lifetime opportunity to reshape the identity of Crewe as a quality place to live and do business.



A SUPER-CONNECTED PLACE: BOTH TRANSPORT AND DIGITAL

Crewe has the potential to realise a new cluster of high-performing and innovative companies, capitalising on its strong history in advanced engineering and manufacturing as well as its developing educational offerings. This means

that Crewe needs to be super-connected to markets and sectors through both transport and world class digital infrastructure.



CREATION OF GREEN CORRIDORS WHICH INTEGRATE THE STATION INTO CREWE AND CONNECT IT TO THE TOWN CENTRE

Crewe sits in the heart of the Cheshire countryside. Yet central areas within the town lack the qualities of rich open space and natural beauty found in the surrounding landscape. Green corridors between the town centre and Crewe Hub Station will begin to address this

issue and are an essential component in the first phase of development. They will help the town to prepare for the arrival of HS2, improving not only physical links, but creating value for existing and future development.



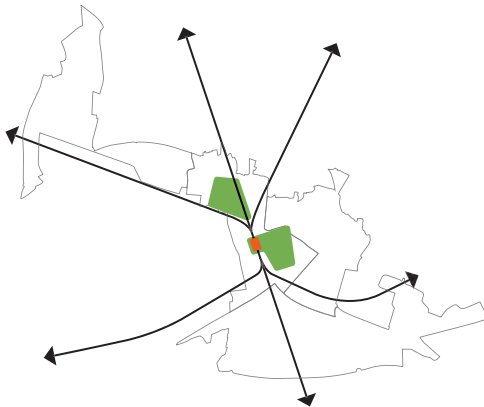


7 Key Masterplan Vision Moves for Crewe

There are seven Key Moves which help Crewe to realise its future development potential. They are the flexible backbone of the physical regeneration of Crewe, allowing multiple development outcomes, and creating the agility required to respond to market changes, land availability and new investment.

HS2 is a crucial component enabling the transformation of Crewe. It will change the way people live, work, visit and experience Crewe. Future development here will tie together major connectivity improvements to a high-quality urban environment to secure Crewe's wider

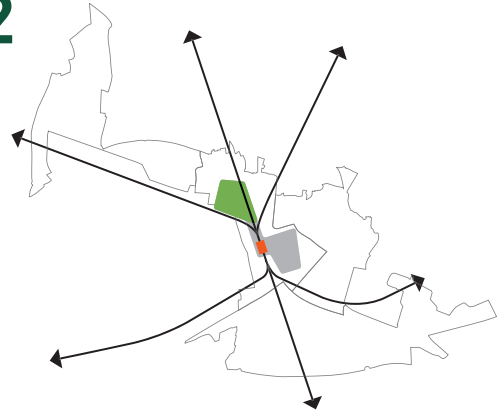
1



COMPLEMENTARY CENTRES

Two complementary centres, Crewe Town Centre & Crewe Hub, each provide a unique offer.

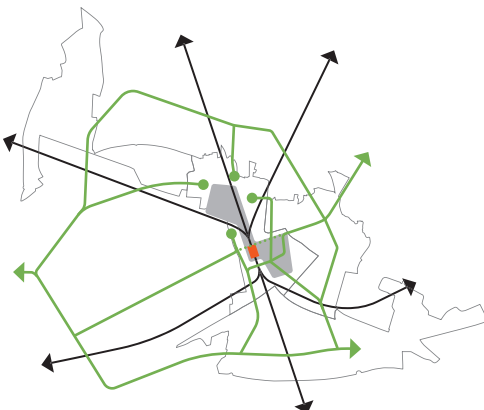
2



REINVIGORATE THE TOWN CENTRE

The Town Centre is revived with additional cultural, leisure and mixed residential uses.

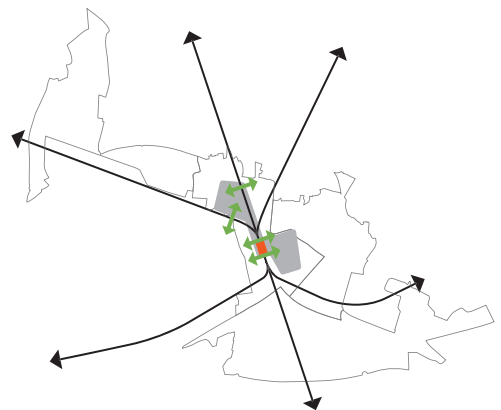
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RATIONALISE THE ROAD HIERARCHY

The transformed movement network allows easy access to and from the station, while reducing vehicular traffic in the town.

4

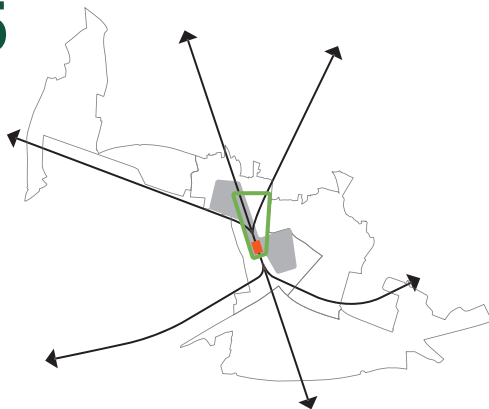


IMPROVE PERMEABILITY OF THE RAIL CORRIDORS

Permeability through railway corridors is improved using new and updated infrastructure.

regeneration and uplift. New open spaces in central Crewe, connections linking the station and town centre and access to the wider countryside will reshape Crewe's identity into a healthy, vibrant and connected part of Cheshire.

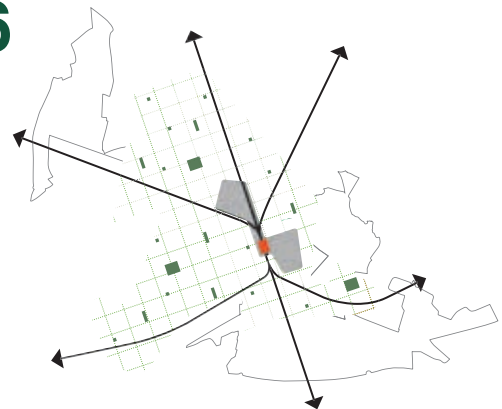
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CREATE CLEAR LINKS BETWEEN TOWN & STATION

The Town Centre and Crewe Hub is connected with enhanced, multi-modal routes and provides improved connectivity to the countryside.

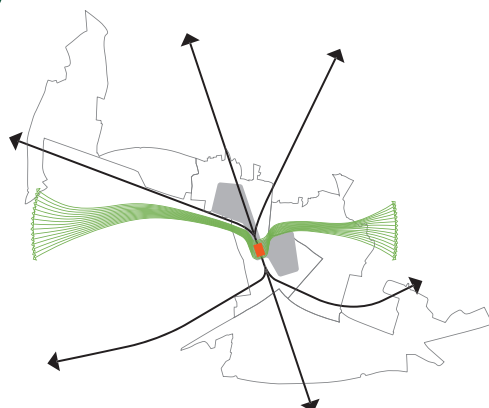
6



LINK NEIGHBOURHOODS, ASSETS & CENTRES VIA AN INTEGRATED GREEN NETWORK

Existing and new pieces of open space are better linked with streets and routes to create an integrated green network east to west and north to south.

7



UNIFY THE STATION & TOWN WITH THE CHESHIRE LANDSCAPE

Landscape is drawn into the centre of Crewe to provide amenity, improve the perception of the town and support value increases; it also creates opportunities for residents to connect to the wider area.

2 Complementary Centres, 1 Crewe

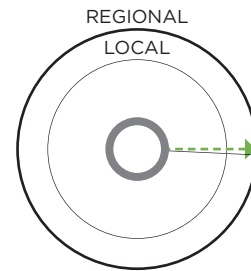
Crewe is envisaged as a town with two distinct centres: the existing Town Centre and Crewe Hub.

The Town Centre will be bolstered by additional retail offerings and a range of cultural, education and leisure uses; a pedestrian-friendly environment with space and amenities to support civic life. A reintroduction of residential uses will help to increase vitality, and add to the night-time economy.

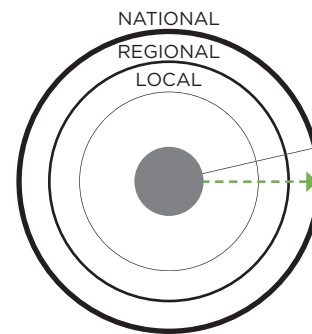
Crewe Hub will be home to regionally significant employment opportunities, creating an environment where businesses and residential developments can take advantage of the enhanced connectivity offered by HS2. A diversity of spaces, plot sizes and land uses will create a setting which attracts a wide range of businesses and residents.

To ensure that the two centres complement each other, and benefit from each other's success, legible connections will be created linking the Town Centre, Crewe Hub, Grand Junction Retail Park, and Mill Street, the most direct route between the Hub and Town Centre.

CREWE TOWN CENTRE

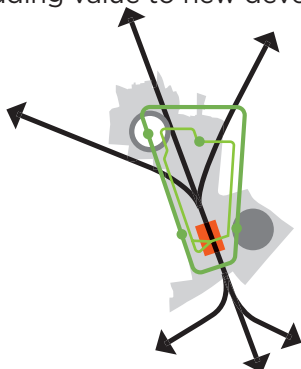


CREWE HUB



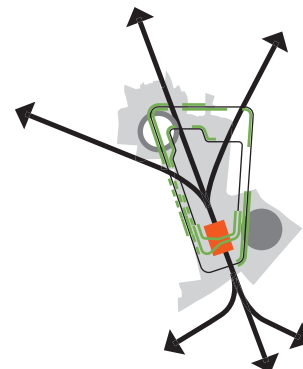
TWO LOOPS

- A Rapid Transit loop (potentially employing autonomous vehicles) links the Town Centre, bus station, Crewe Hub, the station and Grand Junction Retail Park;
- A "Green Loop" provides a quieter, healthier movement corridor for pedestrians and cyclists adding value to new development.



ACTIVITY

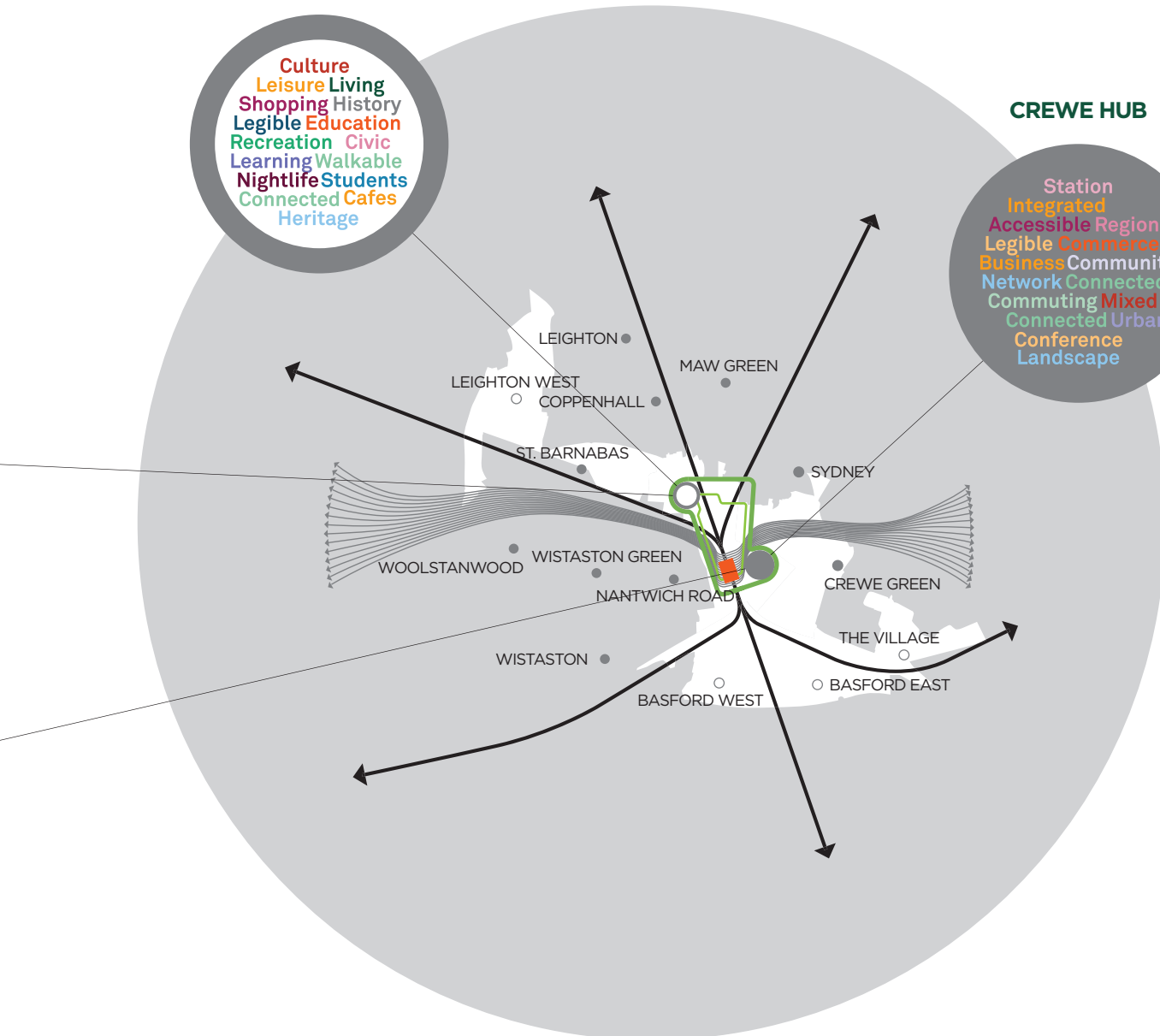
- Both loops vary in intensity and activity throughout their course. Areas of highest intensity will be focussed in the centres;
- A secondary level of activity is proposed along Mill Street with new frontage and active programmes.



CREWE TOWN CENTRE



CREWE HUB

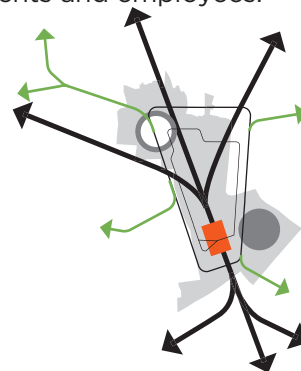
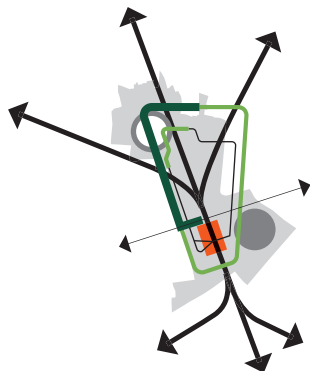


PHASING

- The first phase of the loops will improve the connection between the Town Centre and station;
- Later stages will unlock development in the central area of Crewe, ensuring that Crewe as a whole benefits from improved transport.

FURTHER EXPANSION

- In the future, Leighton Hospital, the Bentley Campus, South Cheshire College, and new residential communities will all be linked into the network;
- Linking these assets will reinforce sustainable commuting options for increasing numbers of residents and employees.



Masterplan Vision

Development Areas

The Masterplan Vision focuses on four key areas of growth, comprising approximately 920ha.

1. LEIGHTON & BENTLEY

The site is characterised by Bentley's expanding production and corporate headquarters, Leighton Hospital, and the successful Marshfield Bank Employment Park. Much of the remainder of the site is composed of Leighton West.

2. CREWE HUB & TOWN CENTRE

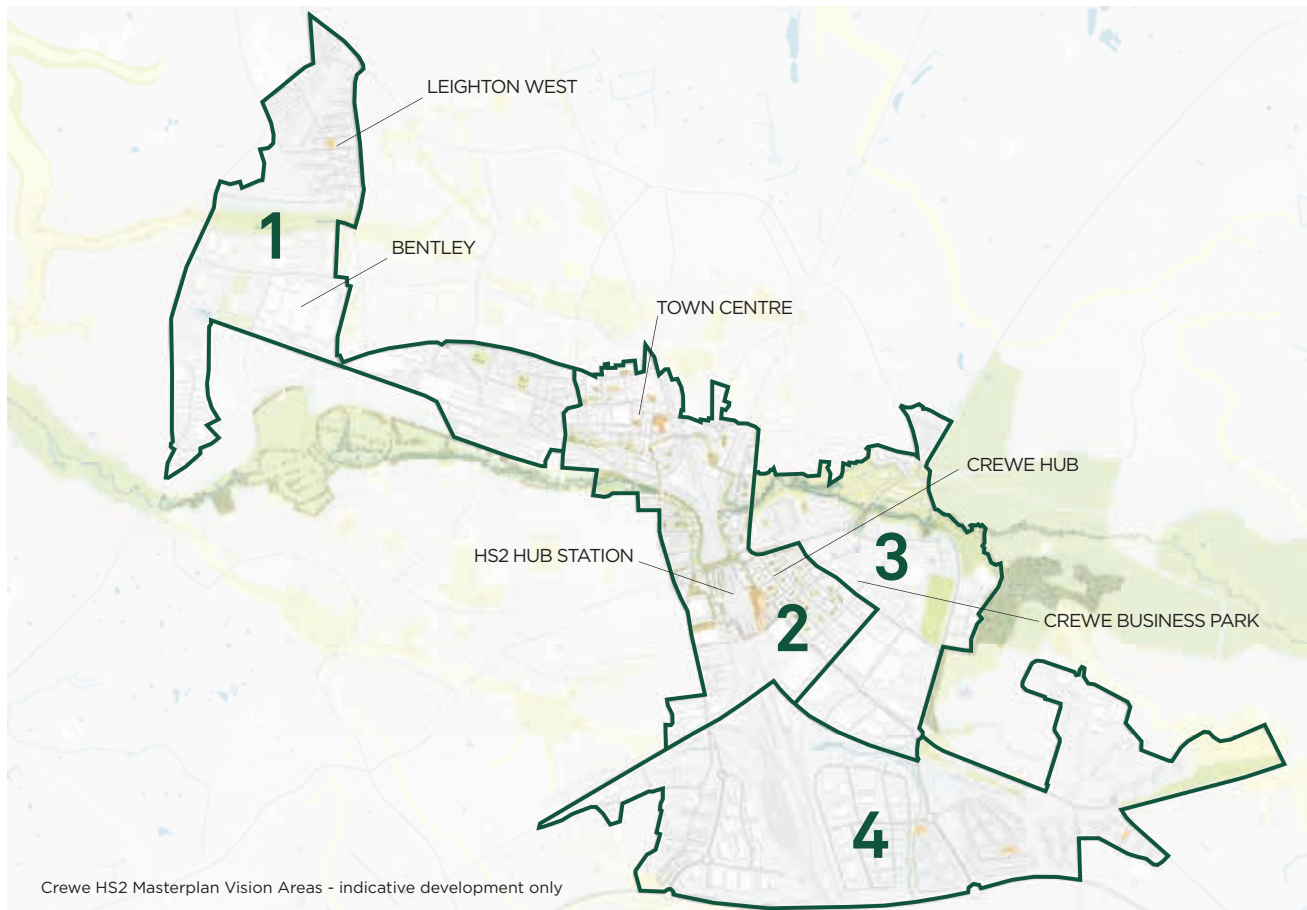
Crewe Hub is set to become a vibrant place consisting of significant commercial and residential mixed use developments all within walking distance of the HS2 station. The growth and regeneration of the Town Centre focuses on retail and leisure, education and the eventual reintroduction of residential uses. Both of these central areas will take advantage of an integrated public space and movement network.

3. CREWE GREEN

This site is partly comprised of the expanding Crewe Business Park. The southern area of the site includes a portion of the successful Crewe Gates Industrial Estate and provides a significant number of jobs through a variety of businesses. While development land is limited, it is set to provide 150 new homes, and businesses will benefit greatly from proximity to the Hub station.

4. BASFORD

Adjacent to the A500 with direct access to the M6, much of the site is covered by an extant outline planning permission for housing totalling more than 1800 homes. Logistics, industrial and light industrial uses planned in the area are set to take advantage of the sites excellent access and recent infrastructure upgrades.







Cheshire East Council

Cabinet

Date of Meeting:	7 th November 2017
Report of:	Executive Director Place
Subject/Title:	Strategic Events
Portfolio Holder:	Cllr Don Stockton, Environment

1. Report Summary

- 1.1** The purpose of this paper is to present the Strategic Events Framework for consideration as being an important pillar in delivering the Council's strategic priority of 'Quality of Place'. Strategic events can have an important role in contributing to or achieving 'distinctiveness', creating and communicating the 'identity' of a place as part of place marketing, nurturing community engagement, supporting skills development and delivering wellbeing. The paper presents the Strategic Events Framework, the Council's priorities for strategic events and explains how the framework will be delivered.
- 1.2** The term 'strategic events' refers to events which have the potential to generate visitors, economic value, inward investment and place marketing benefits, will help to achieve council outcomes and will support or celebrate our local communities. Strategic events can operate on a number of different levels depending on the impact and reach they have, whether local, regional, national or international.
- 1.3** The Framework (appendix 1) sets out the council's priorities with regard to strategic events. It also sets out criteria and definitions required in order to distinguish the nature and relevant approach to each of three defined categories of strategic event. An approach to decision making is outlined in the Framework that will inform which events are supported and which are not. Cheshire East Council's goal for strategic events is to establish Cheshire East as a renowned event destination that attracts new visitors to the region and supports its Quality of Place, enabling the economy, communities and places of Cheshire East to benefit from the Council's approach to strategic events.
- 1.4** The Framework is designed to help achieve this through its adoption by Cheshire East Council. It will also help to guide the strategic approach of the Council's partners and stakeholders, national agencies, the voluntary sector, commissioners of public services and event organisations.

2 Recommendation

It is recommended that Cabinet:

1. Endorse the Strategic Events Framework for delivery from April 2018.
2. Agree to delegate decisions made within the Framework, to the Head of Rural and Cultural Economy in consultation with the Portfolio holder responsible for Culture and Visitor Economy at the time, in line with financial regulations.

3 Other options considered

- 3.1** Continue with the current ad-hoc approach to supporting strategic events.

4 Reasons for Recommendation

- 4.1** It has become clear over the last few years that the number of events and indeed the appetite for major events in Cheshire East has grown. Visitor numbers at many events have increased year on year, driving economic benefit, community and visitor engagement and profile for the area. A few Cheshire East events generate significant TV coverage and attract overnight stays. For example, the RHS Flower Show at Tatton Park has extensive BBC coverage and is estimated to be worth up to £4.78m. Stage 3 of the Tour of Britain 2016, which saw record crowds of 300,000 spectators in Cheshire East, had a net economic benefit direct to Cheshire East of £3.5m. 63% of spectators were from outside the area and 59% of spectators were inspired to cycle more often. 1.23 million viewers watched Cheshire East live on ITV4 during the Tour of Britain helping to promote a positive image of the Borough.
- 4.2** Events are identified within the Council's Visitor Economy Strategy (2016-2020) as an important driver. Marketing Cheshire has also identified major events as a key economic driver for Cheshire overall. Their 2011 study of 6 major events in Cheshire concluded that they attract 500,000 visitors to Cheshire each year, generating c£48m of visitor expenditure. It is estimated that this expenditure supports c730 jobs, not including employment associated with the operation of the events not directly dependent on visitor expenditure. (Marketing Cheshire/Amion Consulting 2011).
- 4.3** Events are also closely linked to the Council's Quality of Place agenda as they are recognised as being significant contributors to developing quality places. In February 2017 the Council adopted a Cultural Framework which sets out cultural priorities and mechanisms for support in the context of delivering on Quality of Place. There are clear links between Culture and strategic events with many events meeting the Council's Cultural priorities too.
- 4.4** Events and festivals can be positive economic and social drivers encouraging financial and social investment by a wide range of organisations and communities attracting sponsorship from private and public investors. Events

and festivals generate an array of social and economic impacts for Cheshire East including:

- Attracting visitors
- Enhancing a positive image
- Showcasing the cultural destination
- Developing community engagement, civic pride and aspiration
- Showing Cheshire East as a great place to live, work and visit
- Promoting increased business such as tourism and hospitality
- Providing learning and skills development opportunities

4.5 For these reasons a clear strategy for Strategic Events would improve the co-ordination of the Council's investment in and support of events.

4.6 The Framework for Strategic Events will enable appropriate arrangements to be in place that are 'fit for purpose', fair and targeted towards the outcomes sought. It will identify clear priorities for Strategic Events and would identify the Council's role in achieving these. The purpose of the framework would be to:

- Inform a cohesive approach across the Council to engage with the events sector to ensure the delivery of our outcomes.
- Develop a comprehensive understanding of the benefits of engaging with the events sector across all Council services.
- Facilitate closer links with the events sector to maximise opportunities for investment activity in Cheshire East.

4.7 The Council's priorities for Strategic Events will inform all instances where the Council will commission, contribute to, or directly deliver an event activity in order to deliver Quality of Place. The associated Framework will also help to identify opportunities for collaboration or leadership, which can be as important as direct support or delivery.

5 Background/Chronology

5.1 With a few notable exceptions, the current role of the Council in strategic events is to provide guidance and support to event organisers as well as promotion through visitor information channels. In addition, Cheshire East has an Event Safety Advisory Group (ESAG) and also provides a 'Safer Events Guidance for Event Organisers' document on its website. This group provides free of charge advice to ensure a co-ordinated approach to public safety.

5.2 Occasionally events will be organised and delivered directly by the Council when they fall within a specific programme of work, e.g. Cheshire East Reflects, or when the Council is a required partner, e.g. the Tour of Britain and the Olympic Torch Relay. This work has tended to be addressed on the basis of individual decisions, there currently being no managed programme for co-ordination or development of strategic events or budget specifically allocated for this purpose.

- 5.3** At times the Council may also commission events in order to address a specific, identified need or to address gaps in provision, for example ‘The Lost Carnival’ in 2016 or ‘Chalk it Up’, the International Pavement Art Competition in Crewe in 2017. Furthermore, the Council may provide a financial contribution to events which are deemed to have a strategic importance. However, other than the Cultural framework, which deals with the Council’s cultural priorities, there has not previously been a framework through which decisions to support activity may be taken.
- 5.4** Additionally, venues in Cheshire East, including Tatton Park, host many large public events. This aspect is often important in generating income to fund the sustainable management of an historic asset and such venues are often strategically of value to the rural and wider economy. The RHS Show is an example where it is of significant value to the local economy, has high profile and TV coverage, and is an important contributor to Tatton Park itself.
- 5.5** Realisation of the potential of strategic events will require capacity for research, support, bid development, sponsorship and project management. There is also a current demand for small scale intervention to support, sustain and nurture some existing events and to realise their potential for growth. Often such events already make a valuable contribution locally and may be important to the visitor economy, image/profile and community outcomes as signature events. It is important to be able to differentiate those events with a ‘strategic’ value or potential and those that are and will remain at a community level in order to determine the appropriate response.
- 5.6** Events are classed as ‘strategic events’ where they make a significant contribution to the profile, image and brand awareness of the Borough; make a significant economic contribution, are major events in scale or make a significant contribution to a strategic objective of the Council. This could still include some events that are delivered by the community and/or generated locally and will include some events that start at a modest level but have the potential for growth and development. **The framework identifies approaches to three categories of strategic event:**
- **Major events:** these are events defined by their scale & appeal to attract & influence large scale regional, national & international audiences, extensive media coverage and an ability to deliver economic impact & significant visitor numbers. They can have a positive impact in influencing specific market segments & in changing attitudes & behaviours. These events are not “owned” by the Council and may have to choose Cheshire East in the face of national and international competition. Major events capture the imagination of people around the world, while research has shown that they can provide significant economic benefits and improve the international reputation and profile of the host. There is also growing recognition that major events have the power to inspire and engage diverse individuals and communities and to thereby enhance social, environmental and cultural wellbeing, including an enhanced sense of place.

- **Signature events:** these events can also have a strong regional, national or international dimension but unlike the category of major events they are recurring. They are also either unique to Cheshire East or are distinctively Cheshire, and reflect our culture, traditions and values. They enhance the image and cultural identity of Cheshire East and provide a high quality experience for visitors. Successful Signature Events continuously re-invigorate and replenish their audiences.
- **Growth events:** these are smaller events, often new or with an untapped growth potential that is regional, local or sector led and which demonstrate the ambition and potential to evolve and grow to become Major or Signature Events. These will be considered for support. An important dimension of this 'added value investment' is in creating and nurturing home grown events.

- 5.7** The Framework sets out the council's priorities with regard to strategic events. It also sets out criteria and definitions required in order to distinguish the nature and relevant approach to each category and the events that might be supported. These are included in appendix 'A' of the Framework document (appendix 1). The decision framework takes account of these priorities and appendix 'B' of the Framework document (appendix 1) will inform which events are supported and which are not.
- 5.8** The Council's priorities for Strategic Events will inform all instances where the Council will commission, contribute to, or directly deliver an event activity in order to deliver Quality of Place. It will also help to identify opportunities for collaboration or leadership, which can be as important as direct support or delivery.
- 5.9** There may however be circumstances where the Council would wish to invest in strategic events and the Framework will help to identify under what circumstances this would take place and give guidance as to what level of subvention may be appropriate. Investment may be financial or it may also include such things as waiving of venue hire costs or support with marketing.
- 5.10** The Framework also recognises the importance of partnership arrangements in delivery of strategic events, such as host venues, town and parish councils, community and business partners or the emergency services. It will also provide guidance on the Council's priorities to its partners should events be commissioned or supported through them.
- 5.11** It is inherent in this approach that resources would be set at a level commensurate with achieving the strategic priorities adopted. Therefore the Framework will help to inform which events are supported and which are not as well as ensuring that resources are most effectively used. The approach to evaluation criteria is set out in appendix 'B' of the Framework document (appendix 1).

6. Wards Affected and Local Ward Members

All Wards

7. Implications of Recommendation

7.1 Policy Implications

The Framework is in line with the Visitor Economy Strategy, Quality of Place agenda and contributes to all Corporate Plan outcomes, but particularly contributes to outcomes 1,2 and 5. The Strategic Events Framework can be read as complementary to the council's Cultural framework.

7.2 Legal Implications

Contracts and partnership arrangements resulting from implementation of the Framework will be in line with the Council's regulations. Dependant upon the approach adopted for any supported event, there will be a need for input from Legal services in drafting or validating contracts, partnership agreements or sponsorship agreements.

7.3 Financial Implications

Adoption of the framework does not in itself have direct financial implications. The Framework could be implemented within current budgets, which include Place Directorate budgets for individual events funded through reserves such as the Tour of Britain and RHS Flower show, Communications budgets for the Cheshire and Nantwich Shows, or potentially some Community grants. However, this approach may necessitate some budgets to be realigned to facilitate more strategic decision making. Should the Council's ambition for strategic events fall beyond existing budgets, necessary provision for growth would have to be made through the medium term financial strategy. Application of the framework may present some opportunities to lever in external funding and sponsorship or may facilitate collaborative pooling of budget contributions from a number of commissioners or partners. Contracts and partnership arrangements resulting from implementation will be in line with the Council's financial and procurement regulations.

7.4 Equality Implications

The Framework could provide opportunities to address inequalities and the type of events to be supported would consider the needs of our communities. The framework would therefore include a requirement to undertake an Equality Impact Assessment as part of the criteria for direct support.

7.5 Rural Community Implications

The Framework provides opportunities to benefit the rural economy, helping to deliver aspects of the Council's Visitor Economy strategy to support events and develop a distinctive Rural tourism offer. The value of events in engaging communities, as seen during the Tour of Britain in 2016, can have benefits to community development in rural areas.

7.6 Human Resources Implications

Should the Council endorse this approach and adopt a framework for Strategic Events, there may be the need at some point to consider the staffing capacity to deliver the council's ambition for strategic events. This could be considered initially as part of a review of how events are managed across the Council, but should additional resource be required to meet the council's ambitions a business case would be developed at the time.

7.7 Public Health Implications

The Framework gives opportunities to reduce health inequalities & improve wellbeing if events are identified that support health outcomes.

7.8 Implications for Children and Young People

Events can provide opportunities for children and young people to access skills development. The Framework would provide an opportunity to assess support for the types of events that could provide additional opportunities for young people to volunteer, to take part in workshops, to perform or otherwise develop and showcase their skills.

8. Risk Management

Without strategic consideration of events the Council risks not being able to realise the opportunities to influence the direct economic benefits and other contributions of strategic events, to lose the true potential of home grown events or to fail to attract significant regional or national events. While having the potential to generate significant benefits to Cheshire East and its residents, any interventions inevitably carry their own financial and reputational risks, including financial dependency. Risks can be mitigated by development of a good business case, consideration of sustainability and provision of sufficient capacity and expertise to support sponsorship development and funding bids.

9. Access to Information/Bibliography

Background papers relating to this report can be inspected by contacting the report writer.

10. Contact Information

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Cheshire East Council Strategic Events Framework

1. Who is the Strategic Events Framework for?

Events and festivals can be positive economic and social drivers encouraging financial and social investment by a wide range of organisations and communities attracting sponsorship from private and public investors. This framework is intended to improve co-ordination of the Council's investment in, and support of, events and thereby generate increased levels of activity in our communities improving their viability and contributing to their regeneration.

Cheshire East Council's goal for Strategic events is to establish Cheshire East as a renowned event destination that attracts new visitors to the region and supports its Quality of Place. We will achieve this aim by supporting events which are memorable, vibrant, colourful, authentic and creative and which highlight and capitalise upon the unique appeal and landscape of Cheshire East. Our role is to enable the economy, communities and places of Cheshire East to benefit from engagement with Strategic events, contributing to wellbeing, quality of place, prosperity and place marketing. This is achieved through the provision and commissioning of festivals and events based on CEC's Strategic Priorities for Strategic events (See appendix A).

The Strategic Events Framework is designed to be widely used in Cheshire East by Cheshire East Council, the Council's partners, agencies and stakeholders.

The benefits of a framework include:

- Identify clear priorities for Strategic Events and identify the Council's role in achieving these.
- Inform a cohesive approach across the Council to engage with the events sector to ensure the delivery of our outcomes.
- Improve the co-ordination of the Council's investment in and support of events.
- Enable's major funding bodies such as HLF and Arts Council England to understand our strategic priorities and how they match with their own.
- Delivery of better value for money through commissioned and contracted events activity leading to improved delivery of CEC outcomes.
- Increased ability to bid for large scale strategic events to take place in Cheshire East bringing all associated benefits with them.
- Ensuring that the Council has the right level of resources, financial and human, available at the right time to maximise the benefits of Strategic Events.

These effects have significant economic and social dimensions which we are interested in when we commission strategic events on the basis of outcomes. We

believe that strategic events can have a significant role to play in bringing these benefits to the people of Cheshire East.

2. What We Mean by Strategic Events

For the purpose of the Framework, Strategic Events will address those events that currently or will have the potential to meet set criteria as below:

- Promote Cheshire East as a tourism destination and business location.
- Attract visitors from outside Cheshire East that will assist in growing the value of the visitor economy to the area in line with the council's Visitor Economy Strategy, including a distinctive rural tourism offer.
- Benefit Cheshire East businesses
- Deliver public health and wellbeing benefits
- Deliver life skills to residents and the area's workforce.
- Deliver Cultural outcome in line with the council's Cultural framework.
- Raise the profile and enhance the reputation of Cheshire East as a place and as a Council.

This framework relates to activity delivered by or through the Council, partners, agencies and stakeholders.

The framework's aim is the development and exploitation of a portfolio of events designed to achieve positive outcomes for Cheshire East and its residents. We recognise that there are many small events and festivals which make a valuable contribution to local communities and local economies across Cheshire East; however, they are not the focus of this strategy because they are unlikely to have wider economic and socio-cultural impact at a Cheshire East level. Similarly commercial conferences, exhibitions and trade fairs are also valuable, but are outside the scope of this framework. Typically, these commercial events are unlikely to make a significant contribution to the delivery of the wider economic, social and cultural objectives of this framework.

Strategic events can be categorised as follows:

Major Events – these are events defined by their scale & appeal to attract & influence large scale regional, national & international audiences, extensive media coverage and an ability to deliver economic impact & significant visitor numbers. They can have a positive impact in influencing specific market segments & in changing attitudes & behaviours. These events are not “owned” by the Council and would have to choose Cheshire East in the face of national and international competition. Major events capture the imagination of people around the world, while research has shown that they can provide significant economic benefits and improve the international reputation and profile of the host. There is also growing recognition that major events have the power to inspire and engage diverse individuals and communities and to thereby enhance social, environmental and cultural wellbeing, including an enhanced sense of place.

Signature Events – these events can also have a strong regional, national or international dimension but unlike the category of major events they are recurring.

They are also either unique to Cheshire East or are distinctively Cheshire, and reflect our culture, traditions and values. They enhance the image and cultural identity of Cheshire East and provide a high quality experience for visitors. Successful Signature Events continuously re-invigorate and replenish their audiences.

Growth Events – these are smaller events, often new or with an untapped growth potential that is regional, local or sector led and which demonstrate the ambition and potential to evolve and grow to become Major or Signature Events. These will be considered for support. An important dimension of this ‘added value investment’ is in creating and nurturing home grown events.

3. Quality of Place

Quality of Place is a strategic priority for the Council and recognised as a key economic driver by the Local Strategic Enterprise Partnership (LEP). Many aspects can contribute to Quality of Place, but Strategic events can support outcomes related to creating & developing Cheshire East’s brand & image as part of a strategic approach to place marketing. Events can be bold, or they can be on the quiet side, influencing the audience over time. Events can be a tool of place marketing. It has become crucial for places to find a better way to cut through the competition and reach the target audience. Cheshire East needs to make itself heard; to stand out from the competition is crucial, and events are increasingly proving to be a way of doing so. Distinctiveness of identity influences perceptions and supports place marketing opportunities. As well as supporting the prosperity of its residents and businesses, ‘quality of place’ can help create and communicate the ‘identity’ of a place.

Place marketing which is a key component of Quality of Place provides an approach within which events and event tourism find multiple roles, as image makers, quality of life enhancers and tourist attractions. Strategic events add value to the overall package offered by the destination.

To exploit the value of strategic events it is necessary to ensure that they are commissioned within the context of effective place marketing. This can help in a common effort to enhance a differentiated reputation that will attract target audiences in line with the Council’s quality of place agenda. Place marketing helps to differentiate the place experience provided to target groups and to build its competitiveness in an economic and social context.

Strategic Events have a role in contributing to or achieving each of these elements of “Quality of Place”.



Achieving Quality of Place

4. The Framework

4.1 Purpose

The purpose of the Framework is to:

- a) Inform a cohesive approach across the Council to events that helps contribute to delivery of Quality of Place.
- b) Develop a cohesive approach across the Council, to ensure high quality outcomes for specific programmes of work, delivering value for money through commissioned and contracted event's activity leading to improved delivery of CEC outcomes. .
- c) Guide the strategic approach of the Council's partners and stakeholders, national agencies, the voluntary sector, commissioners of public services and event organisations.
- d) Enable appropriate arrangements to be in place that are 'fit for purpose', fair and targeted towards the outcomes sought.
- e) Identify clear priorities for Strategic Events and identify the Council's role in achieving these and inform a cohesive approach across the Council to engage with the events sector to ensure the delivery of our outcomes, maximising opportunities for investment activity in Cheshire East and facilitate the co-ordination of the Council's support for events.
- f) Develop a comprehensive understanding of the benefits of engaging with the events sector across all Council services.
- g) Increasing personal well-being, cultural participation and audience development.
- h) Enabling funding bodies to understand our strategic priorities and how they match with their own.
- i) Facilitation of decision making on which events the Council will support and to what level and those that it will not.
- j) Guiding the Council approach to resources, financial and human, available at the right time to maximise the benefits of Strategic Events.

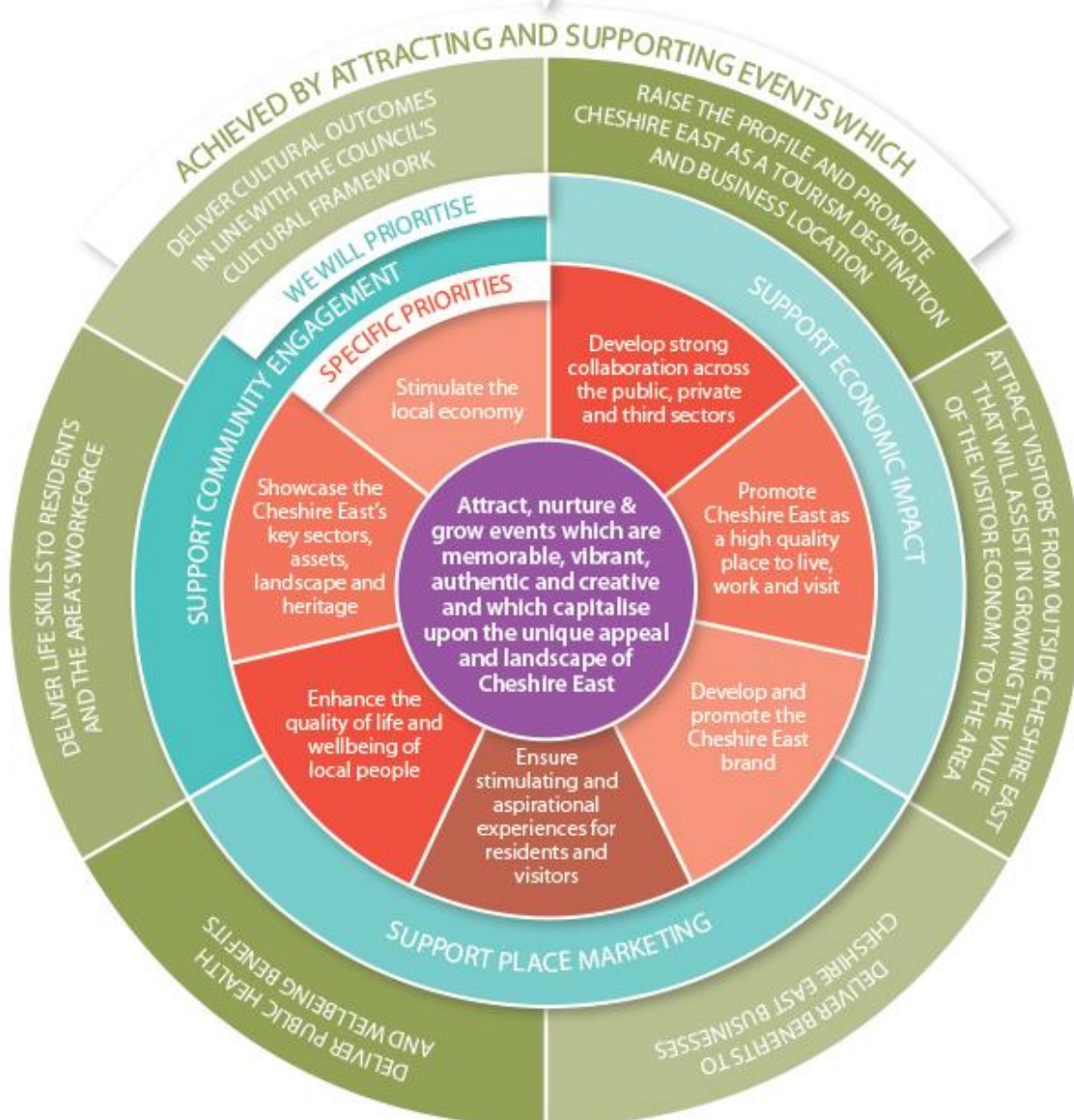
4.2 How it will be used

This framework is intended as a guide for Council services in delivering Quality of Place outcomes and Place Marketing through Strategic events. It is designed to inform how the Council can engage to deliver specific objectives and in particular to inform the Council's Place Marketing approach in delivery of the Council's outcomes.

4.3 Council Priorities for Strategic events

The Council has adopted a set of priorities to inform the commissioning of cultural provision and services. These are set out at appendix A. These priorities are intended to inform all instances where the Council will commission or directly provide activity in order to deliver outcomes related to Strategic Events.

Develop and exploit a portfolio of events designed to achieve positive outcomes for Cheshire East and its residents



Strategic Events Priorities

4.4 The approach

The Council's priorities for Strategic Events will inform all instances where the Council will commission, contribute to, or directly deliver a strategic event activity in order to deliver Quality of Place. It will also help to identify opportunities for collaboration or leadership, which can be as important as direct support or delivery.

There may however be circumstances where the Council would wish to invest in strategic events and the Framework will help to identify under what circumstances this would take place and give guide the type and level of support that may be appropriate. Investment may be financial or it may also include such things as waiving of venue hire costs or support with marketing.

It is inherent in this approach that resources would be set at a level commensurate with achieving the strategic priorities adopted. Therefore the Framework helps to inform which events are supported and which are not as well as ensuring that resources are most effectively used.

5. Delivering the Framework

5.1 Framework objectives

Application of the framework is intended to help establish Cheshire East as an internationally renowned event destination that attracts new visitors to the region and delivers economic benefit whilst adding to Cheshire East Council's Quality of place agenda. Strategic events will realise potential to add economic value and raise the profile of the borough allowing communities to engage with events that contribute to lifestyle, wellbeing, sense of pride and prosperity. This will be achieved by attracting, nurturing and growing strategic events which are memorable, vibrant, authentic and creative and which capitalise upon the unique appeal and landscape of Cheshire East.

This Council will use a core budget for commissions, support or interventions in line with the Council's priorities for Strategic events. In addition, the design and prioritisation of Council support for strategic events will be covered by this framework, including in the ensuing a consistent processes of selection and evaluation.

The Framework also recognises the importance of partnership arrangements in delivery of strategic events, such as host venues, town and parish councils, community and business partners or the emergency services. It will also provide guidance on the Council's priorities to its partners should events be commissioned or supported through them.

The Place Directorate will act as sponsor of the Framework, will monitor, evaluate and report on progress towards the Framework objectives; work collaboratively with other commissioners and commissioning bodies and seek to develop the capacity for strategic events that meet the aims of the framework, even where there is no direct input required from the Council.

5.2 The role and nature of Strategic Events

A clear approach to Strategic Events would improve the co-ordination of the Council's investment in and support of events. Events and festivals generate an array of social and economic impacts for Cheshire East including:

- Attracting visitors
- Enhancing a positive image as part of place marketing
- Showcasing Cheshire East as a place to invest in
- Engagement with residents
- Showcasing the cultural diversity and heritage
- Developing community cohesion and aspirations
- Showing Cheshire East as a great place to live, work and visit
- Promoting increased business such as tourism and hospitality
- Providing learning and skills development opportunities

Occasionally events will be organised and delivered directly by the Council when they fall within a specific programme of work, e.g. Cheshire East Reflects, or when the Council is a required partner, e.g. the Tour of Britain and the Olympic Torch Relay. There is currently no managed programme, (this tends to become available on a more ad-hoc basis) for co-ordination or development of strategic events or budgets specifically allocated for this purpose.

At times the Council may also commission Strategic Events in order to address a specific, identified need or to address gaps in provision. For example, 'The Lost Carnival' in 2016 or the forthcoming 'Chalk it up', the International Pavement Art Competition in Crewe which are related to a wider regeneration initiative, development of cultural engagement and audience development. The Council may also seek to exploit the value of strategic events in raising awareness of or enhancing the reputation of the place and/or the Council and its service provision. Furthermore, the Council may provide a financial contribution to events which are deemed to have a strategic importance which are recognised as being a significant contributing factor in the town's regeneration. However, there is currently no transparent framework through which decisions to support activity may be taken.

Additionally venues in Cheshire East, including Tatton Park, host many large public events that are important in their ability to generate income to fund the management of the venue as well as a number that are strategically of value to the wider economy. This is of particular relevance to a number of historic properties and to the rural economy. The RHS Show is an example where it is of significant value to the local economy and has high profile and TV coverage, but also provides an important income stream to Tatton Park itself.

The outcome we want to achieve may only come about as the result of a number of initiatives being commissioned over quite a long period of time. When we talk about 'commissioning for outcomes' we are drawing attention to the impact of the activity on those it is intended to benefit. Commissioning therefore always involves those who are receiving the service, or engaging in the activity, in helping to shape it. Within the context of the framework we define commissioning as, the provision of a quality service/s for individuals and communities to address needs and inequalities within the resources available.

Partner organisations that approach the Council for funding (including grants) in support of their own event need to evidence clearly links to the decision making content of the Framework where they could be considered or defined as strategic events.

Contracts for activity may only be issued where it meets the Framework and the articulated priorities. The council will nominate an officer or service that should be involved in the design of all specifications that potentially involve strategic events activity, in order to ensure quality as part of the selection, appointment and evaluation processes.

5.3 Decision Making

Decisions under this framework will be delegated to the Head of Rural and Cultural Economy services or their equivalent at the time, in consultation with the relevant portfolio holder. This can lead to an event being supported or a decision not to support.

Signature Events

Signature Event decisions will be delegated decisions made within the Framework, in line with financial regulations and the relevant criteria set out in this framework.

Growth Events

Decisions on Growth events made within the Framework will be delegated in line with financial regulations and the relevant criteria set out in this framework.

Where growth events and signature events are related to cultural events, they may alternatively be considered under the council's Cultural Framework. Support for growth events and signature events may take various forms including (but not exclusive to):

- Undertaking research and 'gap analysis' to inform a strategic approach to attracting or developing events through commissioning or bid development.
- Facilitating development or growth of established events to generate additional visitors, overnight stays, support town centre initiatives and raise the profile of the Borough.
- Commissioning economic impact assessment of events in Cheshire East to demonstrate the combined impact to the economy
- Provision of a growth fund for established events to develop further and use as potential match to unlock funding from other bodies
- Provision of an 'innovation' fund to support the development of existing events to reach new audiences or get to the 'next level' or pump-prime new home grown festivals and events
- Commissioning new events where there are identified gaps which could benefit the local economy, for example in regeneration areas such as Crewe.
- Providing on-going support to event organisers through training, provision of advice and practical support (e.g. road closures, licencing and access to land/facilities).

Major Events

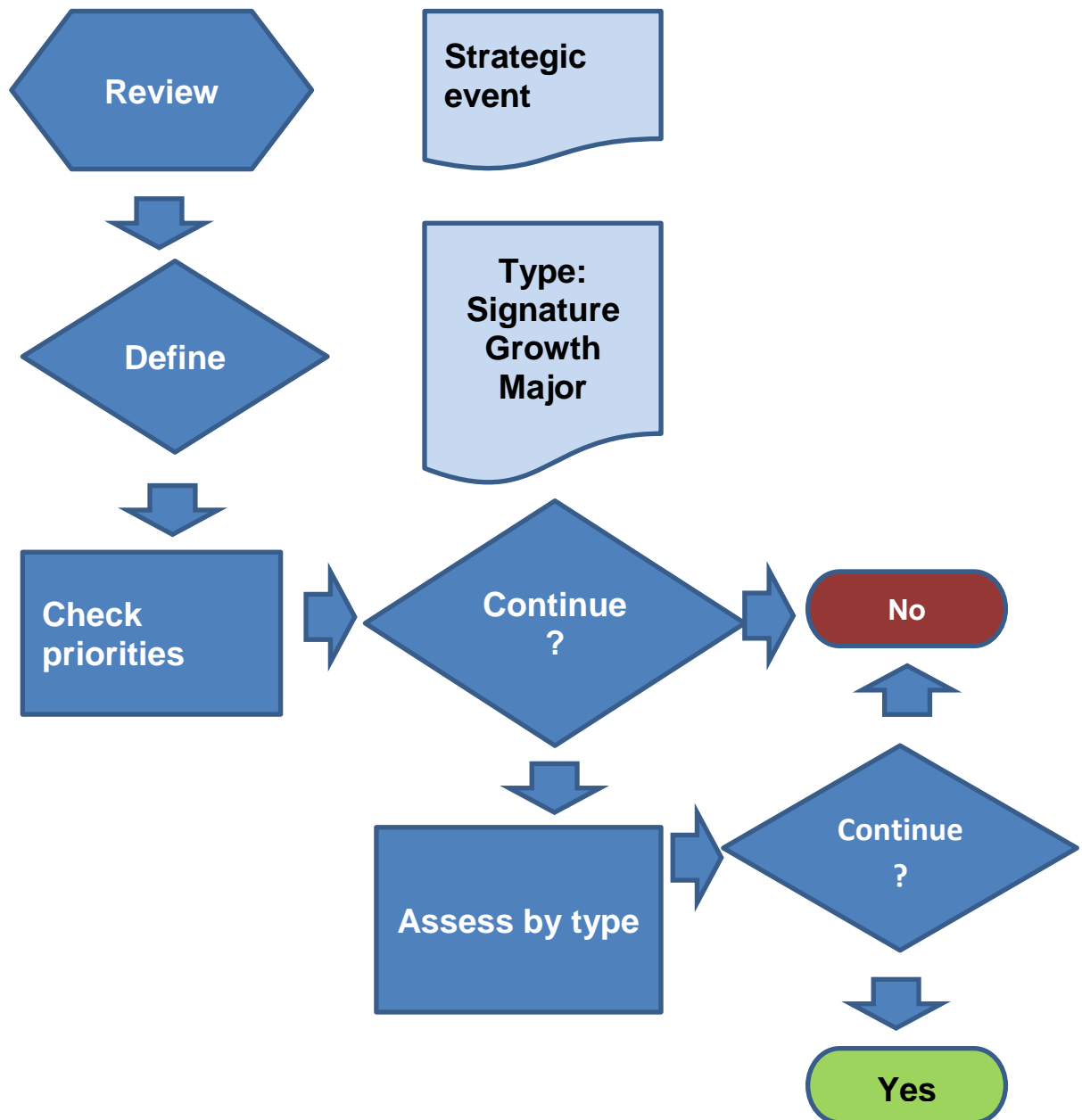
Major event decisions will be taken on the basis of advice related to the priorities and criteria set out in appendices A and B of this framework. Advice for all major event decisions will be considered by a panel normally consisting of the following Cheshire East Council membership or their equivalent at the time:

- Executive Director of Place
- Portfolio Holder
- Head of Rural & Cultural Economy
- Visitor economy or Strategic Events Manager
- Cultural Economy Manager

This will be supplemented when relevant by experts who will be added to the panel to inform specific information, particularly related to finance, legal or safety matters.

The panel will also advise if any Major Events require additional approvals as part of the Council's procedures.

By their nature the attraction or retention of Major Events often requires some sort of intervention. If the Council follows this route, this could involve bidding for international, world class, national and regional events to locate themselves in the Borough, providing initial investment where necessary and where the return makes sounds financial sense.



DELIVERY MECHANISMS

5.4 Use of the Framework by Others

Any service intending to commission or contract strategic events should refer to the Council's priorities (appendix A) to use as a guide to what should be prioritised. The assessment criteria set out in appendix 'B' should then be utilised in accordance with the decision framework set out in 5.3. The framework and its priorities may also be of value as a guide for other commissioning bodies and partners.

5.5 Monitoring and Measuring Success

Depending on its complexity, the evaluation of any event should take account of the intended outcome/s, the net benefit that is conferred on residents, visitors, businesses, and other target groups and the contribution to Cheshire East's quality of place. When asking how successful event has been we may, for instance, not just want to know about the number of people taking part, but how they or their community were affected as a result. This would enable the services that are provided to be placed in the wider strategic context of Cheshire East.

Striving for the highest quality is of the utmost importance in achieving outcomes. Where a quality benchmark exists, this will be used to assess this aspect. When evaluating event proposals organisers will be expected to explain how they address the following aspects of quality where they are relevant to the nature and size of the proposed event:

- Striving for excellence
- Emphasising authenticity
- Being inspiring, and engaging
- Ensuring a positive audience experience
- Actively involving people
- Evidence of evaluation criteria

Detailed evaluation criteria should be considered and be scaled appropriately according to size of investment/support required.

6. Resources

The Framework is designed to encourage flexible and adaptable use of available resources. Wherever possible, opportunities to lever in additional funding from external sources will be pursued. Partnership working and collaborative commissioning will also be explored fully and put into place wherever possible in order to maximise available resources. In this way the Framework will seek to ensure value for money.

Appendices

A – Cheshire East Council Priorities for Strategic Events Framework

B – Assessment Criteria & Evaluation

Appendix A – Cheshire East Council Priorities for Strategic Events Framework

Purpose:

To establish Cheshire East as a renowned event destination that attracts new visitors to the region and delivers economic benefit

Achieved by: attracting, nurturing & growing events which are memorable, vibrant, authentic and creative and which capitalise upon the unique appeal and landscape of Cheshire East.

Strategic Events will:

- develop strong collaboration across the public, private and third sectors
- promote Cheshire East as a high quality place to live, work and visit
- develop and promote a Cheshire East proposition, as a place or as a Council.
- ensure stimulating and aspirational experiences for residents and visitors
- enhance the quality of life and wellbeing of local people
- stimulate the local economy
- showcase the region's key sectors, assets, landscape and heritage.

We will prioritise events that:

(Overarching)

- significantly raise the profile of Cheshire East as a place to visit, invest, live and work
- attract visitors to Cheshire East with an increase in overnight stays
- contribute to the Councils' corporate objectives, reputation or profile
- contribute to regeneration activities in Macclesfield & Crewe
- showcase the landscape, cultural diversity and heritage of Cheshire East
- contribute to the success of Cheshire East businesses
- increase personal well-being, cultural participation & audience development

(Specific)

- are well established and that enhance perceptions of Cheshire East
- provide volunteering and skills development opportunities for Cheshire East residents
- which are sustainable
- which are innovative or ground breaking and of high quality
- support Community Cohesion

Appendix B – Assessment Criteria & Evaluation

All events:

Where an event is in line with the strategic events priorities, the following criteria should be considered in assessing appropriate support. The event should deliver more than one of the following:

- Enables people to develop the life skills to support a modern creative economy
- Contributes to the Council's corporate outcomes, policy areas or strategy objectives, including its profile and reputation.
- Contributes to regeneration priorities
- Promotes public health initiatives through partnership working
- Supports the development of a strong and sustainable visitor economy in Cheshire East
- Delivers economic outputs and growth including business impact and potential increase in revenue for businesses within CEC.
- Demonstrates the capacity to significantly grow visitor numbers from UK, and wider, markets
- Supports the area's place marketing goals, contributing to the area's 'brand' or 'value proposition' and profile as part of Place marketing.
- Promotes the Cheshire East brand in key domestic or international target markets
- Provides opportunities for Cheshire East businesses to benefit from the event, its profile and/or its audience/exhibitors/participants
- Widens access to, and encourages sustainable participation in, the arts or sport
- Promotes and supports local voluntary action and volunteering
- Promotes and supports equality of opportunity
- Showcase Cheshire East as a cultural destination and an appealing location to visit, live, work and invest.

In addition to the above, core competences including Health and safety, financial viability and legal compliance, should be appropriately evidenced. All events will also then be considered against the following criteria:

- **Quality of place:** The extent to which an event can contribute to the distinctiveness of Cheshire East, the relevant value proposition and its identity. As well as supporting the prosperity of its residents and businesses, a contribution to 'quality of place' can help to create and communicate the 'identity' of a place that influences perceptions and supports place marketing opportunities.

- Event quality: Striving for the highest quality is of the utmost importance in achieving outcomes. Where a quality benchmark exists, this will be used to assess this aspect. When evaluating event proposals organisers will be expected to explain how they address the following aspects of quality where they are relevant to the nature and size of the proposed event:
 - ◆ Striving for excellence
 - ◆ Emphasising authenticity
 - ◆ Being inspiring, and engaging
 - ◆ Ensuring a positive audience experience
 - ◆ Actively involving people
 - ◆ Evidence of evaluation criteria
 - ◆ Legacy

Major Events:

Specifically for major events, (see 5.3 Decision Making) decision makers additionally need to understand the extent of the risks that the Council could be exposed to as well as potential rewards if it were to formally agree to support a major event. Both threats and opportunities should be assessed as well as the extent to which these may be mitigated or exploited. A risk/reward assessment will be undertaken for any major event proposal. Dependant on the nature and extent of support required this should include some or all of the following:

- Reputational gain: the value of an event to place marketing, including profile, image, media exposure, contribution to communicating corporate outcomes, reputation and profile of the Council, 'brand fit' and the area's value proposition.
- Reputational risk: Any reputational risk to the council or its partners should be considered alongside the benefits of image, profile and reputational gain. Of particular note will be any matter that transgresses stated council policy or its ability to achieve its corporate outcomes. Measures to offset or mitigate reputational risk should be considered.
- Health and Safety: The Council's Health and Safety Team and ESAG should be able to support an event or at least have no reason to recommend its rejection. Those organising an event should be able to demonstrate the necessary Health and Safety credentials and support are in place. Where necessary consideration should be given to emergency planning, environmental Health and public order issues, particularly where an event would attract a large number of visitors.
- Technical risk: Apart from Health and safety there may be other technical risks or benefits related to matters such as infrastructure, service provision, finance (covered below) etc
- Social, community and well-being costs/benefits: The contribution to or cost to communities should be articulated and considered as part of any assessment of value.
- Financial Costs/benefits: The cost of subvention, delivery, (including direct and indirect costs) and any costs required to realise expected benefits should

be taken into account. At the same time, all economic and financial benefits should be assessed including, but not limited to direct income, sponsorship benefits, economic impact on the area, reputational/marketing value, social value and other indirect economic impacts (e.g. health and well-being benefits).

- Legal: e.g. legal issues that need to be addressed, including, but not limited to, contractual obligations, licences, notice periods (e.g. regarding closed roads etc.) in accordance with legislation, or the making of the relevant Orders in support of an event.
- Insurance: The Councils Insurers may need to be consulted to ensure that the appropriate liability for the event sits with the event organiser and that the competitors, (if professional), have their own cover. The organisers also need to ensure that appropriate risk assessments, (including event specific controls and risk mitigation strategies), and insurance policies are in place for all aspects of an event. Where the Council is liable for anything that is its responsibility or in its control, the risk and mitigation measures should be identified.
- Infrastructure and assets: Where an event uses Council owned/managed assets or infrastructure the expected status or condition should be considered, including identification of any defects or mitigation required and related costs. Impacts on highways such as access, congestion or interruption of normal traffic flows should also be considered. Benefits that lead to an improvement in infrastructure/assets should also be reported.
- Timing: the time of year, day of the week, time of day and whether other events being held at that time can have a significant impact both positively and negatively on the viability and success of an event and should be taken into consideration.

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Cheshire East Council

Cabinet

Date of Meeting:	7 th November 2017
Report of:	Fiona Reynolds, Director of Public Health
Subject/Title:	Connected Communities - Connected to Decision-Making
Portfolio Holder:	Cllr Liz Wardlaw, Health

1. Report Summary

- 1.1. On 6th December 2016, Cabinet agreed to a new approach to how we engage with communities through our Connected Communities Strategy.
- 1.2. Connected to Decision Making looks at how we can develop opportunities for local people to influence policy and decision making. Cheshire East Council are committed to working with our communities, and this report demonstrates a range of ways we can do this and how we aim to develop this area of work going forward so that we continue to co-produce local services with our residents.
- 1.3. The purpose of this report is to set out a work plan on how Cheshire East Council can apply the principles of Participatory Budgeting in the mainstream commissioning cycle when appropriate, which allows communities to be better informed and part of the decision making process. By doing this we can better inform wider residents and key stakeholders about what we spend public money on through the commissioning of services.
- 1.4. By doing this we will be truly coproducing community based solutions with stakeholders based on local need, empowering communities to make decisions, whilst making the most of public money.

2. Recommendations

This report is to inform Cabinet:

How the principles of Participatory Budgeting can be used to inform mainstream commissioning and to ask Cabinet:

- 2.1. To endorse the existing Open Data and Transparency agenda, including formally launching the website and committing existing resources (staff) to achieve this. We will also launch collaboration with residents, to help

prioritise the publication of Open Data items, similar to the award winning Back Hacked.

- 2.2. To acknowledge the range of community partnerships and networks that have been established across the borough in towns and areas of deprivation
- 2.3. To recognise the importance of Community Development work to support and establish resident led initiatives. Also recognising that this work is supported and needs intelligence to provide evidence led decisions.
- 2.4. To note that we need new community led approaches to develop community based solutions that will support the Council to overcome challenges (such as the increasing demand on services such as Adult Social Care), which will result enhanced community empowerment.

3. Reasons for Recommendation

- 3.1. In 2016 during the development of the Public Health Lifestyles Commissioning programme, Public Health and Communities worked in collaboration to trial Participatory Budgeting across Cheshire East to achieve Public Health outcomes. The successes of this has resulted in the nomination for a national award and has achieved the following outputs:

- Total number of applications made: 251
- Total numbers of presentations delivered across the areas: 174
- Total number of successful bids across the area: 103
- Total number of voters (members of the community) who attended the events: 929

Further benefits and outcomes included (See 5.3 for further information):

- Improved Public Health outcomes
- Reduced health inequalities
- Increased community empowerment and democracy
- Market Development
- Connecting communities

Using the principles of Participatory Budgeting when commissioning a range of services will allow people to understand the restraints around limited budgets whilst inspiring the market to tackle priority outcomes. Developing our co-production approach to commission services will support Cheshire East Council to get the most out of public money.

- 3.2. The willingness to include residents in decision making is evident in the Coproduction Charter 'How we work together to improve and deliver services' which sets out an initial proposal on how key stakeholders including the range of community partnerships and networks can be involved in the commissioning cycle. This has also highlighted the

willingness to connect communities to decision making. Involving residents in the process highlights the need to be transparent on what Cheshire East Council spend on public services and what outcomes we expect to achieve through that allocation of funds. To publically share the following information (when deemed not commercially sensitive) will better inform residents, providers and other funders about how Cheshire East Council spends money and could include:

- Contract Timescales
- Commissioner and Supplier contact details
- Contract amounts
- KPI's and Contractual Outcomes
- Social Value

3.3. Our wide range of community partnerships and networks are key stakeholders across our communities, and include statutory agencies, faith, community and voluntary services and residents. They have local intelligence and direct access to individuals in our communities including hard to reach residents. Working together they can disperse important information, identify gaps in service provision and work with residents to identify and tackle local priorities. Alongside this each local Partnership has direct decision making in what services are delivered in Cheshire East Council's recently approved Connected Community Centre franchise model. Around 30 Connected Community Centres will be established by 2019, this provides Cheshire East Council with a unique opportunity to ensure services are delivered on resident's doorsteps. By empowering these local Partnerships to make decisions, we will ensure we are making the most of this opportunity and increase the chances of this partnership approach becoming sustainable long term.

3.4. With the success of Delivering Differently in Macclesfield which was highlighted in the Connected to Services Report agreed by Cabinet in March 2017, it is crucial we continue to support local resident led initiatives across the borough. Priorities identified by the local Partnerships can create a locally owned shared vision amongst residents and Cheshire East Council. The Community Development Team have extensive knowledge on forms of engagement to inspire residents to take part in service delivery which can lead to developing the market of existing services, drawing down external funding and creating sustainable services. Understanding that reduced resources and increased demand on traditional services such as Adult Social Care, will increase the need to be more innovative and to look at community based solutions and more cost effective levels of service provision.

4. Other Options Considered

4.1. Making decisions in isolation decreases trust amongst residents. In the 2017 Cheshire East Residents Survey, 13% of the citizens panel stated that they feel they can influence decisions affecting their local area, alongside this only 20% of those people stated that they feel they can trust

Cheshire East Council to spend money wisely. By developing services in isolation we can change public perception and empower local people to work with the Council and partners to overcome some of the challenges that we face.

5. Background

- 5.1. On 6 December 2016, Cabinet agreed to a new approach to how we engage with communities through our Connected Communities Strategy. This approach was how Cheshire East Council intends to work with the voluntary, community and faith sector, and residents to ensure the right services are in the right neighbourhoods by allowing key stakeholders to be part of appropriate decision making processes.
- 5.2. Cheshire East Council along with many other local authorities across the country, is facing unprecedented challenges to meet the demand of its residents alongside having to make large scale savings. Only by involving local residents and key stakeholders in how we face these challenges will we truly achieve the best outcomes for all parties. The Council is committed to developing strong and supportive communities, and this approach clearly demonstrates that commitment by putting our residents at the heart of the decision making process wherever possible.
- 5.3. Examples of what was achieved through the Participatory Budgeting process in 2016/17 can be seen in Appendix 1.
- 5.4. Connecting key stakeholders and local residents to decision making will support Cheshire East Council to overcome some of the local challenges and will aim to achieve the following:
 - Transparency - the true costs of all projects can be made known and the names and roles of all those responsible for the commissioning or delivering of a service will be published (this will be assessed on a case by case basis by the Compliance & Customer Relations Team, in discussion with the relevant managers and in accordance with the ICO guidance on requests for public authority employee data). This allows a range of contractual information to be published using the open data portal to better inform local residents, providers and external funders which organisations are being funded and what outcomes they are expected to achieve by Cheshire East Council.
 - Deliberation - the Participatory Budgeting and Coproduction process can take residents beyond personal choice and involve real deliberation around budget decisions. It ensures they have all the information they need and receive it in a way that meets their needs so that they can make an informed decision about where money is spent. By recognising key stakeholders to work with Cheshire East Council to identify local priorities based on community intelligence alongside statistical data. These local priorities can then lead to where and on what budgets are allocated, which encourages local

debate and shared responsibility, so that we commission the right services in the right places.

- Empowerment - to promote empowerment of individuals and communities based on the principle that active citizenship will create better public services. To agree that empowering local people to be involved in decision making and service delivery will lead the way in asset based community development.
- Shared responsibility - to have clarity and transparency in the aims of Connecting People to decision making and as far as practicable involve all key and interested stakeholders in this. This will inform local people to have a greater understanding of the challenges and difficult decisions that need to be made in times of austerity.

5.5. As part of the Delivering Differently initiative highlighted in the Connected to Services Report agreed by Cabinet in March 2017 having Neighbourhood Partnerships to inspire residents to be involved in service delivery, by setting up 7 resident led initiatives achieved an estimated cost savings of £200,000. This cost avoidance model using New Economy's Cost Benefit Analysis tool (which is being used by Greater Manchester Combined Authority and is endorsed by the Civil Service) can be developed to look how local initiatives can find alternative solutions to relieve some of the pressures on Adult Social Care and other demand areas within the council. This could result in short, medium and long term real cashable savings to the local authority putting community development in the heart of a future referral and commissioning process. This will encourage local people to identify gaps in service provision and be directly involved in appropriate levels of service delivery.

5.6. How the process would look?

Connecting Communities to Decision Making



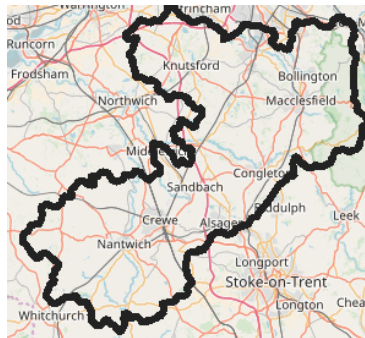
Wider providers using the Livewell site and local need gathered from wider residents will inform the community partnerships of the gaps in service in that locality. Using this place based approach the Communities Team can work with local people to develop resident led initiatives to impact on need

and/or inform commissioners to develop the market to provide place based services.

5.7. Where the local intelligence be located?

An interactive map could be accessible through the Open Data Portal and can inform commissioners, residents, providers and other funders of the following:

- The Area
- The Partnership associated with the area
- The priorities identified
- Actions being undertaken to impact on those priorities



6. Wards Affected and Local Ward Members

6.1. All Wards

7. Implications of Recommendation

7.1. Policy Implications

7.1.1. Procurement policies will be adhered too in relation to any commissioning processes.

7.2. Legal Implications

7.2.1. The Council is a public body and when making decisions must satisfy its public law duties. In essence this means that in making a decision the Council must have taken into account only relevant considerations, followed procedural requirements, acted for proper motives and not acted unreasonably. The Council must also make decisions in accordance with the Constitution which sets out the decision making principles the Council will follow.

7.2.2. When the Council decides to apply specific criteria in making decisions it is essential that the Council does so consistently so that it can defend any challenge to its decision making process. It must also meet its Equality Duties.

7.2.3. Any decisions which involve awarding grants or purchasing goods or services must be made in accordance with the Council's Constitution and

in doing so follow the Council's Finance and Contract Procedure Rules and EU and public procurement rules (where applicable).

7.3. Financial Implications

7.3.1. The financial implications of using these principles relate to existing budget levels, meaning no additional resources are required

7.4. Equality Implications

7.4.1. Equality Impact Assessments will be carried out where appropriate.

7.5. Rural Community Implications

7.5.1. Rural communities may feel isolated in a place based approach that is emphasised on towns and areas of deprivation but this approach will be about being inclusive and ensuring priorities from rural areas are also acknowledged.

7.6. Human Resources Implications

7.6.1. There are no specific HR implications

7.7. Health and Wellbeing Implications

7.7.1. The new services established should result on improved access to services and improved Health and Wellbeing for Cheshire East residents.

7.8. Implications for Children and Young People

7.8.1. This work to date has primarily focussed on adults health and wellbeing but introducing these principles to focus on children and young people can only enhance the offer of service provision in Cheshire East.

7.9. Overview and Scrutiny Committee Implications

7.9.1. The work streams that come out of this report, if agreed, should undergo the appropriate levels of scrutiny and it is suggested that the priorities identified by the partnerships and the new resident led initiatives that are developed that will be taken to communities scrutiny every six months.

7.10. Other Implications (Please Specify)

7.10.1. No other further implications have been identified to date.

8. Risk Management

- 8.1. There will be a risk of public scrutiny in showing contractual information as transparency encourages but only by sharing this information will ensure we achieve best practice.
- 8.2. Supporting residents to be involved in service delivery will carry a level of risk but supporting residents to upskill where appropriate and ensuring they have the right level of governance in place will mitigate these potential risks.
- 8.3. All risks will be identified through the Partnerships and Communities Business Planning process and are logged, reviewed and monitored.

9. Access to Information

- 9.1. Participatory Budgeting Youtube Clip for the Macclesfield event
<https://www.youtube.com/watch?v=zxr1IJpwRCA>

10. Contact Information

Contact details for this report are as follows:

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Appendix 1. Connected Communities - Connected to Decision Making

Stakeholder	Benefit / Outcomes
Cheshire East Communities	<p>Improved Public Health outcomes:</p> <ul style="list-style-type: none"> • Increased physical activity • Increased levels of healthy eating • Reduced levels of obesity • Reduced smoking prevalence • Reduced levels of harmful drinking and binge drinking • Improved emotional health and wellbeing <p>Reduced health inequalities: The total funding of £400,000 was targeted at communities in Cheshire East with highest levels of health inequalities, with the aim of reducing disparity.</p> <p>Increased community engagement: Our communities have been engaged in the whole process which included:</p> <ul style="list-style-type: none"> • Co-designing our local PB model 'You Decide' • Developing local project proposals to meet local needs and to build on our local assets • Presenting project proposals to local residents and communities during Decision Days • Voting on projects which most meet local need • Playing a role in the monitoring and evaluation of commissioned projects. <p>Increased community empowerment and democracy: Our communities/residents have been given the power to make funding decisions based on their perceptions of local need. As such PB has encouraged more people to take an active part in their community, therefore, offering greater community cohesion, as diverse people, sometimes meeting for the first time, make decisions together. This in turn empowers them to take positive action themselves e.g. by developing their own projects, resulting in greater ownership by the community over their area.</p> <p>Increased community capacity: The PB process has provided resources and supported the development of activities, which have strengthened the skills, abilities and confidence of our residents and local community groups to take effective action and leading roles in the development of:</p> <ul style="list-style-type: none"> • the Cheshire East PB model • community based public health projects • and Local Community Networks. <p>Ultimately, communities with capacity are more confident, organised, cohesive and influential, and mean that community members are likely to enjoy a better quality of life.</p> <p>This means Cheshire East communities will:</p> <ul style="list-style-type: none"> • work more effectively with public bodies to come up with solutions to problems or opportunities • do more to set up and run projects or initiatives • encourage people to support each other. <p>Better understanding of the complexities of setting public budgets and choosing between competing priorities, in a time of financial restraint and tough budget</p>

	<p>choices. PB can be used to prioritise budgets and target resources more effectively at key services. Involving the community not only gives them greater understanding of the financial situation, but enables them to be part of the solution.</p> <p>Connected communities: A key area of feedback that we have received from our local residents is that they feel more connected as a result of attending Decision Days in their communities. PB has enabled residents to understand more about what assets are available locally, including projects, organisations, facilities, services, people etc.</p>
Voluntary and Community Groups /Organisations (VCOs)	<p>Capacity building for smaller VCOs: Supporting groups and organisations who don't have the capacity and infrastructure to participate in a higher tier of commissioning and more formal tender processes. Access to PB Grants has enabled VCOs to grow, develop and potentially be able to access and participate in wider commissioning opportunities in the future. Monthly support sessions have been established in some areas to support development of VCO with governance, funding etc. Already a number of new groups have benefitted from these drop in sessions run in partnership with Communities Team and CVS.</p>
Councillors	<p>Strengthening and renewing democracy: PB builds relationships between residents, councillors and officers; providing a stronger role for councillors as community leaders and demonstrating transparency and accountability to local people. This in turn develops mutual trust and confidence in representative democracy and encourages more people to take an active part in their community.</p>
Commissioners	<p>Increased insight and understanding of local needs via 'meaningful' consultation and engagement: through closer relationships and engagement with local residents and communities, especially with expenditure cuts requiring difficult decisions to be taken. PB techniques can be valuable in determining the opinions of residents, business or other stakeholders.</p> <p>Asset Mapping: Commissioners now have a greater knowledge and understanding of local assets, with closer relationships with the market, particularly smaller VCOs who have less capacity to engage in formal procurement/tender processes.</p> <p>Market Development: Capacity building for VCOs supports them to become commission ready, and more able to partner with larger infrastructure organisations or lead tenders themselves. This creates greater competition in the market, higher quality tender submissions, and therefore higher quality service provision. This also supports commissioning requirements of the Social Value Act in terms of building the local market, employment, and local CVOs etc.</p> <p>Community Based Commissioning Guidance: The PB programme is a key element of the Cheshire East Connecting Communities Strategy, and plans are in place to use the learning from PB to inform the development of a Community Based Commissioning Guidance. Learning from the local PB programme is currently being used to develop plans to engage communities in the decision making processes for the re-commissioning of tendered Substance Misuse Services.</p>

Cheshire East Council

Cabinet

Date of Meeting:	7 th November 2017
Report of:	Mark Palethorpe (Acting Executive Director of People)
Subject/Title:	Cheshire East Integrated Carers Hub
Portfolio Holder:	Cllr. Janet Clowes (Adult Social Care and Integration) Cllr. Jos Saunders (Children and Families)

1. Report Summary

- 1.1. The purpose of this report is to inform Cabinet of the proposal to develop an all age (Young Carers and Adult Carers) Integrated Carers Hub for Cheshire East.
- 1.2. The Carers Strategy provides a platform for the future direction of travel in terms of the partnership approach for the re-commissioning of carers services to achieve improved outcomes for Carers while responding to legislative requirements.

2. Recommendation

That Cabinet:

- 2.1. Approves the development of a Cheshire East Integrated Carers Hub to provide a single point of contact for carers of all ages through the coordination and delivery of a wide range of services
- 2.2. Delegates authority to the Executive Director of People :
 - 2.2.1. to award a contract for an initial period of 2 years (with options to extend for a maximum of 2 years) following a compliant OJEU procurement process; and
 - 2.2.2. in consultation with the Acting Director of Legal Services to enter into a contract with the successful bidder.
- 2.3. Cabinet notes and approves the use of funding available through the Better Care Fund to commission the Cheshire East Integrated Carers Hub.

3. Reasons for Recommendation

- 3.1. The Integrated Carers Hub is a key driver to influence future progress and success against the five key priorities set within the Joint Carers Strategy delivery plan. Previous engagement with carers has told us that a single

point of access for carers of all ages across the borough would reduce the confusion in where and how they access the support they need at the time they need it most.

- 3.2.** The Integrated Carers Hub supports and strengthens the partnership approach which is essential in the achievement of mutually beneficial outcomes for Carers, Cheshire East Council and CCGs, which are aligned to the Better Care Fund through the provision of a 'Hub and Spoke' model .
- 3.3.** The Integrated Carers Hub forms a key part of the Council's arrangements to meet its duty, under Section 4 of the Care Act 2014, to establish and maintain a service to provide people in its area with information and advice relating to care and support for Adults and support for carers. It will operate alongside other Local Authority provision that carers and the cared for are able to access
- 3.4.** Commissioning of Integrated Carers Hubs has become nationally recognised as good practice in enabling carers to access support through a single point of access The Hub model is a key element of the Council's statutory obligations under the Care Act 2014, the Children and Families Act 2014 and ensures compliance with the Council's strategic aims and policies for Adult and Young carers including legal rights to assessment and support.

4. Other Options Considered

Adult Commissioning is integrating its corporate voluntary sector grants programme into its commissioning frameworks for Adult Services, Public Health and Communities. A proposed commissioning model for the procurement of all Early Intervention and Prevention services has been adopted, including services provided by the voluntary and community sector.

5. Background

- 5.1.** The Care Act ensures parity of esteem for carers in line with the people they care for, with a clear responsibility for Local Authorities to assess the need for improved outcomes for the carer. The Carers' Strategy and Delivery Plan continues to be a driver for change, focussing upon those key areas that carers have told us are important to them and will make a real impact upon improving their health and wellbeing.
- 5.2.** The development of an Integrated Carer's Hub model locally is an integral part of the Carers Strategy and Delivery Plan and contributes to a 'Whole System Redesign' for Carers outcomes, services and pathways. The service will provide a single point of contact for Carers, professionals and the community across the whole of Cheshire East offering both access to a range of intervention and support services, and a route through to other appropriate support services.

- 5.3. The Council previously funded a range of carer related services through grants and contracts. Funding for these services is due to end on 31st March 2018 and the Council has decided not to implement the option to extend for a further 12 month period.
- 5.4. The Carers Hub service will be tendered and procured by Cheshire East Council as the Lead Commissioner and will be funded through the Better Care Fund and its outcomes aligned to the Better Care Fund Plan for 2017/2019
- 5.5. It will be established as part of the joint work to achieve the strategic objectives of the Cheshire East Carers' Strategy, the NHS Outcomes Framework 2015-16 and to ensure that the requirements of the Care Act 2014 and Children and Families Act 2014 are met.
- 5.6. It also contributes to achieving the aims of Adult Social Care Commissioning Plan 'People Live Well for Longer' , in particular, to provide good quality information and advice and to share responsibility with individuals, families and communities to maintain their health and independence
- 5.7. It is proposed that the strategic development of the Integrated Carers Hub model will take place in two stages

Stage 1:

A Carers Living Well Fund for a period of 5 months from November 2017 – March 2018.

Individual carers or their families, organisations and professionals will be asked to identify and support people who do not self-identify as carers; they are often family members or neighbours in a caring role who do not see themselves as a carer and may not, therefore, access services that are available to them. This includes carers who have never accessed statutory or voluntary support, as well as carers who are new to their caring role

- There is no restriction on the age of the carer.
- The Carers Living Well Fund will meet the needs of young carers, parent carers and carers of adults living in Cheshire East
- It is intended to enable carers to promote their own health and wellbeing and to help carers continue caring.
- A Carer's Wellbeing Grant (Direct Payment) is a one-off payment which can be made at two levels, £250 and £500.

Carers will need to have an informal review about their health and wellbeing with a member of the Local Area Co-ordinators team, who will then be able to confirm if the carer meets the eligibility for the fund.

The amount awarded will be made via a one-off Direct Payment, made to the carer's bank account. The eligibility criteria for carers to receive a Direct Payment are:

- The carer must be an unpaid carer (Carers are considered unpaid even if they are in receipt of Carer's Allowance or manage Direct Payment/Individual Budget Funds for the person for whom they care).
- The carer lives in and cares for someone living in the geographical boundaries of Cheshire East Council and the NHS Eastern Cheshire or NHS South Cheshire Commissioning Group.
- A maximum of one 'Direct Payment' will be given per cared-for person or household.
- As the fund is also open to Young and Parent carers, (where a Young carer is under the age of 18 and may not have access to a bank or building society account of their own, then any award from the Carers Living Well Fund may need to be held by the Parents/Guardian of the Young Carer).

Stage 2:

The Tender for and procurement of a provider to deliver the Integrated Carers Hub by February 2018 to commence operation on 1st April 2018 for two years with the option to extend for a further 2 years. The tender will include delivery of the Carers Living Well Fund, Carers Assessments and Support Planning.

- 5.8.** Carers and other key stakeholders have been involved in the development of the Strategy including our vision and local priorities. The delivery plan priorities are being implemented by lead officers from Cheshire East Council, NHS South Cheshire and NHS Eastern Cheshire Clinical Commissioning Groups.
- 5.9.** Building on the previous carer's engagement events officers from the Council and the Clinical Commissioning Groups will continue to work with carers and service providers in shaping and developing services for carers. This will be achieved through aligning commissioning intentions to the priorities identified within the strategy and delivery plan, market engagement events and the work that is being undertaken as part of the formulation of the Carers Joint Strategy Needs Assessment.

5.10 Key activities for the Integrated Carers Hub will include:

- Commissioning of an integrated Carers Hub model across Cheshire East for Adults and Young Carers, which will ensure one clear contact point (Hub) for Carers in Cheshire East, while improving sustainable community based access (Spokes);
- Online self-assessment option through Live Well Cheshire East;
- Improved outcomes for Young Carers and Adult Carers including: Improved access to information, employment, education, health & wellbeing, having a voice, engagement & involvement, social connections, having a break from caring;
- Developing the carers assessment and support plan process;
- The development of more locality based model of supporting GPs in identifying carers;
- Continued engagement with GPs and regular review of the Carers Register to increase the number of carers registering with their GPs;
- Continuous Carer feedback to inform future commissioning requirements;
- Safeguarding carers in line with Council policy.

6. Wards Affected and Local Ward Members

6.1. All Wards and All Ward Members

7. Implications of Recommendation

7.1. Policy Implications

- 7.1.1. Policy implications, including the Council's duty to carers, have been considered and accounted for in the process that led to the development and agreement of the Carers' Strategy.

7.2. Legal Implications

- 7.2.1 The Council is commissioning services to meet its duties under the Care Act 2014 and Children and Families Act 2014.
- 7.2.2 The proposal is to provide an integrated set of services in conjunction with Eastern Cheshire and South Cheshire CCGs as part of the Better Care Fund partnership arrangement. The Council is leading on the procurement and will enter into the contract which is for an initial period of 2 years (with the option to extend for a further two periods of one year for a maximum of two years). The Council is seeking a single provider (but may consider consortium and sub-contracting arrangements within the bidders proposals).
- 7.2.3 The procurement is a change to the way services are currently provided and the Service have engaged with stakeholders including service users to co-produce the service specification. 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. An Equality Impact Assessment has been completed and can both assist in evidencing that these equality duties are being met and can inform decision taking.

- 7.2.4 The aggregate value of the Integrated Carers Hub is such that these services must be procured in accordance with the Public Contracts Regulations 2015 and in compliance with the Council's Finance and Contract Procedure Rules. This will require a fully OJEU compliant procurement exercise. The Service is engaging with Legal Services and the Council's Corporate Procurement Team in this process.

7.3 Financial Implications

- 7.3.1 Financial implications have been considered in the process that led to the development and agreement of the Carers' Strategy.
- 7.3.2 The commissioning of an integrated carers Hub will ensure value for money while exploring solutions which are appropriate, adequate and improve outcomes for carers.
- 7.3.3 The Better Care Fund and the pooling of resources ensure support for carers is commissioned with clear outcomes. By commissioning services in partnership we can ensure that we better meet the needs of carers, and reduce the duplication that may occurred through historic arrangements.
- 7.3.4 The Funding for the Carers Wellbeing Grant (Direct Payments) in Phase 1 (Nov 17 to the end of March 18) is £325,850.
- 7.3.5 The funding for the Integrated Carers Hub (Phase 2) £780,000 per annum, which includes the Carers Living Well Fund and Young Carers budget. The Carers Hub in Phase 2 will be a 2 year contract from 1st April 2018 (with the option to extend for 24 months). The total contract value for the life of the contract (2 years, plus extension option for 2 additional years) will be £3,120,000.

7.4 Equality Implications

- 7.4.1 Equality implications, including the Council's duty to ensure parity of esteem for carers, have been considered in the process that led to the development and agreement of the Carers' Strategy.
- 7.4.2 An Equality Impact assessment has been completed and reviewed by the Directors of Commissioning and Operations

7.5 Rural Community Implications

- 7.5.1 Implications for rural communities, including ensuring that rural communities have access to services, have been considered in the process that led to the development and agreement of the Carers' Strategy. The Integrated Carers Hub model will ensure all communities within Cheshire East have access through the single point of access

7.6 Human Resources Implications

- 7.6.1 Human resources implications, including the joint appointment of a Carers' Strategy Lead (hosted by Eastern Cheshire CCG on behalf of Cheshire East Council and the two CCGs), have been considered in the process that led to the development and agreement of the Carers' Strategy.
- 7.6.2 There are no additional implications arising from this paper. Cheshire East Council and the Clinical Commissioning Group staff will be briefed with the revised Carers offer and the processes involved in supporting carers to access the Cheshire East Integrated Carer's Hub (CEICH)
- 7.6.3 Through the market development days any TUPE implications for prospective bidders will be identified

7.7 Health and Wellbeing Implications

- 7.7.1 Public health implications include the consideration of the impact on the health and wellbeing of carers due to their carer roles, have been considered in the process that led to the development and agreement of the Carers' Strategy.

7.8 Implications for Children and Young People

- 7.8.1 Young carers have been considered in the process that led to the development and agreement of the Carers' Strategy. A report on the future developments within the service has been presented to Children & Families DMT for consideration and recommendation.

7.9 Overview and Scrutiny Committee Implications

- 7.9.1 Overview and Scrutiny Committee have been informed throughout the process that led to the development and agreement of the Carers' Strategy and delivery plan. The committee may require further information on the progress of the Carers Integrated Hub.

7.10 Other Implications (Please Specify)

7.10.1 Ongoing engagement with Carers has been undertaken through the Carers Reference Group and through the Virtual Carers Group by email communications that have informed this proposal.

7.10.2 Further engagement with carers of all ages will be undertaken to seek their views and recommendations for future priorities that will be reflected in the refreshed carers Strategy for 2018 – 2020 and supporting delivery plan. Carer's views and responses to the National Carers Survey and the information they have provided will also be used to inform the refreshed strategy and delivery plan and the development of commissioned services through the Cheshire East Integrated Carer's Hub model. This will be underpinned through a meaningful co-production strategy.

7.10.3 Additional engagement and co-production will be undertaken with carers through work which is being undertaken in the formulation of the Carers Joint Strategic Needs Assessment. This will be undertaken in partnership with CVS.

8. Risk Management

- 8.1. The content of this report poses no risks to the achievement of Cheshire East, NHS Eastern Cheshire CCG and NHS South Cheshire CCG Better Care Fund outcomes.
- 8.2. This will be achieved through aligning commissioning intentions to the priorities identified within the strategy and delivery plan, and the joint outcomes of the Council and the Clinical Commissioning Groups through the Better Care Fund
- 8.3. Two market development days to share the initial model will be planned in October 2017 where the Provider Market will be informed of the commissioning intentions and the expected outcomes of the ICPH will be presented

9. Access to Information

- 9.1. Access to information can be sought through Shelley Brough, Head of Integrated Commissioning and Hayley Doyle, Senior commissioning manager.

10. Contact Information

Contact details for this report are as follows:

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Cheshire East Council

Cabinet

Date of Meeting:	7 th November 2017
Report of:	Executive Director of Place
Subject/Title:	Construction Related Consultancy Services Framework
Portfolio Holder:	Cllr Ainsley Arnold, Housing, Planning and Regeneration

1. Report Summary

- 1.1. Cheshire East Council has a land and property portfolio worth over £600m and an annual capital building programme of approx. £20m - £30m. Harnessing these assets and investments to deliver greater value for money is a major priority for the Council.
- 1.2. In order to manage this building programme it is important that key enabling systems are maintained to ensure effective project delivery that delivers value for money. Current arrangements for the delivery of construction and development projects include the commissioning of external construction-related consultancy services (e.g. architects, engineers, surveyors, etc.) via the Council's own Framework. This Framework expires on 31st October 2018 and cannot be extended within EU Procurement Rules.
- 1.3. An analysis of options has been undertaken (Appendix 1), with the conclusion that a replacement Framework would be the preferred option, to include lessons learnt from the current arrangements to enhance performance mechanisms and social value aspects, ensuring greater value for money.
- 1.4. The value of the services procured means it will be subject to EU Procurement Rules requiring a contract notice to be published in the OJEU (Official Journal of the European Union). The project plan for the procurement (Appendix 2) requires an OJEU Notice to be placed by 27th November 2017.

2. Recommendation

- 2.1. It is recommended that Cabinet:
 - 2.1.1. Approve the establishment of a Framework Agreement through which to commission construction related consultancy services.

- 2.1.2. Delegate authority to the Executive Director of Place, in consultation with the Portfolio Holder for Regeneration, to award contracts to providers meeting the requirements of the Framework.
- 2.1.3. Delegate authority to the Executive Director of Place, in consultation with the Portfolio Holder for Regeneration, to abort the procurement, should the need for the Framework no longer be required.

3. Reasons for Recommendation

- 3.1. To ensure that the commissioning of construction related consultancy services complies with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.
- 3.2. To avoid the need for time consuming and costly individual procurements that would be required for each consultancy service on each property project.
- 3.3. On analysis, taking the advantages and disadvantages of each option into account, it has been concluded that the procurement of construction related consultancy services would best be met by the establishment of a replacement consultancy framework (Appendix 1, Option 3).
- 3.4. The main advantages of Option 3 are that it will be tailored to suit the Council's requirements, incorporate clear mechanisms for continuous improvement, maintain competitive tension between providers, include prompt methodology for appointment and will be the most cost effective solution compared to the other options.

4. Other options Considered

- 4.1. A range of options for procuring construction related consultancy services have been considered (Appendix 1), including:
 - 4.1.1. Option 1 – In-house provision, including substantial staff recruitment
 - 4.1.2. Option 2 – Tender consultancy services for each project separately
 - 4.1.3. Option 3 – Procurement of a Cheshire East Council framework (business as usual)
 - 4.1.4. Option 4 – Cheshire East Council corporate consultant contract (Bloom)
 - 4.1.5. Option 5 – Enter into access agreements for existing frameworks, e.g. CCS Framework, SCAPE Framework, etc.

4.1.6. Option 6 – A single service provider for the full range of consultancy services

4.1.7. Option 7 – A joint venture for the full range of consultancy services

5. Background

5.1. The current arrangements for the delivery of construction projects includes commissioning consultants and contractors via the Council's own Framework Agreements, including:-

5.1.1. Property related consultancy services (such as architects, engineers, surveyors, etc.).

5.1.2. Low value construction works (works up to £800,000).

5.2. Larger construction works are generally procured via a regional Framework Agreement managed by the North West Construction Hub.

5.3. The Cheshire East Council Low Value Construction Services Framework is for a 3 year period until January 2020 with an option to extend until January 2021, but the current 4 year Cheshire East Council Framework Agreement for Property related Consultancy Services expires on 31st October 2018.

5.4. Approximately £650,000 per year is spent through the consultancy framework (i.e. approx. £2.6m over the 4 year period), and in the absence of a Framework Agreement that complies with EU Procurement Rules, the Council would need to procure each professional service in accordance with the Contract Procedure Rules for each project, adding delay and cost to the process.

5.5. The aggregated financial value of the services to be procured through the proposed Framework means that it will be subject to EU Procurement Rules and will require a contract notice to be published in the OJEU (Official Journal of the European Union). The project plan for the procurement (Appendix 2) requires an OJEU Notice to be placed by 27th November 2018 to ensure that the new arrangements are in place when the existing framework expires.

5.6. Whilst we commission significant consultancy work through the framework, there is no contractual obligation to procure any work through the arrangement. This means that the Council is not contractually "locked in" to this arrangement.

6. Wards Affected and Local Ward Members

6.1. All.

7. Implications of Recommendation

7.1. Policy Implications

- 7.1.1. The recommendations in this report support the delivery of the council's priorities by ensuring that key compliant mechanisms are in place to enable the controlled delivery of construction related projects.

7.2. Legal Implications

- 7.2.1. The aggregate value of the requirement for construction related consultancy services is such that these services must be procured in accordance with the Public Contracts Regulations 2015 ("the Regulations") and the Council's Contract Procedure Rules.
- 7.2.2. A Framework Agreement enables the Council to meet its need for a service for a set period of time in order to obviate the need to undertake a competitive process in relation to each individual procurement. It complies with the Regulations and the Council's rules.
- 7.2.3. The Regulations allow local authorities to enter onto Framework Agreements with a number of service providers, following a competitive tendering process, and to thereafter select from those service providers particular services, as and when required for a maximum period of four years. The Council can choose to call off contracts under the Framework Agreement by appointing a supplier directly (direct award) based on the pricing and/or other information established in the original tender process or if the price cannot be directly determined or in order to ensure best value it can hold a mini-competition between the suppliers appointed to the framework in order to award a call off contract.
- 7.2.4. In order to evidence value for money the Asset Service will engage with Legal Services to ensure that call-off contracts contain provisions which enable continuing value for money to be tested and to contain provisions such that the contract can be terminated in the event that either the service cannot be provided on terms which remain acceptable to the Council. The Framework Agreement will not contain a guarantee of a certain volume of required services to the appointed providers and can be utilised in conjunction with other options.
- 7.2.5. The Assets Service will engage with Legal Services to ensure that the Council's duties under the Public Services Social Value Act, as it applies to framework agreements, are fulfilled. The Act requires the Council to:

- consider how what is proposed to be procured might improve the social economic and environmental well being of the relevant area.
- how in conducting a procurement process it may act with a view to securing that improvement.
- whether to undertake any community engagement on their proposals.

7.3. Financial Implications

- 7.3.1. The recommendations within this report support the delivery of property projects and ensure that the consultants selected for the Framework Agreement satisfy the requirements of the Council's Financial Rules and comply with EU requirements.
- 7.3.2. The proposed OJEU procurement process will be undertaken by Property Projects officers supported by Procurement and Legal Services colleagues, therefore there are no external costs for this procurement. However, there is an "opportunity cost" of undertaking this work and this cost in officer time has been estimated at £75,000 - £85,000 which will be funded from the Assets, Procurement and Legal budgets.
- 7.3.3. Value for money will be assured by taking into account tendered rates. The Council will also retain the option to undertake a further mini-competition for individual projects.

7.4. Equality Implications

- 7.4.1. The formal OJEU procurement process will ensure that consideration is given to all equality implications.

7.5. Rural Community Implications

- 7.5.1. There are no inherent implications for Rural Communities. The consultancy services will be used to support construction related projects which will have considered such implications.

7.6. Human Resources Implications

- 7.6.1. None.

7.7. Public Health Implications

- 7.7.1. There are no inherent Public Health implications. The consultancy services will be used to support construction related projects which will have considered such implications.

7.8. Implications for Children and Young People

- 7.8.1. There are no inherent implications for Children and Young People. The consultancy services will be used to support construction related projects which will have considered such implications.

7.9. Other Implications (Please Specify)

- 7.9.1. As noted above the services procured through the framework will be to support construction related projects. Each individual project will have considered any implications.

8. Risk Management

- 8.1. A failure to establish a Framework Agreement for construction related consultancy services through which these services can be purchased will mean that each service for each project will need to be tendered individually. This is prohibitive both in terms of time and cost.

9. Access to Information/Bibliography

- 9.1. Appendix 3 shows the expenditure through the current framework to date, the anticipated spend through the framework, the number of commissions to date and the anticipated number of commissions. The anticipated expenditure through the proposed framework is also detailed although the values are yet to be finalised.

10. Contact Information

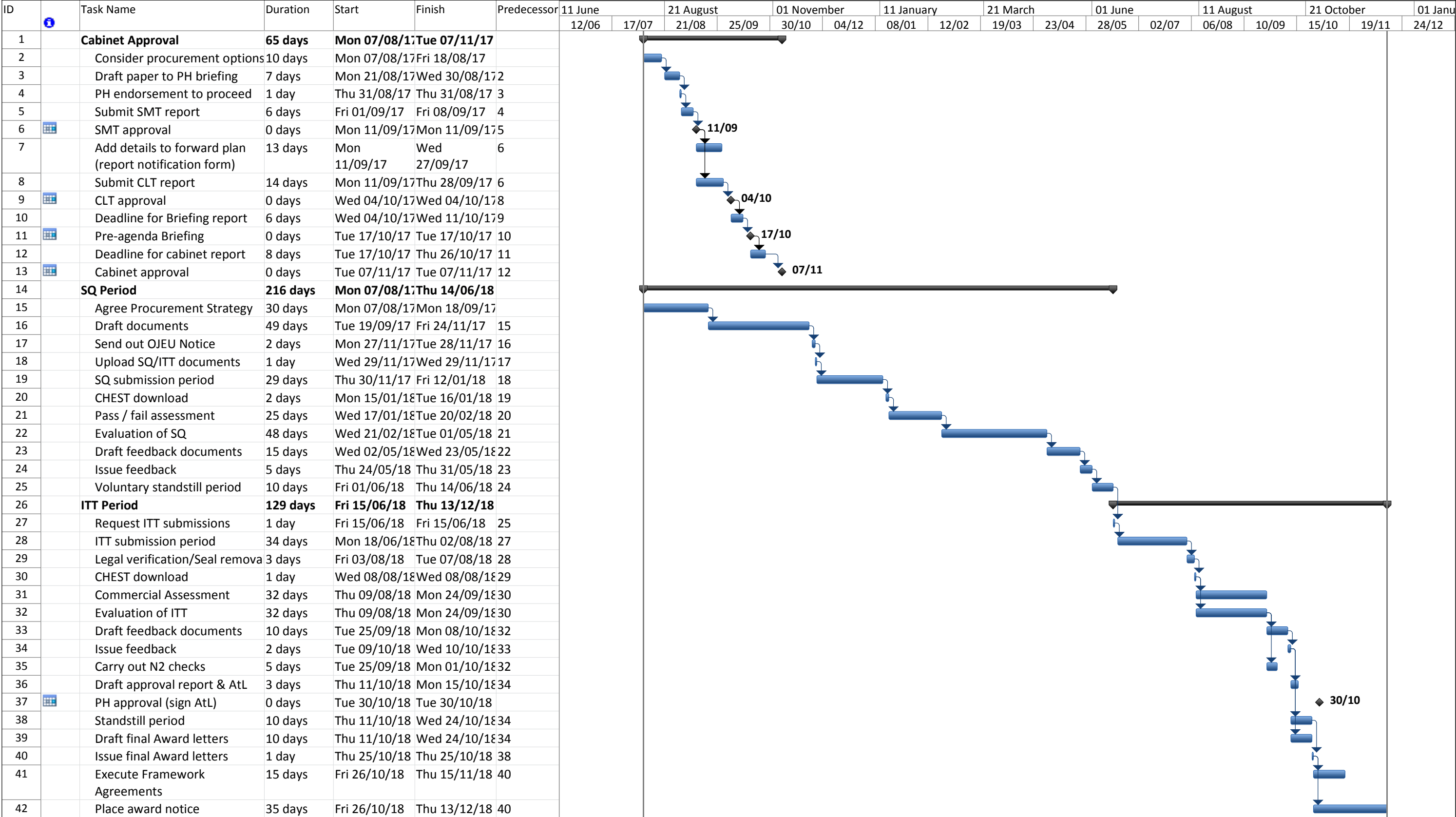
- 10.1. Contact details for this report are as follows:

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Email: debra.wrench@cheshireeast.gov.uk

APPENDIX 1 – Option Analysis

Option	Advantages	Disadvantages
1 – In-house provision, including substantial staff recruitment	<ul style="list-style-type: none"> • Direct control over resources and priorities. • Familiarity and greater understanding of CEC processes, values and ways of working. • Same teams working together, sharing lessons learned into future projects. 	<ul style="list-style-type: none"> • Inflexible resource levels with costs incurred even when workload reduces. • Recruitment difficulties with specialist staff. • Doesn't fit with Strategic Commissioning Council model.
2 – Tender each project (do nothing option)	<ul style="list-style-type: none"> • Greater market choice. • Ultimate competition achieved with every project open to the entire market. 	<ul style="list-style-type: none"> • Time and resources required to procure each consultant on a project would be cost and programme prohibitive. • Non-compliance with Contract rules and EU regulations regarding sub-division of similar work and aggregated spend. • Provides no ongoing relationship, so cannot develop a partnership approach with continuous improvement in line with Government Best Practice. • Limited transparency where consultants are repeatedly used.
3 – CEC Framework (Business as Usual)	<ul style="list-style-type: none"> • Tailored to suit CEC's particular requirements, values, Government best practice etc. • Tailored to suit the requirements of the Council's Alternative Service Delivery Vehicles. • Ability to benchmark performance, develop ongoing relationships, build specific loyalty to CEC within a clear mechanism for continuous improvement. • Ability to reopen competition to maintain competitive tension amongst Framework consultants. • Allows the ability to directly appoint consultants, reducing the commissioning period. • Of interest to regional companies as well as SME's. 	<ul style="list-style-type: none"> • Costs and resources associated with bespoke procurement of CEC framework (estimated £80k or 2.8% of Framework fee value). • Need to have sufficient throughput to maintain the interests of consultants.
4 – CEC corporate consultant contract (Bloom)	<ul style="list-style-type: none"> • Greater market choice. • Competition achieved with every project. • Allows the ability to directly appoint consultants, reducing the commissioning period. • Managed procurement process. • "Approved list" can be established within the contract. • Of interest to regional companies as well as SME's. 	<ul style="list-style-type: none"> • Less chance than option 3 to build continuous improvement. • Limited pre-qualification. • Charge to use Contract included within Consultants overhead charge (Bloom charge 5% of fee value). • Collateral Warranties to be executed for each consultant commission.
5 – access other frameworks/ contracts e.g. CCS / SCAPE	<ul style="list-style-type: none"> • Maintains competitive tension amongst framework consultants. • Allows ability to directly appoint in certain circumstances. • Potential for reduced costs by avoiding costly procurement. 	<ul style="list-style-type: none"> • Less chance than option 3 to build continuous improvement. • Consultants more likely to be large national companies. • Charge to use Frameworks either direct or indirect (e.g. SCAPE charge 16% of fee value).

Option	Advantages	Disadvantages
6 – single service provider	<ul style="list-style-type: none"> • A single point of contact • No delays in appointing at the earliest opportunity for each project • Ultimate opportunity to build partnership working with ongoing relationships and shared objectives 	<ul style="list-style-type: none"> • Would need to attract the interest of large multi-disciplinary consultants/consortia able to provide the full range of services. • Limits opportunities for SME's. • Need to have sufficient throughput to maintain the interest of consultants, particularly if they are a national concern without a local client base. • Difficult to address complacency by the single provider when competitive tension is not present during the life of the contract.
7 – strategic partner JV for the full range of asset management services	<ul style="list-style-type: none"> • Could provide a catalyst for wider outsourcing of Council asset management functions. 	<ul style="list-style-type: none"> • Long lead-in time including the requirement for a fundamental Service Review, staff consultation and subsequent OJEU Procurement. • Similar transformational projects have required significant consultant support incurring substantial costs. • Usually undertaken as part of a large outsourcing initiative. CEC capital delivery capability is largely already outsourced – hence the requirement for this procurement.



Project: AJN master with dates to Date: Mon 07/08/17	Task		Project Summary		Inactive Milestone		Manual Summary Rollup		Deadline	
	Split		External Tasks		Inactive Summary		Manual Summary		Progress	
	Milestone		External Milestone		Manual Task		Start-only			
	Summary		Inactive Task		Duration-only		Finish-only			

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Cheshire East Borough Council - Asset Management Service
Property Related Consultancy Services Framework
Summary of Framework Spend as at 17th August 2017

Existing Framework (4 years)					
Current Framework Spend/Projected Spend					
		Spend to date	Projected 4yr spend	Projects to date	Projected Number
Lot 1	Architectural Services	296,419	420,000	19	27
Lot 2	Building Services Engineering	152,290	220,000	11	16
Lot 3	Quantity Surveying Services	262,018	380,000	40	57
Lot 4	Structural Engineering Services	59,115	80,000	13	19
Lot 5	Building Surveying Services	92,013	130,000	26	37
Lot 6	Heritage Architectural Services	398,165	570,000	36	52
Lot 7	NEC3 Project Manager Services	69,513	100,000	5	7
Lot 8	CDMc Services	168,275	240,000	55	79
Lot 9	Environmental and Engineering Consultancy Services	182,184	260,000	19	27
Lot 10	Market/Agency Services	0	0	0	0
Lot 11	Masterplanning Consultancy Services	84,643	120,000	3	4
	Totals	1,764,634	2,520,000	227	325

Appendix 3

Proposed Framework (4 years)			
Draft Framework and Anticipated Spend			
		Draft OJEU	
		Minimum	Maximum
Lot 1	Architectural Services	360,000	530,000
Lot 2	Building Services Engineering	190,000	280,000
Lot 3	Quantity Surveying Services	320,000	480,000
Lot 4	Structural Engineering Services	70,000	100,000
Lot 5	Building Surveying Services	110,000	170,000
Lot 6	Heritage Architectural Services	480,000	730,000
Lot 7	Clerk of Works Services	120,000	180,000
Lot 8	CDM Client Advisor	200,000	310,000
Lot 9	Environmental and Engineering Consultancy Services	220,000	330,000
	Totals	2,070,000	3,110,000

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Cheshire East Council

Cabinet

Date of Meeting:	7 th November 2017
Report of:	Frank Jordan, Executive Director of Place
Subject/Title:	Local Flood Risk Management Strategy 2017
Portfolio Holder:	Cllr Don Stockton, Environment

1. Report Summary

- 1.1. In accordance with its statutory duties under the Flood and Water Management Act 2010 (the Act), as a lead local flood authority Cheshire East Council must develop, maintain, apply and monitor a strategy for local flood risk management across its administrative area.
- 1.2. This document forms Cheshire East Council's Flood Risk Management Strategy. It comprises two parts; part A details the background and context to the strategy and part B the strategies objectives.
- 1.3. The strategy formalises and develops our partnerships in respect of flood risk, taking into account the high level screening which was introduced in the Preliminary Flood Risk Assessment, as required under the Flood Risk Regulations 2009.
- 1.4. This document sets out the links between Cheshire East Council and the other risk management authorities who also have responsibilities for dealing with flooding. It shows how Cheshire East Council has responsibility to manage flood risk in its local area and how it is developing a strategy to do this.
- 1.5. As required by the Act, the Council must consult about the Local Flood Risk Management Strategy with other risk management authorities and the public that may be affected by the strategy.

2. Recommendation

- 2.1. It is recommended that the Local Flood Risk Management Strategy 2017 is approved and adopted in accordance with Section 9 of the Act.

3. Reasons for Recommendation

- 3.1. The Local Flood Risk Management Strategy 2017 is a requirement of the Act.
- 3.2. The Strategy has been prepared in accordance with informal guidance published by the Local Government Association, and using a common template that has been developed and agreed in conjunction with the Cheshire Mid-Mersey Regional Sub Group. This will ensure a consistent approach to flood risk management across the sub-regional catchment areas. The document has been reviewed internally and subject to a full public consultation, a statutory requirement, which closed on 27th September 2017.
- 3.3. The aim of Cheshire East Council's Strategy is to provide a coherent plan to demonstrate how it will work with partners and others to manage flood risk in a holistic and sustainable way. It brings together information from:
 - Strategic Flood Risk Assessments;
 - Preliminary Flood Risk Assessment; and
 - Procedures and policies for managing flood risk in Cheshire East.

Set out under five themed objectives, and supported by relevant graphical information, funding and work programmes are contained within appendices to the Strategy document.

- 3.4. Following the public consultation a document was produced listing all comments received and the Council's response to each comment.
- 3.5. Comments were received from the following 5 consultees; Canal & River Trust, Historic England, Natural England, Poynton Town Council and Alsager Town Council.
- 3.6. Amendments to the document were limited to simple re-wording and formatting changes in line with requests from Historic England and the Canal & River Trust.
- 3.7. The document is now updated to reflect the results of both internal (Council) and external (public consultation) results.

4. Other Options Considered

- 4.1. No other options explored. This is a strategic document required by Department for Environment, Food & Rural Affairs (DEFRA) under the Act.

5. Background

5.1. Section 9 of the Act states that:

“Local flood risk management strategies: England

(1)A lead local flood authority for an area in England must develop, maintain, apply and monitor a strategy for local flood risk management in its area (a “local flood risk management strategy”).”

5.2. The Act is prescriptive about the details that should be included and what is covered by this document.

6. Wards Affected and Local Ward Members

6.1. All wards will be affected by the Local Flood Risk Management Strategy.

6.2. All Councillors, and Town & Parish Clerks have been consulted on this Strategy document during the public consultation.

6.3. Comments received from Poynton Town Council and Alsager Town Council.

7. Implications of Recommendation

7.1. Policy Implications

7.1.1. No specific policy implications but does support delivery of fully compliant current design standards and legislation.

7.2. Legal Implications

7.2.1. There are no legal implications arising from this report. The preparation and adoption of the Local Strategy is a statutory requirement under the Act and its development must take account of a framework of related legislation which is outlined within the Local Government Association guidance.

7.3. Financial Implications

7.3.1. DEFRA currently provides funding to lead local flood authorities to prepare for their flood risk management duties. Section B4.5 of the Local Strategy describes the revenue funds which have typically been allocated to flood risk management and land drainage in Cheshire East Council's budget.

7.3.2. Cheshire East Council has the ability to bid for capital funding from DEFRA to assist with managing and improving flood risk across the Borough, including for schemes and interventions identified within the plan and works programmes appendix of the Strategy. The success of

any bid is dependent upon evidence of past flooding, and the potential reduction in risk of flooding. The Strategy will help to demonstrate Cheshire East Council's ability to prioritise and manage flood risk and thereby assist in future bids for capital funding.

7.3.3. Securing capital funds is also dependent upon the availability of locally found contributions to enable the delivery of schemes collaboratively in accordance with DEFRA's 'Partnership Approach', as outlined in section B3.2 of the Strategy. Relatively modest sums have been used in the past to secure funding for works and investigations through DEFRA's flood and coastal erosion risk management grant in aid budget and from Local Levy. It is vital that financial resources continue to be made available if delivery of programmed and prospective flood risk management schemes is to be maintained.

7.4. Equality Implications

7.4.1. None. Any implications and recommendations from this document are based on Flood Risk and apply equally to all communities across the Borough.

7.5. Rural Community Implications

7.5.1. None. Any implications and recommendations from this document are based on Flood Risk and apply equally to all communities, both urban and rural, across the borough.

7.6. Human Resources Implications

7.6.1. In Cheshire East, the ability to recruit and retain appropriately skilled staff will be essential to continued delivery of our flood risk management strategy.

7.7. Health and Wellbeing Implications

7.7.1. Flooding can have a devastating impact on people's lives. It can have a high economic impact on the Borough in damaging properties and business. It brings the risk of drowning and injury and if water is contaminated it can increase the risk of infection.

7.7.2. More commonly it causes significant disruption and distress to people's lives as they deal with the aftermath of flooding in their home or business. Relocating, clearing up, and dealing with the consequences of flooding can cause anxiety and stress over many months and may exacerbate existing mental health conditions. Decreasing the risk of flooding and building resilience meets both these responsibilities.

7.8. Implications for Children and Young People

7.8.1. There are no direct implications. Flooding has the potential to impact all residents regardless of age.

7.9. Overview and Scrutiny Committee Implications

7.9.1. The document was presented to the Environment Overview and scrutiny on:

- 05/03/2015; No comments were received
- 24/03/2016; No comments were received
- 21/03/2017; No comments were received

7.10. Other Implications (Please Specify)

7.10.1. None.

8. Risk Management

- 8.1. The Council, regularly reports to the Environment Agency on the progress being made to deliver the range of functions and legislative requirements under the Act. Progress on the preparation and adoption of the Local Strategy is one of the areas covered in these reports and whilst no date was set within the legislation for the adoption of a Local Strategy, Government's expectation was that local strategies would be adopted within a reasonable period of time following the introduction of the Act.
- 8.2. Initially Dan Rogerson, the Under Secretary of State at DEFRA, and more recently Dr Therese Coffey MP wrote to the councils who had yet to publish their Local Strategy, stressing the importance of having this in place to target future investment and to demonstrate to other risk management authorities and the public that flood risk management is being taken seriously. There is a clear reputational risk to the Council if adoption of the Strategy is delayed unduly.
- 8.3. Elements of Cheshire East Council's Strategy is referenced in the Environment Agency's Flood Risk Management Plan (2015-2021) covering the whole of the North West river basin area and, therefore, it is essential that the Strategy is approved and adopted in time for the publication of the next Plan in readiness for 2021.

9. Access to Information

- 9.1. The report is titled: Local Flood Risk Management Strategy 2017.
- 9.2. The consultation summary: CEC LFRMS2017 Consultation Summary.

10. Contact Information

Contact details for this report are as follows:

Name:	Paul Traynor
Designation:	Strategic Commissioning Manager - Highways
Tel. No.:	71055
Email:	Paul.traynor@cheshireeast.gov.uk

**Cheshire East Council Local Flood Risk Management
Strategy**

Cheshire East Council

Public Consultation

July 2017



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1.0 Introduction

In accordance with its statutory duties under the Flood and Water Management Act 2010 (FWMA), as a lead local flood authority (LLFA) Cheshire East Council must develop, maintain, apply and monitor a strategy for local flood risk management across its administrative area.

As required by the FWMA, the Council as LLFA must consult about the Local Flood Risk Management Strategy with other risk management authorities and the public that may be affected by the strategy.

This document is a summary of the consultation exercise which has been undertaken and the outcomes of the consultation process.

2.0 Consultation Documents

The following documents were presented for public consultation and comment:

- Draft Local Flood Risk Management Strategy

3.0 Consultation Period

The consultation period ran for 6 weeks between Wednesday 16/08/2017 – Wednesday 27/09/2017.

4.0 Consultation Publicity

In order to make the public aware of the consultation, the following methods were utilised:

- Council Website:
http://www.cheshireeast.gov.uk/highways_and_roads/highway-services/flood-risk-management/flood-risk-management.aspx
- Direct mail shot to 109 No. key stakeholders including the Councils elected members. (full list is provided in Appendix A)

4.1 Website text:

Adopted Local Flood Risk Management Strategy Consultation

As a Lead Local Flood Authority, the Council has the duty, under Section 9 of the Flood and Water Management Act 2010, to put in place a Local Flood Risk Management Strategy (LFRMS) to manage all sources of flood risks. The Strategy is an important tool to help understand and manage flood risk within Cheshire East. It seeks to increase awareness of the flood risk in the Borough, and to encourage better co-operation and communication between organisations involved in flood risk management and the public.

Response was encouraged via the website but other options will be available to ensure this document was accessible and different response mechanisms existed.

Email: Flood.Investigation@cheshireeast.gov.uk

Telephone: 0300 123 5500

Post: LFRMS Consultation. c/o Flood Risk Management Team, Delamere House, Delamere Street, Crewe, Cheshire, CW1 2JZ.

4.2 Hard Copies

Hard copies of the Local Flood Risk Management Strategy document were left at the following locations:

- Municipal Buildings reception, Crewe
- Westfields reception, Sandbach
- Macclesfield Town Hall

Consultation feedback forms will be made available in these locations along with drop boxes.

5.0 Comments Received

Comments were received from the following 5 consultees:

- Canal & River Trust
- Historic England
- Natural England
- Poynton Town Council
- Alsager Town Council

The comments are detailed in the table below

Canal and River Trust			
Ref:	Comment	Response	Action
1	<p>With reference to B2.4.5 Canal Flooding</p> <p>The Trust would like to request that the line highlighted below is replaced with the following; 'Whilst it is recognised that it is an ageing navigation network, the Canal & River Trust have in place a comprehensive inspection and works prioritisation process to manage on-going risk'.</p> <p>Historical canal flood records are included in Appendix 1 Figure 6d. These show there have been four canal breaching incidents and one incident of canal overtopping. This suggested that with an ageing navigation network and limited funds for maintenance there will be an increasing risk of failure due to deterioration and hence associated flooding.</p>	Comment accepted	Text replaced as requested
2	<p>We would also like to remind that the correct format of our name is; Canal & River Trust</p>	Comment accepted	Document updated to reflect any formatting errors

Historic England			
Ref:	Comment	Response	Action
3	Historic England recommends that the proposals are assessed and implemented in accordance with the principles set out in the National Planning Policy Framework for conserving and enhancing the historic environment and delivering sustainable development.	Comment accepted	Any works undertaken in response to flooding will follow all National Planning Policy Framework guidelines, including those specific to conserving and enhancing the historic environment and delivering sustainable development.
4	Where individual schemes are likely to impact on the historic environment, Historic England recommends that mitigation measures appropriate to the level of impact and type of harm involved are clearly identified if harm cannot be avoided.	Comment accepted	Any works undertaken in response to flooding will follow appropriate legislation and be mindful of historic environments
5	Historic England advises that relevant local authorities' conservation and archaeological officers are involved throughout the preparation and implementation of the LFRMS.	Comment accepted	Any works undertaken in response to flooding will follow appropriate legislation and advice will be sought from our conservation/archaeological/environmental officers as appropriate
Natural England			
6	We have no specific comments to make in relation to the Management Strategy and note the early stage of this consultation, which does not yet include the following supporting documents: Strategic Environmental Assessment (SEA) or Habitats Regulations Assessment (HRA). However we look forward to commenting on	Comment noted	None

	these in due course.		
7	The Cheshire East LFRMS should seek to maximise the potential environmental benefits associated with delivery of the LFRMS and its associated objectives and measures.	Comment noted	None
Poynton Town Council			
Ref:	Comment	Response	Action
8	The Town Council has no objection to the proposals but that Cheshire East by zoning strategic sites in Poynton and the safeguarded land which are in flood risk areas seem to indicate that they have no seriousness in dealing with these matters. The information held by the environment agency is seriously out of date. Planning applications have been received with assertions by developers that they would flood only once in a thousand years when they were under several feet of water in June 2016.	Comment noted	LLFA has passed these comments on the CEC Planning department.
9	The Town Council request Cheshire East to ensure that the flood risk register is updated to take account of recent severe flooding in Poynton and also in Macclesfield and Bollington.	Comment noted	Recent flooding events have all been recorded. Consideration will be given to updating the flood risk maps following the ongoing modelling study.
Alsager Town Council			
Ref:	Comment	Response	Action
10	It welcomes the consultation in the development of a local flood management strategy and asks to be	Comment noted	CEC will continue to liaise and engage with Alsager Town Council as necessary.

	kept informed of its progress in respect to Alsager.		
11	That Valley Brook to the South of Alsager with its impact on existing and new development is of critical concern to Alsager and its residents.	Comment noted	CEC to discuss the riparian ownership of Valley Brook with Alsager Town Council
12	That Valley Brook must be managed in its capacity to discharge surface water in the prevention of local flooding to property and residents including those in close proximity either side and beyond.	Comment noted	CEC to discuss the riparian ownership of Valley Brook with Alsager Town Council
13	That in the management of Valley Brook more natural measures should be considered including the planting of trees and landscapes.	Comment noted	CEC to discuss the riparian ownership of Valley Brook with Alsager Town Council

6.0 Document Revision

The Local Flood Risk Management Strategy 2017 has been revised to reflect all actions as listed in section 5.

The final document title is Local Flood Risk Management Strategy 2017.

7.0 Appendix A: List of Stakeholders (Direct Mail Shot)

Title	initial	Surname	Company
Ms	T	Harrison	United Utilities
Ms	L	Crook	United Utilities
Mr	J	Deaveaux	United Utilities
Ms	B	Fields	Environment Agency
Mr	D	Brown	Environment Agency
Mr	A	Raynor	Cheshire West & Chester Council
Mr	J	Turton	Warrington Borough Council
Mr	J	Farmer	Halton Borough Council
Mr	M	Catherhall	St Helens Council
Mr	M	Clayton	Canals and Rivers Trust
Ms	F	Bruce	Constituency Office
Ms	L	Smith	Constituency Office
Ms	A	Sandbach	Constituency Office
Mr	D	Rutley	Constituency Office
Ms	E	McVey	Constituency Office
Mr	A	Withington	Highways Agency
Sirs			Network Rail
Mr	D	Carter	Natural England Consultation Service
Ms	J	Nelson	English Heritage
Sirs			Cheshire Wildlife Trust
Sirs			RSPB
Mr	D	Hall	NFU
Sirs			Cheshire Constabulary
Sirs			Cheshire Fire Brigade HQ
Sirs			North West Ambulance Service NHS Trust
Councillor	C	Andrew	Cheshire East Council
Councillor	A	Arnold	Cheshire East Council
Councillor	G	Baggott	Cheshire East Council
Councillor	D	Bailey	Cheshire East Council
Councillor	R	Bailey	Cheshire East Council
Councillor	R	Bailey	Cheshire East Council
Councillor	G	Barton	Cheshire East Council
Councillor	P	Bates	Cheshire East Council
Councillor	G	Baxendale	Cheshire East Council
Councillor	M	Beanland	Cheshire East Council
Councillor	D	Bebbington	Cheshire East Council
Councillor	S	Brookfield	Cheshire East Council
Councillor	E	Brooks	Cheshire East Council
Councillor	D	Brown	Cheshire East Council
Councillor	C	Browne	Cheshire East Council
Councillor	B	Burkhill	Cheshire East Council
Councillor	P	Butterill	Cheshire East Council
Councillor	S	Carter	Cheshire East Council
Councillor	C	Chapman	Cheshire East Council
Councillor	J	Clowes	Cheshire East Council
Councillor	S	Corcoran	Cheshire East Council
Councillor	H	Davenport	Cheshire East Council
Councillor	S	Davies	Cheshire East Council
Councillor	M	Deakin	Cheshire East Council
Councillor	T	Dean	Cheshire East Council
Councillor	B	Dooley	Cheshire East Council
Councillor	L	Durham	Cheshire East Council

Councillor	S	Edgar	Cheshire East Council
Councillor	I	Faseyi	Cheshire East Council
Councillor	P	Findlow	Cheshire East Council
Councillor	R	Fletcher	Cheshire East Council
Councillor	D	Flude	Cheshire East Council
Councillor	T	Fox	Cheshire East Council
Councillor	H	Gaddum	Cheshire East Council
Councillor	S	Gardiner	Cheshire East Council
Councillor	S	Gardner	Cheshire East Council
Councillor	L	Gilbert	Cheshire East Council
Councillor	M	Grant	Cheshire East Council
Councillor	P	Groves	Cheshire East Council
Councillor	J	Hammond	Cheshire East Council
Councillor	M	Hardy	Cheshire East Council
Councillor	A	Harewood	Cheshire East Council
Councillor	G	Hayes	Cheshire East Council
Councillor	S	Hogben	Cheshire East Council
Councillor	D	Hough	Cheshire East Council
Councillor	O	Hunter	Cheshire East Council
Councillor	J	Jackson	Cheshire East Council
Councillor	L	Jeuda	Cheshire East Council
Councillor	M	Jones	Cheshire East Council
Councillor	A	Kolker	Cheshire East Council
Councillor	J	Macrae	Cheshire East Council
Councillor	D	Mahon	Cheshire East Council
Councillor	N	Mannion	Cheshire East Council
Councillor	D	Marren	Cheshire East Council
Clerk to	Acton		Parish Council
Clerk to	Adlington		Parish Council
Clerk to	Agden		Parish Council
Clerk to	Alderley Edge		Parish Council
Clerk to	Alpraham		Parish Council
Clerk to	Alsager		Town Council
Clerk to	Arclid		Parish Council
Clerk to	Ashley		Parish Council
Clerk to	Aston-by-Budworth		Parish Council
Clerk to	Audlem		Parish Council
Clerk to	Bickerton		Parish Council
Clerk to	Bollington		Town Council
Clerk to	Bosley		Parish Council
Clerk to	Bradwall		Parish Council
Clerk to	Breeton		Parish Council
Clerk to	Bulkeley		Parish Council
Clerk to	Bunbury		Parish Council
Clerk to	Burland		Parish Council
Clerk to	Calveley		Parish Council
Clerk to	Chelford		Parish Council
Clerk to	Chomondeston & Wettenhall		Parish Council
Clerk to	Chorley		Parish Council
Clerk to	Church Lawton		Parish Council
Clerk to	Church Minshull		Parish Council
Clerk to	Congleton		Town Council
Clerk to	Cranage/Somerford/Twe mlow/Hulme Walfield		Parish Council
Clerk to	Crewe Green		Parish Council
Clerk to	Crewe		Town Council
Clerk to	Disley		Parish Council

Clerk to	Dodcott-cum-Wilkesley	Parish Council
Clerk to	Doddington	Parish Council
Clerk to	Eaton	Parish Council
Clerk to	Gawsworth	Parish Council
Clerk to	Goostrey	Parish Council
Clerk to	Great Warford	Parish Council
Clerk to	Handforth	Parish Council
Clerk to	Hankelow/Shavington/Ch mondley	Parish Council
Clerk to	Haslington	Parish Council
Clerk to	Hassall	Parish Council
Clerk to	Hatherton & Waigherton	Parish Council
Clerk to	Haughton	Parish Council
Clerk to	Henbury	Parish Council
Clerk to	High Legh	Parish Council
Clerk to	Higher Hurdsfield	Parish Council
Clerk to	Holmes Chapel	Parish Council
Clerk to	Hough & Chorlton	Parish Council
Clerk to	Kettleshulme	Parish Council
Clerk to	Knutsford	Town Council
Clerk to	Little Bollington	Parish Council
Clerk to	Little Warford	Parish Council
Clerk to	Lower Peover	Parish Council
Clerk to	Lower Withington	Parish Council
Clerk to	Macclesfield Forest & Wildboardclough	Parish Council
Clerk to	Macclesfield	Town Council
Clerk to	Marbury	Parish Council
Clerk to	Marbury & District	Parish Council
Clerk to	Marton	Parish Council
Clerk to	Mere	Parish Council
Clerk to	Middlewich	Town Council
Clerk to	Millington	Parish Council
Clerk to	Minshull Vernon & District	Parish Council
Clerk to	Mobberley	Parish Council
Clerk to	Moston	Parish Council
Clerk to	Mottram-St-Andrew	Parish Council
Clerk to	Nantwich	Town Council
Clerk to	Nether Alderley	Parish Council
Clerk to	Newhall/Sound	Parish Council
Clerk to	North Rode	Parish Council
Clerk to	Odd Rode	Parish Council
Clerk to	Ollerton with Marshall	Parish Council
Clerk to	Over Alderley	Parish Council
Clerk to	Peckforton	Parish Council
Clerk to	Peover Superior	Parish Council
Clerk to	Pickmere	Parish Council
Clerk to	Plumley with Toft & bexton	Parish Council
Clerk to	Pott Shrigley	Parish Council
Clerk to	Poynton	Town Council
Clerk to	Prestbury	Parish Council
Clerk to	Rainow	Parish Council
Clerk to	Rope	Parish Council
Clerk to	Rostherne	Parish Council
Clerk to	Sandbach	Town Council
Clerk to	Siddington	Parish Council
Clerk to	Smallwood	Parish Council

Clerk to	Snelson	Parish Council
Clerk to	Spurstow	Parish Council
Clerk to	Stapeley & District	Parish Council
Clerk to	Stoke & Hurleston	Parish Council
Clerk to	Styal	Parish Council
Clerk to	Sutton	Parish Council
Clerk to	Swettenham	Parish Council
Clerk to	Tabley	Parish Council
Clerk to	Twemlow	Parish Council
Clerk to	Wardle	Parish Council
Clerk to	Warmingham	Parish Council
Clerk to	Weston & Basford	Parish Council
Clerk to	Willaston	Parish Council
Clerk to	Wilmslow	Town Council
Clerk to	Wincle	Parish Council
Clerk to	Wistaston	Parish Council
Clerk to	Worleston & District	Parish Council
Clerk to	Wrenbury-cum-Frith	Parish Council
Clerk to	Wybunbury	Parish Council



Local Flood Risk
Management Strategy
2017

Notice

This document has been produced solely for the purpose of how we will manage flood risk across the borough of Cheshire East. It has an ongoing review process and will be fully revised at six year intervals in-line with the Cheshire East Preliminary Flood Risk Assessment.

Amendments

Reviewer		Date	Description
MT	Matt Tandy	18/09/13	Removal of section texts
MT/PR	Matt Tandy Paul Reeves		Restructure and update of Strategy by Jacobs
PR	Scrutiny Committee	24/04/14	Presentation and approval by the Community Safety Scrutiny Committee
	Cheshire & Mid Mersey FRMA's	24/04/14	Circulation to Strategic Partners
	Paul Reeves	16/05/14	Incorporation of comments and completion of missing data by Jacobs
		30/05/14	Final draft for submission
PR	Scrutiny Committee	05/03/15	Presentation to Environment Overview and Scrutiny Committee – no comments received
AB/FK	Adrian Bratby Freideriki Karvouni	10/03/16	Final review before submission and addition of maps
PR	Scrutiny Committee	24/03/16	Presentation to Environment Overview and Scrutiny Committee – no comments received
AB/VV	Adrian Bratby Vicky Venn	10/10/16	Amendments following client review 07/10/2016
AB	Adrian Bratby	24/11/16	Revisions to Appendices 7 and 8
VV	Vicky Venn	19/01/17	Final comments prior to submission to cabinet 19/01/2017
SP	Stuart Penny	31/01/17	Updated with regards to emerging Local Plan
AF	Adrian Fisher	09/03/17	Update on emerging Local Plan checked
VV	Vicky Venn	28/09/17	Updated following public consultation 16/08/2017-27/09/2017

Foreword

This is the first Strategy for Flood Risk Management in Cheshire East. The strategy will help to ensure that the Council, the Environment Agency, United Utilities, neighbouring and other authorities work together to protect homes, businesses and other infrastructure from flooding, whilst ensuring all other relevant considerations are taken into account. It considers how various measures or activities can help to manage flood risk, from better planning of new development to ensuring emergency responders understand which locations are at greatest risk.

The driving force behind this strategy is the duty outlined in the Flood and Water Management Act 2010 to produce a Local Strategy to tackle local and cross boundary issues affecting Cheshire East. This Act was introduced in reference to climate change developments and the major flood events that affected the UK in 2000 and 2007.

This Local Flood Risk Management Strategy focuses on “local flood risk”. That is flooding which is caused by surface runoff, groundwater and ordinary watercourses (streams and ditches etc.). However it is not the source of flooding that’s most important, it is the effect it has in Cheshire East. We are keen to make sure that flooding from all sources can be managed together and addressed according to the level of risk.

Managing flood risk locally requires co-operation from all public agencies, businesses and households. Hence it is vital that, in addition to organisations working more collaboratively with each other, we engage with the local communities who are affected by flooding. The strategy set outs the roles and responsibilities of all major stakeholders, including households and community groups, so that there is clarity and understanding about when the different stakeholders need to be involved. We have a strong tradition of partnership working in Cheshire East and we intend to extend this into managing flood risk.

Taking effective steps to reduce flood risk requires an evidence based assessment to ensure that efforts and resources are appropriately focused. We have already taken measures to reduce flood risk and this strategy identifies what has been done and what we plan to do in the future.

With more development and increasingly uncertain weather patterns, flooding may occur in places where it has not been experienced before. Sometimes this involves looking for measures that can reduce the likelihood and/or the impact of flooding. Management of the flood risk may not necessarily protect all households from flooding, but may include practical measures that allow households to be prepared and capable to cope in the event of flooding.

This Strategy is our statement of intent as to how we will manage flood risk in Cheshire East. We hope it will help you become better informed of everyone’s responsibilities, how to find out your flood risk and what we can do to help you become safer.



Councillor Rachel Bailey
Leader of Cheshire East Council

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Part A: Setting the scene and context for the Cheshire East

Local Flood Risk Management Strategy

A1 Introduction

This Local Flood Risk Management Strategy (LFRMS), referred to from now as the strategy, sets out a framework for managing the risk of local flooding. Local Flooding is defined by the Flood and Water Management Act 2010 as flooding from:

- Surface Water
- Groundwater
- Ordinary Watercourses
- Canals

Other authorities also have a role in managing these local flood risks. There are other sources of flood risk but these are managed through other strategies and plans.

Section 9¹. Effect of national and local strategies: England

- (1) A lead local flood authority for an area in England must develop, maintain, apply and monitor a strategy for local flood risk management in its area (a “local flood risk management strategy”).

With its statutory responsibilities as a Lead Local Flood Authority (LLFA), Cheshire East Council has developed this Local Flood Risk Management Strategy to set out how the Council intends to manage local flood risk through measures across Cheshire East. The strategy however will not contain everything needed to understand the risks. Cheshire East Council is well placed to co-ordinate flood risk management through its other statutory functions as the Local Highway Authority, Local Planning Authority and as a Category 1 Responder under the Civil Contingencies Act 2004. There is a well-developed network of partners by virtue of our historical operational and strategic practices.

Inland flooding and storms are the dominant natural hazards in the UK, having significant effects on both economic and insurance losses. The series of flooding events experienced in 2007 resulted in the UK registering the highest economic losses from flooding within Europe in the decade to 2009. Two thirds of the total damage cost of the 2007 floods was estimated to be due to flooding sources other than Main River or the sea.

Severe flooding was experienced in 2012, which was one of the wettest years on record. Flooding from all sources poses a risk to life and this was illustrated in 2012 when people in the UK lost their lives. The disruption and trauma caused by flooding to homes, businesses, land and transport infrastructure can be life changing and the costs significant.

Cheshire East has experienced flooding of homes, businesses, agricultural land, road railways and public services. Flooding occurred on three occasions in Cheshire East during 2012. The most severe event occurred on 25th and 26th September 2012, when 90mm of rain fell in 48hours. This was equivalent to a 1 in 30 year rainfall event.

In June 2016 Cheshire East experienced flooding again, when an estimated 46mm of rain fell in Poynton in just two hours. It is known that in excess of 80 households were affected by this storm which is currently estimated to be equivalent to a 1 in 510 year return period.

Our changing climate is predicted to increase flood risk in the future through changing patterns of rainfall, greater flood flows in rivers and increased risks from water runoff.

A2 Structure of the document

This document forms Cheshire East Council's Flood Risk Management Strategy. It comprises two parts, A and B, which are structured as follows:

Part A provides background and context to the strategy, why it is needed, who it is for and how a catchment approach has been adopted. It sets out the roles and responsibilities bestowed on Cheshire East Council via the Flooding Water Management Act (2010). It introduces Cheshire East Council's strategic aims and five objectives for flood risk management.

Part B is structured around the strategy objectives with each objective presented in its own section. It takes account of the historical flooding problems, data collected and analysed as part of previous studies and existing management arrangements. It sets out the further actions or measures that need to be carried out to effectively manage flood risk in Cheshire East. It also acknowledges other organisations that have flood risk management responsibilities and the need to work in partnership to achieve the aims and objectives of this strategy.

A3 Objectives of the Cheshire East Local Flood Risk Management Strategy

¹ Flood and Water Management Act (2010)

The strategy formalises and develops our partnerships in respect of flood risk and takes account of the high level screening which was introduced in the Preliminary Flood Risk Assessment (PFRA), as required under the Flood Risk Regulations 2009. The PFRA showed that Cheshire East had no flooding issues that were nationally significant.

However, local flooding is on the increase. The years 2010 and 2011 experienced one of the most prolonged dry periods since 1953. It was followed by the summer of 2012 which was one of the wettest on record. This resulted in repeated flood events within Cheshire East at locations that have not experienced flooding before. The weather patterns are changing and we are facing a future of erratic, unseasonable and extreme weather. Flooding is now one of the highest risks facing Cheshire East.

A4 Who is the strategy for?

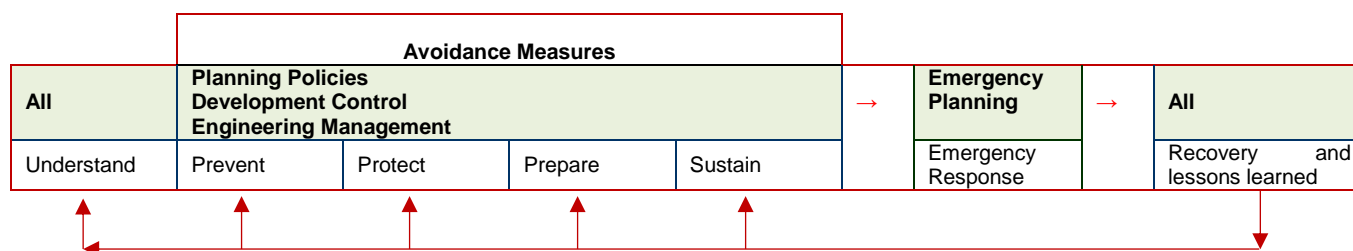
This document sets out the links between Cheshire East Council and the other risk management authorities who also have responsibilities for dealing with flooding. It shows how Cheshire East Council has responsibility as LLFA to manage flood risk in its local area and to develop a strategy setting out how it will do this. There are many who will have, or need to have, awareness, knowledge, experience or expertise in respect of flooding. The challenge for any LLFA is to now establish how to coordinate these groups to develop a wider understanding of the flood risk and to guide and influence them by defining a strategy that will reduce the risk of flooding to those who live and work in Cheshire East area.

Groups	Details
Our Community	That may be at risk of flooding
Infrastructure Providers	Community providers, Highway Authority, Network Rail United Utilities, Scottish Power and Transco etc.
Organisations responsible for managing land	Property, cultural heritage and the natural environment land areas where the responsibility lies with people such as landowners, farmers and the Forestry Commission.
Non-government organisations	Royal Society for the Protection of Birds, Country Land and Business Association, National Farmers Union, Wildlife Trusts, National Flood Forum, Association of British Insurers and economic development organisations.

A5 Principles of Local Flood Risk Management

Flooding cannot be prevented; however with effective local management it may be possible to reduce the consequences of flooding and/or reduce the probability of flooding occurring. By developing a local flood risk management strategy LLFAs can be active in helping their own local communities and implement measures to mitigate risk in their own area.

The following diagram sets out the series of steps that are needed to manage flood risk. This shows how risk can be managed at different times through the many processes. Flood risk management needs to go on continuously and that the appropriate measures will need to be adapted as circumstances change.



A6 Aims, Objectives and Measures

Cheshire East Local Flood Risk Management Strategy Aim:

To produce coherent plans to demonstrate how the Council will work with individuals, the community and organisations to holistically manage local flood risk in a sustainable manner through a range of risk management measures.

In developing its local flood risk management strategy Cheshire East Council has a clear aim as shown above. The Council has developed the following objectives to manage the various forms of local flooding in Cheshire East and to be consistent with the Environment Agency's National Flood and Coastal Protection Strategy. Each of these objectives led to a series of measures that have been, or will be, implemented as part of this strategy. The numbers associated with each of the measures reflect the section number where the measure is described in this strategy document.

Aims		Objectives	Section	Measures
To produce coherent plans to demonstrate how the Council will work with individuals, the community and organisations to holistically manage local flood risk in a sustainable manner through a range of risk management measures.	1	To clearly set out the different types of flooding, who is responsible and the Governance arrangements	B1.1 – B1.7	Legislation
			B1.8 – B1.9	Roles and Responsibilities
			B1.10 – 1.11	Structure and Partnerships
	2	To assess the total risk of flooding from all sources in Cheshire East	B2.1	The Strategy Study Area
			B2.2	Availability of Data
			B2.3	Summary of Identified Flood Risk
			B2.4	Potential Future Flood Risk from all Sources
			B2.5	Effects of Climate Change
			B2.6	Improving Risk Understanding
			B2.7	Surface Water Management Plans
	3	To manage flood risk and where appropriate reduce the risk and consequences of flooding through a range of activities and by effective management.	B3.1	Flood Risk Management Measures
			B3.2	Partnership Co-ordination
			B3.3	Spatial Planning
			B3.4	Sustainable Drainage Systems
			B3.5	Enforcement and Consenting
			B3.6	Works powers
			B3.7	Land Acquisition and Compulsory Purchase Powers
			B3.8	Asset Management
			B3.9	Designation of Features
			B3.10	Investigations and Flood Reporting
			B3.11	Communications and Public Engagement
			B3.12	Preparedness and Emergency Response
	4	To develop actions and interventions to reduce flood risk where appropriate.	B4.1	Overview
			B4.2	Work to Mitigate or Reduce Flood Risk
			B4.3	Maintenance
			B4.4	Community Information Provision
			B4.5	Funding
	5	To undertake flood risk management in a sustainable manner.	B5.1	Environmental Objectives
			B5.2	Contribution to Improved Environment
			B5.3	Strategic Environmental Assessment
			B5.4	Sustaining Effective Flood Risk Management

A7 Catchment Approach

This strategy will set out a framework for managing flood risk in a holistic and sustainable way and will help Cheshire East Council as the Lead Local Flood Authority decide what we and our partners need to do to manage local risks. The Cheshire and Mersey (CMM) group of Lead Local Flood Risk Authorities have developed Local Flood Risk Management Strategies together on a catchment wide basis with local measures and flood risk assessments.

A8 Responsibilities

Cheshire East Council has a duty to protect the health of local residents as part of its Public Health responsibilities. It also has a responsibility for recovery following major incidents of flooding. Flooding can have a devastating impact on people's lives. It can have a high economic impact on Cheshire East in damaging properties and business. It brings the risk of drowning and injury and if water is contaminated it can increase the risk of infection. More commonly it causes significant disruption and distress to people's lives as they deal with the aftermath of flooding in their home or business. Relocating, clearing up, and dealing with the consequences of flooding can cause anxiety and stress over many months and may exacerbate existing mental health conditions. Decreasing the risk of flooding and building resilience meets both these responsibilities.

A9 Powers and Duties

The Flood and Water Management Act 2010 (FWMA2010) places a number of new duties on the Council through either amending existing Acts such as the Land Drainage Act 1991 or through the FWMA2010 itself. The responsibilities defined in the Act are summarised below, with Section 3 setting out how the Council will develop these duties to manage flood risk.

Responsibility		Details
Preparation of an Asset Register	Section 21	Cheshire East has a duty to maintain a register of structures or features, which are considered to have an effect on a flood risk. This includes details of ownership and condition as a minimum.
Power to designate flood risk management structures	Schedule 1 Section 30	Cheshire East, as well other flood management authorities, have powers to designate structures and features that affect flooding or coastal erosion in order to safeguard assets that are relied upon for flood or coastal erosion risk management.
Investigation of flood incidents	Section 19	Cheshire East has a duty to co-ordinate the investigation and recording of significant flood events within its area. This duty includes identifying which authorities have flood risk management functions and what they have done or intend to do with respect to the incident, notifying risk management authorities where necessary and publishing the results of any investigation carried out.
Prepare a Local Strategy for Flood Risk Management	Section 9	Cheshire East is required to develop, maintain, apply and monitor a local strategy for flood risk management in its area. The local strategy will build upon information such as national risk assessment and will use consistent risk based approaches across different local authority areas and catchments.
SuDS Approval Body*	Schedule 3	Cheshire East is designated as the SuDS Approval Body (SAB) for any new drainage system and therefore must approve, adopt and maintain any new sustainable drainage systems (SuDS) within their area.
Works powers	(Amendment to Land Drainage Act 1991, s14)	LLFAs have powers, consistent with the local flood risk management strategy for that area, to undertake works to manage flood risk from surface runoff and groundwater.
Consenting work affecting Ordinary Watercourses	Section 21	If riparian owners wish to build a culvert/structure or make any alteration likely to affect the flow of an ordinary watercourse, land drainage consent is required from Cheshire East Council as an LLFA.
Powers to Create Byelaws	(Amendment to Land Drainage Act 1991, s66)	The Council may make such byelaws as they consider necessary for securing the efficient working of the drainage system within its administrative area. At present, byelaws are being progressed by the partners within the Cheshire and Mersey group.

* At the time of writing, the SuDS aspects of the FWMA have not been fully implemented.

A10 Documents that Contribute to the Strategy

There are a number of existing documents relating to flood risk and planning policy that form the basis of this strategy:

Documents Contributing to this Strategy:

- Local Flood Response Plan 2012
- Cheshire East Multi Agency Flood Plan
- Mid-Mersey Water Cycle Study (Outline Phase) 2011
- Preliminary Flood Risk Assessment (PFRA) 2011
- Updated Preliminary Flood Risk Assessment (PFRA) 2017 [Draft format awaiting approval by EA]
- Cheshire East Council Climate Change Action Plan 2010
- Saved policies in five legacy Local Plans
- Level one Strategic Flood Risk Assessment (SFRA1) 2009
- Mersey Catchment Flood Management Plan (CFMP) 2008
- Cheshire East Local Plan (being produced in three parts) in progress to supersede existing statutory Development Plan
- Cheshire East Surface Water Management Plan – Level 1 Assessment Report 2012;
- Level two Strategic Flood Risk Assessment (SFRA2) 2013

Part B: The objectives and measures for the Cheshire East Local Flood Risk Management Strategy

B1: Risk Management Authorities and Responsibilities

Objective 1:

Clearly set out the different types of flooding, who is responsible and the Governance arrangements.

Section 9. Local flood risk management strategies: England

(4) The strategy must specify – (a) the risk management authorities in the authority's area.

B1.1 National Context

The Flood and Water Management Act identifies certain organisations as 'Risk Management Authorities'. These have management responsibilities around flooding, which include new responsibilities from the Flood and Water Management Act and existing ones from previous legislation.

B1.2 Background Legislation

The development and responsibility for flood risk management has evolved in recent years. It was the responsibility of the Local River Authorities until 1989, when a new Water Act was passed in Parliament, which privatised the Water and Sewerage functions across the country. The flood risk functions were then transferred to the National Rivers Authority in 1991 when several pieces of legislation were enacted. This legislation aimed to consolidate the existing powers including the Land Drainage Act, Water Resources Act, Statutory Water Companies Act and Water (Consequential Provisions) Act and addressed the roles and responsibilities of the Authorities.

The Environment Agency was then established in 1995, replacing the National Rivers Authority and took over the flood warning duties from the Police. Cheshire East is based within the EA's North West Region, which has its regional head office based in neighbouring authority of Warrington. The release of the Planning Policy Guidance 25 (PPG25) in 2001 was in response to major flood events in 1998 and 2000, to strengthen flood risk planning. This was superseded by the Planning Policy Statement 25 (PPS25) in 2006 for sustainable surface water management and recently superseded again by the current National Planning Policy Framework (NPPF), which rationalises development legislation and processes.

B1.3 Current Legislation

Following the 2007 Floods, the Pitt Review (2008) led to the overhaul of flood risk legislation within England and Wales. This emphasised greater responsibility, particularly for surface water issues for upper tier Authorities such as Cheshire East Council. These responsibilities were brought about with the enactment of the Flood and Water Management Act (2010). A summary of the relevant documents is as follows:

Legislation	Details
The Pitt Review (2008)	Sir Michael Pitt carried out a review of flood risk management practices after the widespread floods of 2007, in which over 50,000 households were affected and damages exceeded £4billion. The Pitt Review called for urgent and fundamental changes to the way flood risk was being managed. The report contained 92 recommendations for the Government, which were based around the concept of local authorities playing a major role in the management of local flood risk.
The Flood and Water Management Act (2010)	<p>The Flood and Water Management Act 2010 (FWMA) provides legislation for the management of risks associated with flooding and coastal erosion. Many of the recommendations contained in the Pitt Review have been enacted through the Flood and Water Management Act 2010. The Act places a number of roles and responsibilities on risk management authorities such as Cheshire East Council, designating it a Lead Local Flood Authority.</p> <p>The preparation of this Local Flood Risk Management Strategy is brought about by this piece of legislation.</p>

Legislation	Details
The Flood Risk Regulations (2009)	The Flood Risk Regulations 2009 transposes the EU Floods Directive into law for England and Wales. The Flood Risk Regulations require three main pieces of work:
(1) Preliminary Flood Risk Assessment (PFRA)	The collecting of information on past and future floods from surface water, groundwater and small watercourses, assembling the information into a PFRA report and identifying Indicative Flood Risk Areas. The PFRA for Cheshire East Council has been completed and available on the Council website.
(2) Flood Hazard and Flood Risk Maps	Following the identification of Flood Risk Areas, the Environment Agency and Cheshire East Council were required to produce hazard and risk maps for the 2011 PFRA. These have been completed and are available on the Council website.
(3) Flood Risk Management Plans	The final stage is for Cheshire East Council to produce a Flood Risk Management Plan for the Indicative Flood Risk Areas. Cheshire East Council's Local Flood Response Plan and Cheshire East's Multi Agency Flood Plan (Cheshire Resilience Forum) will contribute significantly to the preparation of Flood Risk Management Plan. Cheshire East Council Flood Risk Management Information web page is available at: http://www.cheshireeast.gov.uk/highways_and_roads/highway-services/flood-risk-management/flood-risk-management.aspx
National Planning Policy Framework (2012)	The National Planning Policy Framework is a new document developed by the Department for Communities and Local Government (CLG). It is designed to streamline planning policy by substantially reducing the amount of planning guidance by bringing it all together in one coherent document. It is available from the national planning portal at http://planningguidance.planningportal.gov.uk

B1.4 National Flood and Coastal Erosion Risk Management Strategy

Section 11. Effect of National and Local Strategies: England

- (1) In exercising its flood and coastal erosion risk management functions, an English risk management authority must
- (a) act in a manner which is consistent with the national strategy and guidance, and;
 - (b) except in the case of a water company, act in a manner which is consistent with the local strategies and guidance.

The Environment Agency and the Department for Environment, Food and Rural Affairs (Defra) have published a National Flood and Coastal Erosion Risk Management Strategy for England to ensure that the government, Environment Agency, local authorities, water companies, internal drainage boards and other organisations that have a role in Flood and Coastal Erosion Risk Management (FCERM) understand each other's roles and co-ordinate how they manage these risks. This fulfils a requirement in the Flood and Water Management Act 2010. The Act gives the Environment Agency a 'strategic overview' of Flood and Coastal Erosion Risk Management and in turn takes forward recommendations from Sir Michael Pitt's inquiry into the 2007 floods.

The National Strategy for Flood and Coastal Erosion Risk Management provides the overarching framework for future action by all Risk Management Authorities to tackle flood and coastal erosion in England. It has been prepared by the Environment Agency with input from Defra, to ensure it reflects government policy. Localism is at the heart of the new strategy recognizing that there is a limit to what Government and national bodies can achieve alone, and that national priorities are only part of the picture.

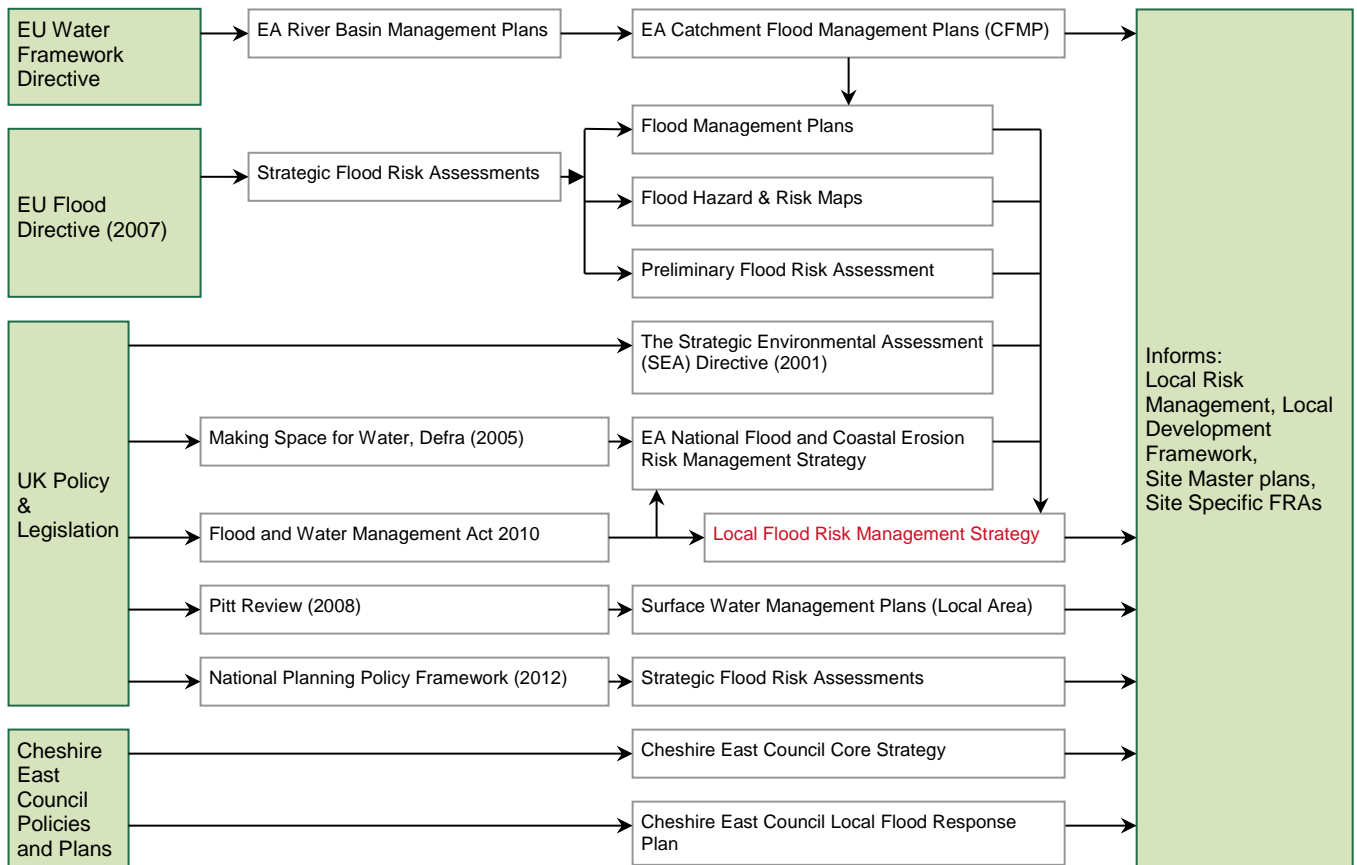
The National Strategy encourages more effective risk management by enabling people, communities, business, infrastructure operators and the public sector to work together. It sets out what needs to be done to manage these risks by improving our understanding of them, reducing the likelihood of incidents happening, as well as managing the potential consequences to people, businesses, infrastructure and services. The National Strategy addresses these aims and shares them with the local level to:

- respond better to flood incidents and recovery;
- encourage local innovations and solutions;
- help households, businesses and communities better understand and manage the flood risks they face;
- manage the risk of flooding to people and their property and where possible, to improve standards of protection;
- invest in actions that benefit public who face the greatest risk, but who are least able to afford to help themselves;
- put sustainability at the heart of the actions we take, work with nature to benefit the environment, people and economy; and
- move the focus from national government-funded activities towards an approach that gives more power to local people, at individual, community or local authority level.

The following diagram, taken from the National Strategy, demonstrates how the objectives have been set and measures have been identified to reduce the risk of flooding.



B1.5 Overview of legislation contributing to current flood risk management



B1.6 Localism Act**Localism Act 2011**

The Localism Act identifies a duty to cooperate in joint planning, in particular where sustainable development or use of land has, or would have, a significant impact on a minimum of two planning areas. This includes land and infrastructure that is strategic, or within sites of special scientific interests and Green Belt land.

Linking with the Flood and Water Management Act 2010, the Localism Act brings the possibility or discretion to share data and cooperate. As stated in the Act it becomes a defined legal duty, thus strengthening the position of LLFAs in dealing with SuDS* duties. The Localism Act gives communities and local government greater powers and freedom from Whitehall. The five key measures in the Localism Act intended to decentralise power are:

- community rights;
- neighbourhood planning;
- housing;
- general power of competence; and
- empowering cities and other local areas.

* At the time of writing, the SuDS aspects of the FWMA have not been fully implemented.

B1.7 Other Relevant Legislation

There is a wide range of other relevant legislation and guidance contributing to Flood Risk Management including (but not limited to):

- The Climate Change Act (2008)
- The Conservation of Habitats and Species Regulations (2010)
- The Civil Contingencies Act (2004)
- The Strategic Environmental Assessment (SEA) Directive (2001)
- The Land Drainage Act (1991)
- The Water Framework Directive (2007)
- Wildlife and Countryside Act (1981);
- Countryside and Rights of Way Act (2000)
- Public Health Act (1936)
- Highways Act (1980)
- Reservoirs Act (1975)
- Land Drainage Act (1998)
- Defra: National flood and coastal erosion risk management strategy for England
- Defra: Co-operation and requesting information in flood and coastal erosion risk management
- Defra: Making Space for Water
- Defra: Understanding the risks, empowering communities, building resistance
- Local Government Group: Framework to assist the development of the Local Strategy for Flood Risk Management
- Biodiversity Action Plan
- Cheshire East Local Plan Core Strategy
- The Conservation of Habitats and species Regulations (2010)
- Catchment Management Plans & River Basin Management Plans

B1.8 Responsibility for each type of Flooding

The following describes a variety of types and sources of flooding. Responsibility for managing flood risk rests with different authorities and is dependent upon the type of flooding experienced. The flood risk management authorities that operate within Cheshire East are:

	Flooding Type	Details	Risk Management Authority
Natural	River flooding (Fluvial)	This occurs when a river or stream cannot cope with the water draining into it from the surrounding land – for example, when heavy rain falls on ground that is already water logged.	Ordinary Watercourse – Cheshire East Council Main River – Environment Agency
	Surface water flooding (Pluvial)	This occurs, for example, when rainwater does not drain away through the normal drainage system, or soaks into the ground, but lies on or flows over the ground instead. This type of flooding can be difficult to predict and pinpoint, much more so than river or coastal flooding.	Cheshire East Council

	Flooding Type	Details	Risk Management Authority
	Groundwater Flooding	This occurs when levels of water in the ground rise above the surface. It is most likely to happen in areas where the ground contains aquifers. These are permeable rocks that water can soak into or pass through.	Cheshire East Council
Joined	Highway Flooding	Flooding is caused by heavy rainfall or overflowing from blocked drains and gullies causing water to pond within the highway network.	Cheshire East Council
Unnatural	Sewer Flooding	This can happen when sewers are overwhelmed by heavy rainfall or when they become blocked. The chance of flooding depends on the capacity of the local sewage system and amount of rain that falls. Land and property can be flooded with water contaminated with raw sewage as a result. Sewers that overflow can also pollute rivers.	United Utilities
	Water Supply Flooding	When flooding occurs from a result of manmade water supply, for example a burst water mains resulting in flooding in a residential area.	United Utilities
	Reservoir flooding	Reservoirs hold large volumes of water above ground level, contained by walls or dams. Although the safety record for reservoirs in England is excellent, it is still possible that a dam could fail.	Canal & River Trust Environment Agency United Utilities Cheshire East Council
	Canal	Canals are rivers or manmade channels that have been developed for use in industry. Canal flooding occurs when the canal cannot cope with the water draining into it from the surrounding land.	Canal & River Trust

B1.9 Risk Management Authorities and Responsibilities

The Flood and Water Management Act identifies certain organisations as 'Risk Management Authorities', which have responsibilities around flooding, both new ones from the Flood and Water Management Act and longstanding ones from previous legislation.

As LLFA, Cheshire East Council coordinates all local Flood Risk Management activities. The Cheshire East Flood Risk Management team lies within Cheshire East Highways. Flood Risk Management is connected to relevant other council functions including Planning, Sustainability and Transportation which means that management of flooding is considered as an integral part of managing the local area.

The responsibilities and activities of the Risk Management Authorities operating with Cheshire East are summarised as follows:

Authority	Responsible For	Activity
Government (Defra)	Defra develops FCERM policy and is the lead Government department for flood risk management in England.	New or revised policies are prepared with other parts of Government such as the Treasury, the Cabinet Office (for emergency response planning) and the Department for Communities and Local Government (land-use and planning policy). These national policies form the basis of the Environment Agency's work.
Environment Agency	<p>As national co-coordinator, the Environment Agency has a strategic overview of all sources of flooding and coastal erosion (as defined in the Flood and Water Management Act 2010).</p> <p>It is also responsible for flood and coastal erosion risk management activities on main rivers and the coast, regulating reservoir safety, and working in partnership with the Met Office to provide flood forecasts and warnings.</p> <ul style="list-style-type: none"> ➤ Main rivers ➤ Raised reservoirs over 10,000m³ 	<p>Developing long-term approaches to FCERM. This includes working with others to prepare and carry out sustainable Catchment Flood Management Plans (CFMPs) to address flood risk in each river catchment.</p> <p>Shoreline Management Plans (SMPs) assess the risks of coastal flooding and erosion and propose ways to manage them. The Environment Agency also collates and reviews assessments, maps and plans for local flood risk management (normally undertaken by Lead Local Flood Authorities).</p> <p>Providing evidence and advice to support others. This includes national flood risk information, data and tools to help other risk management authorities and inform government policy, and advice on planning and development issues.</p> <p>Working with others to share knowledge and the best ways of working. This includes work to develop FCERM skills and resources. Monitoring and reporting on flood and coastal erosion risk management. This includes reporting on how the national FCERM strategy is having an impact across the country.</p> <p>The Environment Agency brings together local authorities and communities to share our combined knowledge, and develop a sustainable framework so that the right actions are decided for each community.</p>

Authority	Responsible For	Activity
Cheshire East Council (LLFA)	<p>As local coordinators, the Flood and Water Management Act directs LLFAs to manage flooding from:</p> <ul style="list-style-type: none"> ➤ Surface Water ➤ Highway Drainage ➤ Groundwater ➤ Ordinary Watercourses <p>Providing and managing highway drainage and roadside ditches under the Highways Act 1980.</p>	<p>Prepare and maintain a strategy for local flood risk management in their areas, coordinating views and activity with other local bodies and communities through public consultation and scrutiny, and planning. Maintain a register of assets – these are physical features that have a significant effect on flooding in their area, Issue consents for altering, removing or replacing certain structures or features on ordinary watercourses.</p> <p>Establish approval bodies for design, building and operation of SuDS*; Play a lead role in emergency planning and recovery after a flood event. Set land use policy and manage development in relation to policy</p> <p>* At the time of writing, the SuDS aspects of the FWMA have not been fully implemented.</p> <p>The owners of land adjoining a highway also have a common-law duty to maintain ditches to prevent them causing a nuisance to road users. To manage these risks as set out in the national strategy, authorities will need to work effectively with the Environment Agency.</p>
United Utilities	<p>Work with flood authorities to co-ordinate the management of water supply and sewage systems.</p> <p>Ensure their systems have the appropriate level of resilience to flooding, and maintain essential services during emergencies.</p> <p>Maintain and manage their water supply and sewerage systems to manage the impact of flooding and pollution to the environment.</p>	<p>United Utilities is responsible for the management of urban drainage system throughout Cheshire East, including surface water and foul sewerage.</p> <p>United Utilities take the issue of surface water and foul water flooding very seriously and have invested £52 million over recent years to reduce flooding from these sources in the North West.</p>
Police/ Cheshire Fire and Rescue Service	Police and Fire and Rescue Service can identify locations at which they have been involved in flood incident management. Work with flood authorities to co-ordinate flood response or in emergency situations take the lead in the overall management.	
Private Sewer Ownership	Since the 1 st October, 2011 property owners have been no longer responsible for certain sewer pipes that connect their homes to public sewers.	<p>New legislation has transferred responsibility for these pipes, called private sewers and lateral drains, to United Utilities. Since the private sewer transfer there are public sewers owned and maintained by United Utilities and private drains.</p> <p>This has removed confusion for responsibility and helped flood management. Private pumping stations will not be transferred until October 2016.</p>
Residents and Business	Riparian Land Owners are responsible for the maintenance and upkeep of watercourses if they are located within their landownership. Householders and businesses are responsible for the protection of their own properties.	

Floodwater is viewed as a common enemy of all. This means that everyone has the responsibility to protect their properties from flooding. Whatever steps an individual takes to protect their property from flooding, they must be carried out with due care. A property owner must ensure that they do not cause harm to their neighbours or their property through their actions to reduce their own flood risk.

B1.10 LLFA Structure

Section 13 Co-operation and arrangements

- (1) A relevant authority must co-operate with other relevant authorities in the exercise of their flood risk management functions.
- (2) A relevant authority may share information with another relevant authority for the purpose of discharging its duty under sub-section (4) A risk management authority may arrange for a flood risk management function to be exercised on its behalf by:
- another risk management authority, or
 - a navigation authority (within the meaning given by section 219 of the Water Industry Act 1991).

Much of the local knowledge and technical expertise necessary for Cheshire East Council to fulfil its duties as LLFA lies with the Council and other partner organisations. It is crucial that the Council works alongside these partners as they undertake their responsibilities to ensure effective and consistent management of local flood risk. These working arrangements have been formalised to ensure clear lines of communication. The structure is shown on the following page.

B1.11 Catchment Partners

Cheshire East has taken a whole catchment view of flood risk management. The Council's administrative area is situated amongst others within the Upper Mersey and Lower Dee catchment areas therefore the Council has established a strong liaison link with neighbouring Lead Local Flood Authorities due to the general topography and drainage characteristics of the area.

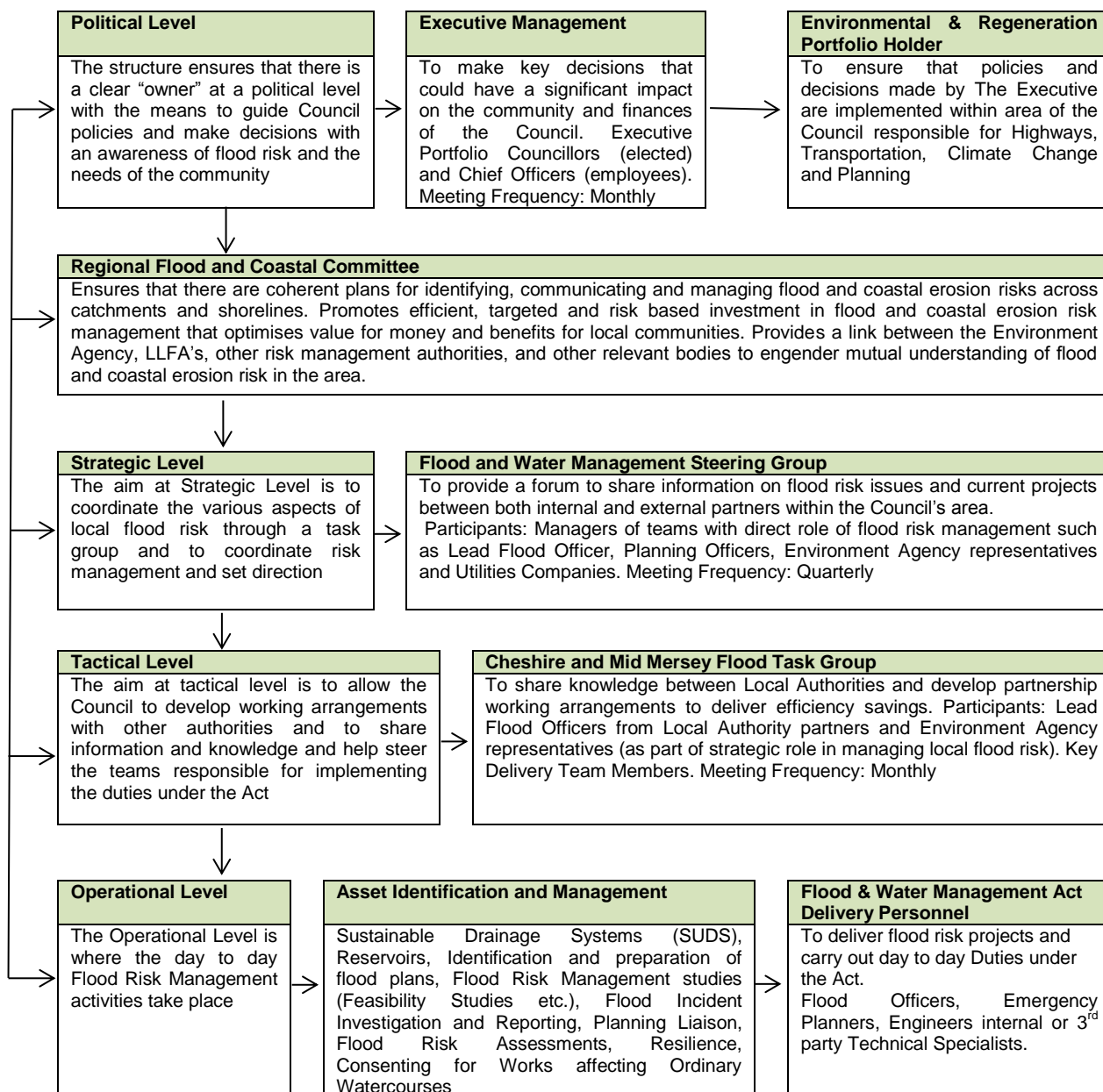
For the purpose of flood risk management Cheshire East Council is part of the wider Cheshire and Mid-Mersey (CMM) sub-regional LLFA working group. The group has agreed to follow the same principles in producing each respective Local Flood Risk Management Strategy. This will ensure the LLFAs work on a catchment wide basis whilst engaging with their local communities and approaching flood risk management using the same broad range of measures.

The catchment partners in the CMM group are Cheshire East Council, Cheshire West and Chester Council, Halton Borough Council, St Helens Metropolitan Borough Council and Warrington Borough Council.

In addition, Cheshire East and Staffordshire LLFA are working in partnership to develop a Surface Water Management Plan for Kidsgrove and Church Lawton.

ACTION:

Continue to develop links with partner organisations and gain agreement to this draft LFRMS for Cheshire East



* At the time of writing, the SuDS aspects of the FWMA have not been fully implemented.

B2: Assessment of flood risk in Cheshire East

Objective 2:

Assess the total risk of flooding from all sources in Cheshire East

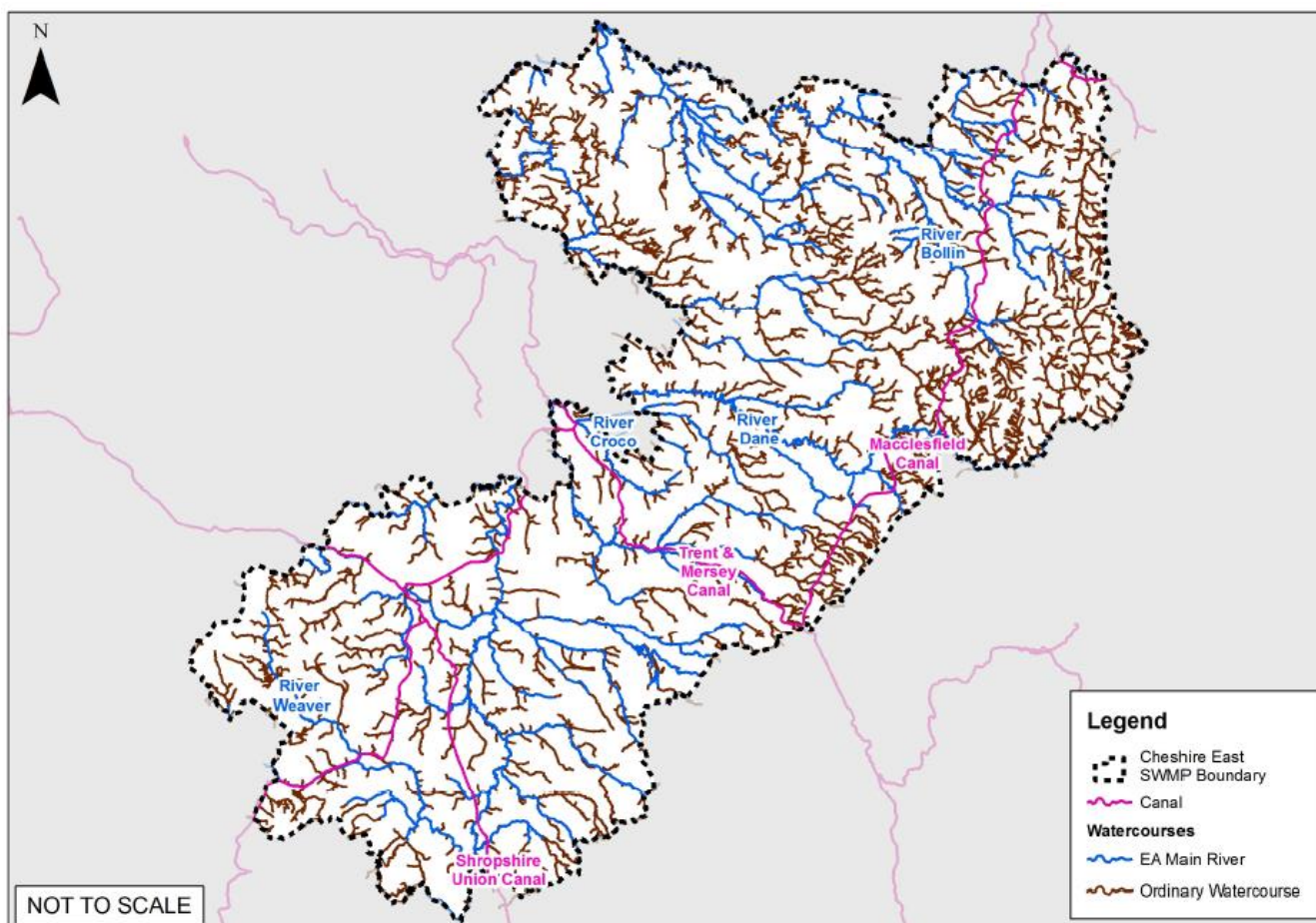
The assessment of flood risk in Cheshire East will be developed by researching the area to identify flooding issues and produce Risk Assessments. The Risk Assessments are produced using a range of internal and external datasets and documentation, local knowledge and Environment Agency mapping and modelling as listed in Section 2.2.

Section 9 Local Flood Risk Management Strategies: England

(g) the assessment of local flood risk for the purpose of the strategy

B2.1 The Strategy Study Area

The area for this strategy is defined by the boundary of Cheshire East Council. The geographical extent of the study area is illustrated below. The Borough of Cheshire East covers approximately 111,600 hectares, is predominately rural and contains the railway town of Crewe, the old mill towns of Macclesfield, Bollington and Congleton and the market towns of Nantwich, Knutsford and Sandbach, as well as Middlewich, Wilmslow, and other important settlements such as Poynton, Alderley Edge, Holmes Chapel and Prestbury. At the time of the 2010-year estimate, the population of Cheshire East was approximately 363,800.



The majority of Cheshire East lies within the catchments of the River Weaver, River Gowy and River Mersey. Other major watercourses in Cheshire East include the River Bollin, River Dane and River Croco. There are a number of large tributaries of these rivers which flow from west to east through Cheshire East. These major watercourses are classified by Defra as Main Rivers which are the responsibility of the Environment Agency who assesses their risk of flooding and holds permissive powers to undertake flood management works. There are also a number of large canals running through the Borough of

Cheshire East. The Canal & River Trust, formerly British Waterways, is responsible for managing and maintaining these canals.

Cheshire East Key Facts:

- Flooding Incidents (16 months to Jan 2017)
 - Flooding – 4540
 - Ditches – 28
 - Gully/ Drainage – 12,516
- Planning applications per year – 1000
- Estimated number of Section 23 consents per year – up to 60
- River lengths
 - Main river – 665 km
 - Ordinary watercourses (including canals) – 1596 km
- Canals
 - Macclesfield
 - Trent & Mersey
 - Shropshire Union
 - Llangollen and
 - Peak Forest
- Reservoirs - Approximately 20 within Cheshire East
- Road Network – 2674km
- Gullies – 85,000
- Highway structures >1.5m span – 690
- Highway structure < 1.5 m span (including bridges, culverts and pipes) – 471
- Highway retaining walls (mostly >1.5m retained height) – 129
- PROW Bridges (footpaths, bridleway, BOATS and RUPPS) – 63
- Formal District Council Bridges (not on highway network) – 41
- Third party bridges on highway network (Network Rail, Rail Properties Ltd, Canal & River Trust) – 154

Given its location at the top of the Weaver Gowy Catchment, Cheshire East generally has a low flood risk rating with few historical, significant events. However, there are local hotspots and in the future cumulative effects of new developments and the unpredictability of climate change will have an effect on flood risk. Past flood events are useful backgrounds in understanding the current and future flood risk. The Preliminary Flood Risk Assessment (PFRA) produced in June 2011 concluded that compared to the National defined threshold there were no historically significant and/or harmful consequences of flooding. This was based on the following definition of significant flooding.

Cheshire East PFRA definition of significant flooding:

- More than 80 houses (equivalent to 200 people); or
- 5 non-residential properties; or
- 1 piece of critical infrastructure

It is often difficult to forecast where storms will hit and how severe their impact will be. In some cases storms may materialise without any forecast. However, the September 2012 event was forecast accurately. Erratic, unseasonal and extreme weather seems to be increasing with flooding becoming a high risk for Cheshire East. It is against this dynamic and unpredictable background that the assessment of flood risk is made.

Cheshire East Recent flood events:

The years 2010 and 2011 experienced one of the most prolonged dry periods since 1953. They also had one of the worst winters for 100 years. In 2012 many parts of the country experienced early drought orders, however, from June the weather patterns changed drastically. The summer of 2012 was one of the wettest for 100 years, nationally recording rainfall of 200% above average.

Cheshire East experienced 3 flood events over the summer of 2012 that affected properties. The most severe flooding occurred on the 25th and 26th September when 90 mm of rain fell in 48 hours. Normal September average rainfall is 73.44 mm for the entire month. This occurred because the deepest low pressure weather system for 30 years stationed itself over the north of the UK.

The floods of September 2012 were eclipsed by a flood event in Poynton in June 2016. This event equated to rainfall intensity of a 1 in 510 year event. Cheshire East Council does receive extreme weather warnings from the Met Office. However, as witnessed during the summer of 2016, these warnings have sometimes proved inaccurate. Summer storms can be highly localised, of short duration and of high intensity.

B2.2 Availability of Data

The understanding of flood risk is based on a number of data sets. The following table shows the data that is available within Cheshire East. It defines the datasets referred to, the source of the data and describes the nature of the data included.

Authority	Dataset	Description
Environment Agency	Flood Map (Rivers and the Sea)	Shows the extent of flooding from rivers with a Catchment of more than 3km ² and from the sea.
	Flood Map for Surface Water (FMfSW)	Includes two flood events (with a 1 in 30 and a 1 in 200 chance of occurring) and two depth bandings (greater than 0.1m and greater than 0.3m). (Makes allowance for some drainage).
	Areas Susceptible to Surface Water Flooding (ASStWF)	The first generation national mapping, outlining areas of risk from surface water flooding across the country with three susceptibility bandings (less, intermediate and more). (Makes no allowance for drainage).
	Areas Susceptible to Groundwater Flooding (ASStGWF)	Coarse scale national mapping showing which areas are susceptible to groundwater flooding.
	National Receptors Dataset (NRD)	A national dataset of social, economic, environment and cultural receptors including residential properties, schools, hospitals, transport infrastructure and electricity substations.
	Indicative Flood Risk Areas	Nationally identified Flood Risk Areas, based on the definition of 'significant' flood risk described by Defra and WAG.
	Historic Flood Map	Attributed spatial flood extent data for flooding, from all sources.
	Upper Mersey and Weaver Gowy Catchment Flood Management Plans	CFMPs consider all types of inland flooding, from rivers, groundwater, and surface water and tidal flooding and are used to plan and agree the most effective way to manage flood risk in the future.
Cheshire East Council	Strategic Flood Risk Assessment (SFRA);	SFRA contain useful information on historic flooding, including local sources of flooding from surface water, groundwater and flooding from canals. SFRA applies a sequential analysis in respect of development.
	Preliminary Flood Risk Assessment (PFRA)	Preliminary Flood Risk Assessment (PFRA) Details on historical past flooding records and possible future flooding areas. The document also contains the level of significant flooding.
	Historical flooding records	Historical records of flooding from surface water, groundwater and Ordinary Watercourses.
	Anecdotal information relating to local flood history and risk; Basic Anecdotal information	Anecdotal information from authority members regarding areas known to be susceptible to flooding from excessive surface water, groundwater or flooding from Ordinary Watercourses. Anecdotal information: flood risk, flood history and local flood hotspots.
	Highways Flooding Reports	Highways Flooding Reports for a number of locations within Cheshire East, including analysis of the flood risk at each location.
	Structures, Defence, Parks, Sewer flooding register	Anecdotal information on structures and open spaces relating directly/indirectly to flooding protection and incidents Record of all sewer flooding incidents
	Desk Top Culvert Inundation Study	A desk top study to provide initial culvert locations and inundation flood model.
	Updated Flood Map for Surface Water (uFMfSW)	The latest and most detailed national scale surface water mapping for England and Wales. It provides an indication of broad areas likely to be at risk of surface water flooding
Police / Fire & Rescue	Police, Fire & Rescue Anecdotal information	Anecdotal information regarding local flood risk hotspots are reported/logged to the Council on an on-going basis (Data to be collected for the next review).
United Utilities	Wastewater Incident Register System (WIRS) & Sewerage Incident Register System (SIRS)	Extracts from United Utilities Sewerage Incident database Record of all sewer flooding incidents.
	DG5 Register	It is a register of properties/areas that have flooded as a result of under capacity of the sewerage system which has been reported to United Utilities. It is not a true risk register.

B2.3 Summary of Identified Flood Risk

Type of Flooding	Overview	Record
Flooding from Ordinary Watercourses (Fluvial)	Ordinary Watercourses are any watercourses that are not designated as a 'Main River' by the Environment Agency and therefore come under the powers of Cheshire East Council. These watercourses can vary in size considerably and can range from drains and open ditches, to streams, brooks and small rivers. Like many watercourse systems the network has many culverts and of various sizes throughout Cheshire East.	The PFRA concluded that there were nineteen flooding incidents due to fluvial flooding, two of which were significant. Historic fluvial flooding incidents have been identified using the Environment Agency's Detailed River Network (DRN) and are indicated in Appendix 1 Figure 6b .
Surface Water Flooding (Pluvial)	Surface water flooding in this context is defined as surface water runoff as a result of high intensity rainfall when water is ponding or flowing over the ground surface before entering the underground drainage network or watercourse, or cannot enter it because the network is full or at capacity, thus causing flooding. Pluvial flooding also includes overland flows from the urban/rural fringe entering a built up area. Whilst pluvial flooding from heavy rainfall can occur anywhere across Cheshire East, there are certain locations where these mechanisms are more prominent. This is due to the urban nature of the catchment, complex hydraulic interactions between watercourses and surface water and combined sewer systems.	The Level 1 SWMP identified three high risk areas for further detailed investigation. The SWMP recommended actions including Detailed/ Intermediate Risk Assessment, coordination with partners, maintenance works, and screen replacement. Significant surface water flooding was a result of interacting hydraulic mechanisms. See Appendix 1 Figure 6a . In the 16 months from Jan13 over 9000 reports of flooding/drainage problems have been recorded on CEC's CONFIRM incident register.
Groundwater Flooding	Groundwater flooding is caused by the emergence of water from underground either at point or diffuse locations. The occurrence of groundwater flooding is usually very local and unlike flooding from rivers and the sea, does not generally pose a significant risk to life due to the slow rate at which the water level rises. However, groundwater flooding can cause significant damage to property, especially in urban areas, and can pose further risks to the environment and ground stability. There are several mechanisms, which produce groundwater flooding including: High in-bank river levels; artificial structures; prolonged rainfall; and groundwater rebound (which occurs when abstraction, typically for drinking water, industrial or mine dewatering purposes; stops and water levels return to pre-abstraction levels).	Map information was taken from the EA dataset for areas susceptible to groundwater flooding. See Appendix 1 Figure 2 . During the flooding in September 2012 one incident of groundwater flooding was recorded at Bollington. Further liaison with EA is needed to determine the scope of investigation required in to groundwater flooding.
Highway Drainage Networks and Sewers	Flooding from artificial drainage systems occurs when flow entering a system, such as an urban storm water drainage system, exceeds its discharge capacity. The system either becomes blocked or it cannot discharge due to a high water level in the receiving watercourse. A sewer flood is often caused by surface water discharging into the surface water or combined sewer systems. The sewer capacity is exceeded in large rainfall events causing the backing up of floodwaters within properties or discharging through manholes. The management of flood risk from public sewers is the responsibility of the sewage undertaker which is United Utilities (UU) across Cheshire East of Cheshire East.	Records show that flooding has occurred mainly in areas around Congleton, Crewe and Macclesfield with a handful of incidents in the smaller localities of Middlewich, Poynton and Sandbach. Sewer flooding records have been indicated in Appendix 1 Figure 6c .
Flooding from Canals	The risk of flooding from canals is dependent upon a number of factors. Canals are manmade structures and heavily controlled therefore they do not respond with the same characteristics as an open watercourse would during a heavy rainfall events. Canal flooding is likely to be caused by: erosion of canal lining, collapse of carrying structures, overtopping of banks and blockage or collapse of culverts. The risk associated with canal flooding is also dependent upon the failure consequences, e.g. infrastructure affected and the impact it would have on the local community. Consequences of canal flooding are heavily influenced by the pond length of canal because this will determine the flow period of flood water.	Macclesfield, Trent & Mersey, Llangollen, Peak Forest and Shropshire Canals flow through Cheshire East. Incidents of Historic Canal Breaches and Overtopping Events are listed in Appendix 1 Figure 6d .
Flooding from Reservoirs	Flooding from Reservoirs can occur when there is failure of the retention structure or outlet mechanisms. Areas within Cheshire East may be at risk from failure of reservoirs outside Cheshire East.	There are no recorded incidents of flooding from reservoirs in Cheshire East. The Environment Agency has produced inundation maps showing the area at risk of flooding in the event of large reservoir failure.

ACTION:

Compile a register of all flood risk management infrastructure in Borough and a register of flooding incidents reported to the Council

B2.4 Potential Future Flood Risk from all Sources

Even though areas may not have experienced flooding in the past, this does not mean that they are not at risk. This section aims to identify the likely risk of flooding across Cheshire East by looking at predictive flood risk information including hydraulic flood modelling data at both local and national scales and comparing these to known historical flood events.

The definitions for future significant flood risk are as follows:

- Causes internal flooding to a property used for residential or commercial purposes
- Poses, or could pose, a risk to human health
- Adversely affects the functioning of critical infrastructure
- Results in major disruption to the flow of traffic for 12 hours or more
- Causes harmful impacts to environmentally and socially important assets

B2.4.1 Flooding from Ordinary Watercourses (Fluvial)

There are known significant future flood risks identified from Ordinary Watercourses across Cheshire East. Flooding from ordinary watercourses can occur when main rivers and urban drainage systems back up. Particular attention should be given to urban areas of population and key infrastructure.

ACTION:

Develop the understanding of flood risk from ordinary watercourses through local investigations to identify watercourses and structures which could pose a significant risk. Include the outputs from these studies in database/GIS maps as part of the Council's suite of risk maps and asset management data.

B2.4.2 Flooding from Main River

The main source of fluvial flood risk through the Borough of Cheshire East has been identified as flooding from the River Bollin and the River Dane and their tributaries. The Environment Agency Catchment Flood Management Plan for the Weaver Gowy and the Mersey indicate possible numbers of properties at fluvial flood risk. Flooding from Main River is the prime responsibility of the Environment Agency.

Plan	River	Properties at risk of Fluvial flooding
Weaver Gowy Catchment Flood Management Plan	Dane	160
Mersey Catchment Flood Management Plan	Bollin	1000

ACTION:

Liaise and act in partnership with the Environment Agency to manage risks relating to fluvial flooding from main rivers where possible.

B2.4.3 Surface Water Flooding (Overland Flow)

The Environment Agency (EA) has produced a national assessment of surface water flood risk in the form of a national mapping dataset 'Areas Susceptible to Surface Water Flooding (ASWSWF)'. This contains three susceptibility bandings for a rainfall event with a 1 in 200 chance of occurring. For the Preliminary Flood Risk Assessment (2011) Cheshire East has used the Environment Agency dataset 'Flood Map for Surface Water' (FMfSW). The FMfSW categories of 0.1m and 0.3m deep for the 1 in 200 year rainfall event were used because they were considered to best reflect the Council's practical working knowledge.

Estimated number at risk of surface water flooding in Cheshire East from an event with a 1 in 200 annual chance		
Depth	All Properties	Residential Properties
0.1m	34,200	25,900
0.3m	15,776	11,431

Appendix 1, Figure F.3a and Figure F.3b show the Flood Map for Surface Water for the area of Cheshire East. This table summarises the number of properties potentially affected by surface water. This data has been analysed further to consider the clustering at a micro level.

The EA undertook a national assessment of surface water flood risk in 2009. This identified forty 1km² national grid squares across the study areas which were above 'Flood Risk Thresholds'. This identified small clusters of blocks which largely could be seen in urban areas. The most significant cluster was located in Macclesfield. It should be noted that this national assessment is broadly indicative and not a precise study. These can be seen in **Appendix 1 Figure 4**. An initial review of this mapping suggests that there is a high potential risk from surface water flooding across the study area. The broad scale nature of the modelling used to produce Flood Map for Surface Water does not typically represent features such as culverts and narrow channels which are common in built-up areas.

Inspection of watercourses and topography within Cheshire East indicates that there are many channels and culverts running through Cheshire East. It can also be assumed due to the age of many of these assets and the extent of development in Cheshire East there may be significantly under capacity. These assets may not be capable of dealing with the flows generated in a 1 in 30 (3.3%) year annual probability flood event. The extents of surface water flooding could therefore be significantly greater than the national assessment suggests. It is also likely that areas affected by surface water flooding risk are complex and therefore an action to reduce surface water flood risk in one area could have both positive and negative impacts on other areas.

ACTION:

Undertake a study to identify culverts and narrow channels and assess how these may affect the surface water risk identified on the Flood Map for Surface Water. Determine whether more detailed studies are required to identify the risk at individual locations.

B2.4.4 Groundwater Flooding

Environment Agency national datasets provide an assessment of groundwater risk in terms of percentage likelihood in a given 1km national grid square. This is defined as the Areas Susceptible to Groundwater Flooding (AS_{GW}F); the future risk is shown in **Appendix 1 Figure 2** illustrating the distribution of groundwater flooding. The flat areas in Cheshire East, which are susceptible to groundwater flooding, are at low risk according to the Environment Agency maps. The extent of groundwater flooding is likely to be limited and occupy areas similar to the fluvial floodplain. It is considered that the probability of flooding with significant harmful consequences is low.

ACTION:

Continue to work collaboratively with partner organisations such as the Environment Agency to improve knowledge and data on groundwater risks in known susceptible risk areas.

B2.4.5 Canal Flooding

Potential flood risk from canals was considered in the SFRA. The SFRA considered the type and location of canal assets and defined canal hazards zones for Congleton and Nantwich. The Canal & River Trust has completed a further study to better understand the future flood risk from canals. The outcomes of this study have been sent to Defra and discussions are currently being held about sharing the data. Cheshire East Council will continue working collaboratively with the Canal & River Trust across Cheshire East.

Whilst it is recognised that it is an ageing navigation network, the Canal & River Trust have in place a comprehensive inspection and works prioritisation process to manage on-going risk'. Historical canal flood records are included in Appendix 1 Figure 6d. These show there have been four canal breaching incidents and one incident of canal overtopping.

ACTION:

Continue to work collaboratively with the Canal & River Trust across Cheshire East to identify the flood risk presented by the canal network and to agree actions to mitigate these risks.

B2.4.6 Reservoirs

The Flood and Water Management Act 2010 covers a number of areas that address the threat of flooding and water scarcity. The Act updates the Reservoirs Act 1975 and reflects a more risk-based approach to reservoir regulation:

- Reducing the capacity at which a reservoir will be regulated from 25,000m³ to 10,000m³;
- Ensuring that only those reservoirs assessed as a higher risk are subject to regulation;
- All undertakers with reservoirs over 10,000m³ must register their reservoirs with the Environment Agency;
- Inspecting Engineers must provide a report on their inspection within 6 months;
- All Undertakers must prepare a reservoir flood plan; and
- All incidents at reservoirs must be reported.

High risk reservoirs will be those reservoirs where human life would be endangered if there were an uncontrolled release of water from the reservoir. Owners of 'high risk' reservoirs will need to comply with all the requirements of the Act. Owners of reservoirs that are not designated as 'high risk' will still need to register, but will not need to comply with the inspection and supervision requirements of the Act. Registering the reservoirs means that in case of maintenance or flood risk incidents clear communication lines can be set up.

The Environment Agency has published maps showing the risk of flooding from reservoirs for all large reservoirs that it regulates under the Reservoirs Act 1975 (reservoirs that hold over 25,000 cubic metres of water). There are approximately 20 large reservoirs in Cheshire East. The Flood and Water Management Act 2010 covers many more bodies of water as the Act requires Reservoirs holding more than 10,000 m³ to be regulated. The number of reservoirs regulated in Cheshire East is anticipated to rise and hence increase the identified flood risk.

ACTION:

Liaise with the Environment Agency to determine the number of Reservoirs registered in Cheshire East.

- Identify how many of these are high risk;
- Determine if further actions are required;
- Identify if maintenance or capital works are required;
- Make any necessary changes to emergency plans; and
- Communicate risk to emergency responders.

B2.5 The Effects of Climate Change on Future Flood Risk

Over the last few years the frequency of flooding incidents reflecting unseasonable erratic weather patterns has increased across the area of Cheshire East. The LLFA's approach to flood risk management reflects the impact of climate change. There is clear scientific evidence that global climate change is happening. Greenhouse gas (GHG) levels in the atmosphere are likely to cause higher rainfall in future. If emissions follow a medium future scenario, UKCP09 projected changes by the 2050s relative to the recent past are:

Anticipated Effect of Climate Change

- Winter precipitation increase of around 14% (very likely to be between 4 and 28%)
- Precipitation on the wettest day in winter up by around 11% (very unlikely to be more than 25%)
- Relative sea level at Morecambe very likely to be up between 6 and 36cm from 1990 levels (not including extra potential rises from polar ice sheet loss)
- Peak river flows in a typical catchment likely to increase between 11 and 18%. Increase in rainfall is projected to be greater near the coast than inland.

Climate change can affect local flood risk in several ways. Impacts will depend on local conditions and vulnerability. Wetter winters and high intensity rain falling in wetter periods of the year may increase river flooding especially in steep, rapidly responding catchments. More intense rainfall causes more surface runoff, increasing localised flooding and erosion. In turn, this may increase pressure on drains, sewers and water quality. It appears that storm intensities in summer have increased in recent years. This has provided an indication of the type of conditions that might be expected in the future.

The National Planning Policy Framework (NPPF) sets out how the planning system should help minimise vulnerability and provide resilience to the impacts of climate change. NPPF and supporting planning practice guidance on Flood Risk and Coastal Change explain when and how flood risk assessments should be used. This includes demonstrating how flood risk will be managed now and over the development's lifetime, taking climate change into account.

On 19 February 2016 the climate change allowances that support NPPF were updated. The Environment Agency has produced this new advice at the request of the Government.

The updated climate change allowances are predictions of anticipated change for peak river flow by river basin district, peak rainfall intensity, sea level rise, offshore wind speed and extreme wave height. They are based on climate change projections and different scenarios of carbon dioxide emissions to the atmosphere. There are different allowances for different epochs or periods of time over the next century.

ACTION:

Prepare for climate change by understanding the current and future vulnerability to flooding, by developing plans for increased resilience and by building the capacity to adapt. Monitor the UKCIP climate change outputs and update the climate change mitigation output scenarios for Cheshire East. Regular review and adherence to these plans to achieving long-term, sustainable benefits. Continue to monitor and correlate weather patterns to increase our understanding.

B2.6 Improving Risk Understanding

Historically, flooding incidents in Cheshire East have been focused around built up areas where they are intersected by main rivers. Through the SWMP process it can also be seen that there are numerous areas around Cheshire East which are subject to local flooding. This is largely due to increased flows due to increased development, lack of maintenance activity and lack of understanding of the factors that contribute to flooding. By combining our local knowledge we believe that we can improve our understanding and provide a better local response to events by closer integration with the established monitoring and warning systems provided by the Environment Agency. We can better understand the risks by further interrogating existing data, undertaking further studies, liaising with other risk management authorities and following up reports of flooding.

ACTION:

Seek to develop improved links to live information. Continue to monitor flood events in association with Environment Agency and Met Office forecasts, main river gauge records, rainfall data and actual flood extents and compare to predictive mapping. This combination of analysis will over time:

- Refine risk models
- Monitor recorded flood incidents
- Target areas for intervention through capital works and maintenance
- Implement residual risk management measures
- Improve and localise community advice and response
- Ultimately reduce the risk of flooding for Cheshire East.

B2.7 Surface Water Management Plans

It was recommended in The Pitt Review that Surface Water Management Plans (SWMPs) should form the basis for management of all local flood risks. However the guidance also states that there may be alternative and more appropriate ways to manage flood risk in some areas depending on circumstances and the flood history.

In addition, area-wide modelling to identify the risk to individual and small clusters of properties would be inefficient, as the time and resources required to investigate the potential problems would be disproportionately high compared to the probable level of risk. Widespread modelling across the study area would not be able to precisely identify the level of risk or specific flooding mechanisms, unless it was carried out in considerable detail. A high level systematic approach was undertaken through the level 1 SWMP to identify the locations vulnerable to flooding. Through a risk based approach those locations requiring further investigation and more detailed assessment will be prioritised, the next steps identified and agreed as necessary.

Sites identified by SWMP Level 1	
Risk Classification	No of sites at risk
High	3
Medium	24
Low	28

ACTION:

Carry out CCTV investigations and site surveys to increase knowledge and understanding to access the risk in greater detail. Identify which of these sites are likely to be shortlisted for future funding bids to the Environment Agency for detailed assessments including hydraulic modelling.

B3: Managing Local Flood Risk

Objective 3:

Manage flood risk and where appropriate reduce the risk and consequences of flooding through a range of activities and by effective management

B3.1 Flood Risk Management Measures

Cheshire East Council as the Lead Local Flood Risk Authority will coordinate and manage flood risk and where appropriate to reduce the risk through a range of activities, across internal departments and external partners.

	Measure	Contribution to Risk Management
1	Partnership Coordination	Community Resilience. Localism Act 2011.
2	Spatial Planning	Setting policy and future land use through the Local Plan.
3	Development Management	Assessing planning applications in respect of flood risk.
4	Sustainable Drainage Approval Body* (SAB)	Assessing and approving applications (subject to enactment of the relevant legislation).
5	Enforcement and Consenting	Enforcement and consenting in respect of ordinary watercourses. Development and enforcement of Cheshire East Byelaws.
6	Works Powers	Power to carry out works in respect of reducing flood risk.
7	Asset Management	Identifying and managing drainage assets. Works and operations.
8	Reservoir Management	Managing and Inspecting.
9	Designation of Features	Identifying critical assets and designation to protect.
10	Investigations and Flood Reporting	Undertaking investigations and resolution of flooding incidents. Maintaining register of flooding incidents and enquiries.
11	Communication, Community and Member Engagement	Ensuring the community is aware of flood risk and prepared. Communicate with Council Members regarding flooding issues.
12	Emergency Preparedness and Response	Preparing and responding to flood incidents. Working with Emergency Planning department to review and adapt Cheshire East Council's Multi Agency Flood Plan.
13	Delivery of Capital Works	Compile and support funding bids for flood alleviation schemes. Ensure delivery of works to provide local communities with a level of protection from flooding.

* At the time of writing, the SuDS aspects of the FWMA have not been fully implemented.

B3.2 Partnership Coordination

People who live and work in flood risk areas have a critical role in managing the risks they and their communities face. Cheshire East Council and other risk management authorities will support this role. This section identifies some of the key areas that the strategy will promote. The consultation with partners is summarised in **Appendix 4**. Key measures are described below.

B3.2.1 Responsibilities

Communities and individuals in areas at risk of flooding should take responsibility for understanding the risks and, where appropriate, take steps to protect themselves. A series of examples of how this can be achieved is listed below. All of these can be incorporated within a Community Action Plan that can be supported by the Emergency Planning department.

- signing up to the Environment Agency's flood warning system in the designated areas;
- preparing a flood plan for their household or business;
- creating or joining a local flood action group, and;
- taking steps to protect their property and others, particularly those more vulnerable groups and individuals.

B3.2.2 Partnering

Cheshire East will work with partners together to make community and individuals more aware of flood risks. The aim of this work is to help communities participate as far as possible in local flood risk management. To do this, the Council will work with partners to publish up to date information on risks and liaise with those groups who may be better placed to provide links with communities.

B3.2.3 Communities

Communities, led by Cheshire East will plan for the future and take appropriate steps to adapt to changing flood risks. Defra, the Environment Agency, the Council and others will support community adaptation by working with them to develop understanding of how they can adapt to change, defining the costs and benefits of different approaches and by providing practical approaches and examples that can be shared. In particular, these will focus on community adaptation planning and engagement and implementing long term multiple benefit, innovative adaptive solutions such as land use management change.

B3.2.4 Householders

Householders and businesses at risk of flooding should take the appropriate steps to better protect their properties through property-level resistance and resilience measures. Cheshire East will support this work by raising awareness and understanding and, in some cases, supporting wider take up of flood resistance and resilience measures to reduce damage to buildings.

B3.2.5 Insurance

Cheshire East will publicise the importance of insurance as a means of protection. Affordable and widely available flood insurance is a means of sharing the risk between individuals, businesses, and insurance companies. Flood risk has long been included as standard in most building and contents insurance policies. The Government and insurance industry both aim to support the wide availability of insurance beyond the expiry of the Statement of Principles in 2013 with the introduction of Flood Reinsurance, while recognising that policy terms are likely to reflect local risk, therefore this should take account of any actions taken at a property or community level to reduce it.

B3.2.6 Localism Act

There is a duty to cooperate in joint planning with other authorities under the Act on matter of sustainable development, land use and other significant impacts. In making decisions the priority given to any strategic issue will be dependent upon local circumstances.

B3.3 Spatial Planning

Spatial planning plays a key role in helping shape places to minimise vulnerability and provide resilience to flood risk, as well as contributing to reducing flood risk itself. Spatial planning in Cheshire East, with the exception of the area in the Peak District National Park, is the responsibility of Cheshire East Council as the Local Planning Authority (LPA). It therefore allows for close working arrangements with the Council's other statutory functions as Lead Local Flood Authority.

The Planning and Compulsory Purchase Act 2004, the Localism Act 2011 and accompanying regulations require LPAs to produce spatial plans in the form of Local Planning Frameworks. Together these documents will form the statutory development plans against which planning applications must be determined, unless material considerations indicate otherwise. Statutory development plans should reflect the Government's policies for sustainable development as promoted by the Department for Communities and Local Government.

The Cheshire East Local Plan is the statutory Development Plan for Cheshire East and is the basis for determining planning applications. A new Local Plan is being developed in three parts which will guide development up to 2030.

Cheshire East Council submitted its 'Local Plan Strategy' (LPS) to the Secretary of State in May 2014 for public examination. This is the first part of the new Cheshire East Local Plan. It sets strategic priorities for the development of the area, along with planning policies and development sites to guide development up to 2030. The LPS is currently being examined by an independent Planning Inspector appointed by the Secretary of State. Examination hearing sessions were held in 2014 and 2015. Following these sessions, a number of changes were made to the Submitted LPS and the Council carried out full public consultation on the Revised LPS in March and April 2016. After the consultation, further hearing sessions were held later in 2016. After considering the issues raised through the Examination process, the Inspector issued his views on the further modifications needed to the LPS. The Proposed Main Modifications to the Revised LPS are considered necessary to make the Plan sound and capable of adoption. These are expected to be subject to consultation in early 2017 with the LPS being adopted by the Council in the summer of 2017.

Spatial planning creates a policy framework within which all those engaged in the planning process can actively contribute to a more sustainable approach to managing flood risk. This will provide opportunities to:

- Adopt a catchment-wide approach;
- Develop integrated sustainable developments, which deliver multiple benefits;
- Factor flood risk into planning decisions from the outset of the spatial planning process;
- Develop local authority, developer and community-led initiatives to reduce flood risk/enhance the environment;
- Ensure that both the direct/cumulative impacts of development on flood risk are acknowledged and mitigated;
- Ensure that these decisions fully consider the implications of climate change and provide greater clarity and certainty to developers regarding which sites are suitable for developments of different types.

In respect of flood risk the following documents will inform the Local Plan:

- Catchment Flood Management Plan (CFMP)
- Cheshire East Level 1 Strategic Flood Risk Assessment (SFRA) 2009
- Cheshire East Level 2 Strategic Flood Risk Assessment (SFRA) 2013
- Cheshire East Preliminary Flood Risk Assessment (PFRA) 2011
- National Planning Policy Framework (NPPF)

B3.3.1 Local Plan Policy

The following policies are included in the current Statutory Development Plan or are proposed within the Local Plan Strategy:

Current Local Plan Policy

- ENV 30: Drainage is the central policy
- ENV22: Cheshire East Canals: Seek, Protection, Restoration
- GEN 1: Primacy of the Development Plan, Parts (v), (vi) and (vii)
- Strategic (Part 1), Policy S7: Sustainable Development / Part 2 Policies
- REC 7: Water Features seeks the protection of water features, from a recreational perspective

Cheshire East Local Plan Strategy Policy SE 13

- Part 4(vii) is also relevant as it seeks the efficient use of water
- Part 3(iii): Environmental Quality including the SFRA and SuDS aspects
- Flooding is addressed in the Core Strategy, principally by Strategic Objective
- Policy CP1 Ensuring Quality Development in Cheshire East is a specific policy
- O2.2: To mitigate the effects of, and minimise the impact of, development on climate change
- All PPSs (including PPS 25) have been superseded by the NPPF. Flooding is covered in Planning for Places
- Policy CQL 1 Part 5 requires new development to contribute to the expansion and/or improvement of green infrastructure

SFRAs and the appropriate Local Plan policies are important as they apply a sequential, risk-based approach to the location of development. The proposed Flooding and Drainage Supplementary Planning Document (SPD), as well as the Core Strategy, are going to be vital policy components.

ACTION:

Develop a Flooding and Drainage Supplementary Planning Document (SPD).

B3.3.2 Development and Flood Risk

The Environment Agency advises that LPAs and developers should carry out assessments of surface water flooding in line with Government planning policy detailed within the NPPF. Cheshire East, as LLFA, has reviewed, discussed, agreed and recorded with the Environment Agency, United Utilities and other interested parties what surface water flood data best represents local conditions. This is known as **locally agreed surface water information**. The Flood Map for Surface Water has been reviewed against a local scoping study, local historic data and local knowledge. This knowledge base will continue to develop through the newly established arrangements that will capture and record surface water flood information to validate any assumptions made.

The locally agreed surface water information will be taken into account in the preparation of Local Plans and may be material to decisions on individual planning applications. In land use planning locally agreed surface water flood risk information can be used to highlight where a more detailed study of surface water flooding may be necessary, for example, within a strategic flood risk assessment. The Environment Agency surface water flood maps are not appropriate to use as the sole evidence for any specific planning decisions without further supporting studies or evidence. Proving the model on the ground and other available data, such as locations of historic surface water flooding should be used alongside the Environment Agency surface water flood maps.

The locally agreed surface water flood risk information is most appropriate for use at this level of the development planning system where it will provide the greatest benefit in terms of the identification, management and avoidance of surface water flooding. The locally agreed surface water flood risk information will act as a starting point to highlight areas where the potential for surface water flooding needs particular assessment and review within Strategic Flood Risk Assessments and in Surface Water Management Plans (SWMPs). The output from these assessments can then be used to inform development allocations within the LDP and outline the requirements for site level flood risk assessments to be carried out by developers.

B3.3.3 Development Management

Cheshire East Council, as Local Planning Authority, has responsibility for regulating planned development. Through close working arrangements the Council's other statutory functions, such as Lead Local Flood Authority, Cheshire East can produce statutory development plans against which planning applications must be determined. Spatial planning policy creates a framework within which all those engaged in the planning process can actively contribute to a more sustainable approach to managing flood risk.

Sequential and Exceptions Test

Cheshire East will use the Sequential Test, as advised by the NPPF where applicable, in allocating sites for development, or determining planning applications. In using the sequential test, sites are "zoned" in order of preference according to the flood risk probability, identified by the SFRA. Appropriate land uses for each flood zone are also listed to provide guidance for LPAs when they are considering appropriate use of sites within each zone.

ACTION:

Strategic developments will be approached through planning the appropriate location for future development and adopting design principles that can contribute to reducing the risk of flooding, including:

- reference to the LLFA developments affecting ordinary watercourses;
- application of property and location specific flood protection measures;
- in liaison with the LLFA carry out enforcement in respect of unauthorised development;
- encouraging the application of SuDS techniques with new developments (subject to national legislation); and
- identifying river corridors and the natural flood plain for potential riverside flood storage and urban river corridors in built up areas.

In summary, the Preliminary Flood Risk Assessment (PFRA) along with the SFRA and Upper Mersey Estuary CFMP will inform the Local Development Framework (LDF). Development will be assessed against these. Strategic development will be approached through planning and development, appropriate design, situation and location of future development, all of which can contribute to reducing the risk of flooding.

Surface Water Flood Risk Maps and Land Use Planning

The Environment Agency's surface water flood maps give an indication of the broad areas likely to be at risk of surface water flooding. However, Environment Agency surface water flood maps are not suitable for identifying whether an individual property will flood. This is because the modelling only gives an indication of broad areas at risk, and because there is no information held on floor levels, construction characteristics or designs of properties. This would be required

along with other detailed information to be able to decide whether flooding of certain depth would enter into an individual property and cause damage.

The maps may be suitable for identifying where properties are in areas at risk of flooding for locations where surface water flooding is strongly influenced by topography. Each map can only give an indication of areas at risk from surface water flooding from a national assessment. They cannot provide detail on individual properties. Therefore, the information should not be interpreted as showing that the location of interested will or will not actually flood but only that it is in or not in an area shown at risk on the maps.

ACTION:

Review planning applications in line with the guidance document “Using Surface Water Flood Risk Information” published by the Environment Agency for use by Lead Local Flood Authorities and the findings from Surface Water Management Plans.

Those undertaking an assessment should satisfy themselves that flood risk from surface water flooding has been adequately managed in line with NPPF requirements. In all instances developers and planning officers are encouraged to consult with the Local Authority in their role as drainage authority. Further investigation into surface water flooding should be undertaken where the site in question is within or immediately adjacent to an affected area or the site in question is outside an affected area but where planning policy/guidance dictates that an assessment of flood risk from all sources is required.

Further investigations should be carried out in line with the requirements of the Council in its role as the LLFA and would typically comprise a check of historic records in the first instance. If historic records of flooding exist then further consideration will be necessary to determine if more detailed assessment and modelling is required. For example, assessing how well local conditions experienced at the site (for example buildings and topography) compare with those modelled in the Environment Agency surface water flood maps

Appraising Risk for Allocating Sites for Development

The LPAs are required to do this by appraising risk, managing risk, reducing risk and using a partnership approach of these requirements. Appraising the risk is the key, and is to be undertaken by:

- Identifying land at risk,
- Defining the degree of risk of flooding from river, sea and other sources;
- Preparing Strategic Flood Risk Assessments (SFRAs) as freestanding assessments that contribute to the sustainability appraisals of Development Plan Documents (DPDs).

Local Policies**Paving of Private Driveways:**

Amendments to the General Permitted Development Order 2008, stipulate that the paving over of driveways or gardens with non-permeable materials requires planning permission. Conversely, permeable paving techniques are now deemed as permitted development.

Verge Removal:

Cheshire East Council now resists requests for removal of roadside verges. A sequential exception test is applied. The Highway Authority encourages increased ‘soft’ areas when developing Section 38 Agreements.

Highway Gully Cleaning:

In response to increased surface water runoff and the outcomes of the PFRA, Cheshire East Council Highway Authority has introduced a risk based approach to cleaning and repair of drainage assets.

Culverting:

Environment Agency policy is that no watercourse should be culverted unless there is an overriding need to do so. Cheshire East Council will adhere to this policy and to actively restore culverted channels to natural watercourses for which it is responsible for, as the LLFA. This is because:

- The ecology of the watercourse is likely to be degraded by culverting;
- Culverting introduces an increased risk of blockage (with consequent increase in flood risk);
- It can complicate maintenance because access into the culvert is restricted (in some cases being classified as a confined space and requiring trained operatives and specialist equipment).

A blockage in a culvert can be very difficult to remove and likely to result in a severe flood risk. For these reasons the provision of a screen at the entrance to the culvert is often considered. Such a screen reduces the risk of a blockage inside a culvert, but introduces a significant maintenance obligation which far exceeds the typical maintenance requirements of an open watercourse.

B3.4 Sustainable Drainage Systems (SuDS)

B3.4.1 Introducing SuDS

Many existing urban drainage systems can cause problems such as flooding, pollution or damage to the environment and are not proven to be sustainable in the long term. As an alternative to conventional piped means of managing surface water, the Council will promote the use of sustainable drainage systems or SuDS. SuDS are a range of techniques that aim to mimic the way rainfall drains within natural systems.

Section 27 Sustainable development

- (1) In exercising a flood or coastal erosion risk management function, an authority listed in subsection (3) must aim to make a contribution towards the achievement of sustainable development.

Schedule 3 - "Sustainable drainage"

- (2) "Sustainable drainage" means managing rainwater (including snow and other precipitation) with the aim of:
- (a) reducing damage from flooding, (b) improving water quality, (c) protecting and improving the environment, (d) protecting health and safety, and (e) ensuring the stability and durability of drainage systems.

B3.4.2 SuDS Approval Body* (SAB)

The SuDS Approval Body (SAB) was originally envisaged to be an organisation within Cheshire East specifically established to deal with the design, approval and adoption of sustainable drainage systems within any development consisting of two or more properties. As the SAB Cheshire East would have been responsible for:

- Approving drainage systems for managing SuDS before construction begins;
- Producing design guidance documents and approval/ adoption procedures;
- Adopting and maintaining approved SuDS that serve more than one property, where the SuDS function/structure is built in accordance with approved detail; and
- Engaging with statutory consultees including sewerage undertakers, Environment Agency, Highways Authority and the Canal & River Trust

In addition the Secretary of State must publish national standards for the design, approval, construction and maintenance of SuDS. The Water Act 1991 has been amended to make the right to connect surface runoff to public sewers conditional upon the drainage system being approved by the LPA on the advice of the LLFA. Under the Water Framework Directive the UK must achieve a rating of "good" for all our watercourses by 2015.

As SuDS and site layouts are integrated it is envisaged that in Cheshire East the process will be Flood Risk Management and Planning led, with policies set through the planning core strategy and development approval through the development planning process. The following shows the resources within Cheshire which can be called upon to assist the LLFA and LPA:

* At the time of writing, the SuDS aspects of the FWMA will not be implemented.

SuDS Management:

- Flood Risk Management have expertise in SuDS
- Development Management are the first point of contact for developers and they would be consulted on SuDS as required
- Engineering Asset Management have expertise in adopting developments and in operational drainage management
- Environmental and biodiversity expertise is available within the Environment Team but particularly the Merseyside Environmental Advisory Service (MEAS)

There are many types of SuDS that can be incorporated into urban drainage systems and various publications on the subject. The following shows some recognised publications that provide guidance on SuDS.

SuDS Guidance:

- CIRIA C365 Designing for Exceedance in Urban Drainage – Good Practice
- CIRIA C753 The SuDS Manual
- Anglian Water Services Ltd. Sustainable Drainage Systems Adoptions Manual
- SCOTS SuDS for Roads/CIRIA C753 SuDS Manual/CIRIA 168 Culvert Design

B3.4.3 SAB Commencement

There are four draft statutory instruments that deal with approval and adoption; enforcement of the requirements for SAB approval; procedural matters relating to approval and adoption; and appeals against SAB decisions. The requirement for a SAB is still a prospective part of the Flood and Water Management Act (2010). However, changes in other related legislation means that the LLFA is a statutory consultee to the LPA and the SAB is no longer required.

B3.5 Enforcement and Consenting

Flood and Water Management Act: Amendments to the Land Drainage Act 1991

Land Drainage Act 1991: Section 23, Section 24 and Section 25*

* Details of this legislation are provided in **Appendix 11**

'Regulation' is the management of activities undertaken on watercourses. It involves giving consent for acceptable work to be carried out and taking enforcement action if work is unacceptable. Consenting is by virtue of an amendment to sections 23, 24 and 25 of the Land Drainage Act 1991 and by virtue of Schedule 2 paragraph 32 (6) of the Flood and Water Management Act 2010, which changes consenting from the EA to an LLFA for ordinary watercourses. Below are listings of new powers amending consenting and enforcement within Flood Risk Regulations and the Flood and Water Management Act 2010.

This is very important as work that is carried out without consent has the potential to increase flood risk to people and property, including those unconnected with the works. Activities on ordinary watercourses that require consent are those likely to cause an obstruction to flow or restrict storage and include culverting, bridges, weirs etc. Cheshire East Council will develop a Permit to Work process. These powers will be used in deciding whether to permit works by third parties that may affect water flows on ordinary watercourses. Cheshire East Council is also required to ensure that all works on watercourses it is responsible for have the appropriate consent and that the consented works are constructed according to the agreed design.

Section 23 Land Drainage Act 1991 – No person shall:

- (a) Erect any mill dam, weir or other like obstruction to the flow of any ordinary watercourse or raise or otherwise alter any such obstruction: or
- (b) erect any culvert that would be likely to affect flow of any ordinary watercourse or alter any culvert in a manner that would be likely to affect any such flow, without the consent in writing of the drainage board concerned.

Section 23 also includes references to the application fee (£50), that consent won't be unreasonably withheld, the two-month determination period, arbitration and exemptions.

Removal of Environment Agency supervision

Schedule 2 paragraph 30, repeals section 17 of the Land Drainage Act so removing the direct supervisory capacity of the Environment Agency over the local authorities in relation to the carrying out of their flood risk management and drainage works powers. Instead, local authorities are required to exercise their powers in accordance with the local FRM strategy.

New consenting role

Section 23 Land Drainage Act 1991 prohibits the construction of certain kinds of obstructions in ordinary watercourses without the prior consent of the drainage board concerned. Schedule 2 paragraph 32 (6) amends the meaning of the reference to "drainage board concerned" used in sections 23 and 24 so that the Environment Agencies role as a drainage board for ordinary watercourses outside an internal drainage district is taken over by lead local flood authorities.

Power to require works for maintaining flow

Section 25 of the Land Drainage Act provides powers to require works for maintaining the flow of a watercourse. Schedule 2 paragraph 33 amends this section to give the powers of the Environment Agency to Lead Local Flood Authorities (Section 26, is repealed by Schedule 2 paragraph 34 as it is no longer necessary given the changes to section 25).

B3.5.1 Procedure

Formal consents will be approved and issued by the Flood Risk Management department. Upon receipt of a complete application form and fee, the proposed works will be assessed to determine suitability and effected flood risk for the area. The Environment Agency will be consulted to utilise, adapt existing systems and keep a consent register.

ACTION:

The Flood Risk Management department of Cheshire East Council will approve and issue formal consents.

The Environment Agency will retain an overview role. Lead Local Flood Authorities must consult the Environment Agency when they are consenting work that they are themselves proposing. This is to minimise the potential for conflict of interest. The Environment Agency may also issue guidance on how the consenting function should be exercised. Currently, the Environment Agency does not intend to issue formal guidance but has produced an information pack to assist LLFAs taking over this function.

B3.5.2 Local Byelaws

Cheshire East will be introducing a set Land Drainage Byelaws based on the Defra recommended template. The purpose of these are to apply detail to the Enforcement and Consenting powers to ensure the basic powers within the Land Drainage Act 1991 are strengthened and provide effective flood risk action at the local level. Cheshire East has developed its own Land Drainage Byelaws.

ACTION:

Enact and Publish a set of Land Drainage Byelaws for Cheshire East Council

B3.6 Power to Carry out Works

Schedule 2 Section 32

(6) For subsection (8)(b) substitute –

“(b) in relation to a watercourse in an area outside an internal drainage district, are references to the lead local flood authority for the area.”

Permissive works powers are extended to ordinary watercourses by the Act as amended under schedule 2 paragraph 32 (6) to allow for work to be undertaken that reduces flooding. To undertake works, on land owned by others, facilitating powers (powers of entry, compensation and compulsory purchase) are provided.

Powers of entry are needed to get access to Land. Compensation Powers are needed if damage occurs when carrying out works, for example it may be necessary to move heavy equipment across a garden damaging the lawn and flowerbeds. Sometimes it may be necessary for the risk management authority to own the land in order to carry out and maintain works. If the land cannot be bought by agreement, a compulsory purchase order could be applied as a last resort.

Land Drainage Act 1991. Section 64.

Powers of entry for internal drainage boards and local authorities

B3.7 Land Acquisition and Compulsory Purchase Powers

Section 62 of the Land Drainage Act 1991

Powers to acquire and dispose of land, including compulsorily

Powers to acquire and dispose of land, including compulsorily, are provided at section 62 of the Land Drainage Act 1991. These powers are not altered by FWMA and the powers in section 62 are available for use with the new flood risk management works powers, as section 14A is inserted into the Land Drainage Act 1991. Where such powers may be needed, for example in section 39, they are provided for within the Act. Section 39 (12) requires the Minister of State to apply compensation provisions, together with powers of entry and compulsory purchase provisions, to the incidental flooding or coastal erosion powers, section 39 of the Act. The Minister must use the Water Resources Act 1991 provisions but may amend them. The Water Resources Act provisions are slightly different from those found in the Land Drainage Act.

B3.8 Asset Management

B3.8.1 Asset Register

Section 21 Lead local authorities: duty to maintain a register

- (1) A lead local flood authority must establish and maintain -
 - (a) A register of structures or features which, in the opinion of the authority, are likely to have a significant effect on a flood risk in its area, and
 - (b) A record of information about each of those structures or features, including information about ownership and state of repair.
- (3) The lead local flood authority must arrange for the register to be available for inspection at all reasonable times.

Creation of the asset register is nearly in completion, with continual development and maintenance expected. Cheshire East Council will initially make the register available by appointment at any reasonable time, but in the longer term the aspiration is to make this available on the Council's website. Cheshire East keeps a register of "features" which are likely to have a significant effect on flood risk in its area and which conforms to the following criteria:

Criteria for Cheshire East Register of Features

- Listed on the Asset Register.
- Posed, or could have posed, a risk to human health.
- Resulted in major disruption to the flow of traffic for 12 hours or more.
- Adversely affected the functioning of critical infrastructure.
- Caused internal flooding to a property used for residential or commercial purposes.
- Caused harmful impacts to environmentally and socially important assets.

The register will include information about ownership, state of repair and where appropriate, maintenance regimes. These features will be either a structure, natural or man-made feature of the environment, e.g. sluices, channels, culverts, walls, embankments, bridges, highway gullies, SuDs systems, grillages and screens. By collating information and mapping flood risk assets, the Council will eventually be able to:

ACTION:

- Develop informed maintenance regimes with partners where appropriate, which can take account of assets important for managing flood risk, particularly in high-risk areas.
- Establish where the entire surface water drainage and watercourse systems occur, allowing for quicker identification of the responsible authority in incidences of flooding.
- Produce and publish a maintenance schedule for the assets as well as providing guidance to riparian owners as to how they should maintain their assets.

Collating all asset information is an enormous undertaking that would require considerable resources. It is therefore envisaged that initial data collection exercises to populate the register will be risk-based and related to the requirement to record structures, which have a significant effect on flood risk management and are not part of the main river system. It will therefore commence with the information contained in the Preliminary Flood Risk Assessment (PFRA) and the desk study already undertaken to identify culverts of high risk.

The registers will therefore be populated with those structures or features, which are most significant first then related to ordinary watercourses and surface water flooding. It is intended that the information contained within the registers will build up over time as flood incidents are dealt with, investigations are conducted, maintenance works are carried out and third party developments are adopted. A substantial amount of information is readily available from a variety of sources.

Information sources within Cheshire East

- All the highway network road gullies
- Records held by the Council's Bridges and Structures Section
- Collected field information held by the Council's Drainage Engineers
- Contemporary records held by the Council's Parks and Open Spaces Manager
- A register of watercourses and drainage assets created by the Council
- A study of potential culvert locations

The collation and entering of this information onto the register or digitising hand drawn maps was the primary task. The detail in records is proportionate and related to how the register and record will be used to support the wider LLFA role. Where existing good practice approaches to recording state of repair or other information are available, these will be recorded and the record will be developed over time as inspections or investigations are undertaken. The register will utilise templates supplied by Defra and substantial liaison will be made with Environment Agency Asset Database. Records are held on GIS and on the Council's asset management system. Inspections will be undertaken following the established Environment Agency assessment template.

Evaluation of the optimum software and hardware for asset recording in relation to flood management is in progress with investment in additional asset software licenses, field data recording hardware and system training. Main River assets are recorded by the Environment Agency; however it is important that Cheshire East local system has a relationship with the Environment Agency's National Flood and Coastal Defence Database (NFCDD). This contains details of Main River and Non Main River and coastal flood risk assets, including current inspected condition. This data is continuously updated following review or inspection of assets.

This information was utilised in developing the Cheshire East register, which includes main river assets (particularly where the Council is riparian land owner) for completeness in the efficient management of investigations. The Environment Agency has undertaken a project called Creating Asset Management Capacity (CAMC) to replace NFCDD with an upgraded and improved database (AIMS).

B3.8.2 Asset Maintenance and Draft Works Programme

The following sets out the asset maintenance responsibilities

Responsibility	Main River	Ordinary Watercourse	Surface Water	Groundwater
Environment Agency	Overall management of main river network and flood warning service. Enforcement in respect of riparian owners.			
Cheshire East Council	Inspection and maintenance of assets on Council owned land.	Maintenance of assets on Council owned land. Advice to land owners on management.	Maintenance of highway drainage and watercourses on Council owned land.	Management on Council owned land.
		Permissive intervention for maintenance of riparian owned assets as deemed appropriate.	Advice or enforcement of private land owners causing flood discharge.	Advice to riparian land owners.
		Enforcement on respect of riparian owners where integrity of watercourse is compromised.	Permissive intervention for maintenance of riparian owned assets as deemed appropriate.	
United Utilities			Maintenance of adopted surface water sewers and combined sewers.	
Riparian Land Owners	Maintenance of private assets to prevent flooding. Responsibility to accept flow, except groundwater.	Maintenance of private assets to prevent flooding. Responsibility to accept flow.	Preventing of surface water discharge from private land.	Management on privately owned land.

The approach to developing capital works and revenue programmes in respect of reducing flood risk will therefore be undertaken as follows:

- Work closely with the Environment Agency to identify, fund and implement schemes in regard to fluvial flooding from main river;
- Consider managing residual risk where it is not economically feasible to undertake works through property resilience and flood warning site telemetry ;
- Identify as far as possible responsible riparian owners;
- Consider long term sustainable solutions encompassing leisure and habitat creation, and;
- Develop risk based maintenance programmes proportionate to financial resources.

See **Appendix 8** for further details

B3.9 Designation of Features

Section 30 Designation of features

Schedule 1 (designation of features) shall have effect.

Effect of designation

5(1) A person may not alter, remove or replace a designated structure or feature without the consent of the responsible authority. (2) A designation is a local land charge.

Designation prohibits a person from altering, removing, or replacing a designated structure or feature without the permission of the LLFA. If a person contravenes this requirement, the LLFA may take enforcement action. Once a feature is designated, the owner must seek consent from the authority to alter, remove, or replace it.

An individual may appeal against a designation notice, refusal of consent, conditions placed on consent or an enforcement notice. In addition to garden walls and other structures, many sustainable drainage systems (SuDS) may be designated and will be issued with a Provisional Designation Notice Procedure. The provisional designation notice must provide important information about the provisional designation.

As a minimum the notice will set out:

- The feature in question;
- Why the feature is being provisionally designated;
- The period in which representations may be made;
- The date from which the feature is provisionally designated, and;
- How the owner of the feature may make representation to the LLFA in respect of the notice.

During the period of notice, the owner has the right to make representations to the designating authority on the provisional designation, which the authority must consider before confirming a designation by means of a designation notice. The LLFA may cancel a designation (including a provisional designation). It may do so at the owner's request or where it thinks it appropriate for another reason, for example if a new flood defence system has come on line that negates the need for the designation.

The owner will be able to maintain the feature if they wish provided that they are maintaining it in the state it was when it was designated. An owner may appeal if their request for a cancellation is denied. There is no obligation on the riparian landowner to maintain a designated feature. For this reason Cheshire East will act with due diligence before designating any such features as the maintenance liability could fall to the Council. Consideration for designation of any critical features will follow as the Asset Register develops.

B3.10 Investigations and Flood Reporting

Section 19 - Local Authorities: investigations

- 1) On becoming aware of a flood in its area, a Lead Local Flood Authority must, to the extent that it considers it necessary or appropriate, investigate
 - (a) Which risk management authorities have relevant flood risk management functions, and
 - (b) Whether each of these risks management authorities has exercised, or is proposing to exercise, those functions in response to the flood.
- 2) Where an authority carries out an investigation under subsection (1) it must publish the results of its investigation, and notify any relevant risk management authorities.

The Cheshire East Investigation Policy is divided into three main sections:

Phase A	Incident Capture	Where the incident is reported by the public/business and logged.
Phase B	Post Incident Review	Where the significance of the incident is assessed and the requirements for investigating the incident are determined.
Phase C	Formal Investigation	Where an investigation is undertaken if considered necessary.

B3.10.1 Flood Incident Investigation and Reporting Policy

Cheshire East will, on becoming aware of a flooding incident in its area, carry out a Post Incident Review to determine the consequences of the flooding incident. The Post Incident Review will determine the likely cause of the flooding and what was flooded during the incident. If a flood event is deemed to have had a significant consequence, then a Formal Investigation of the flooding incident will be undertaken.

A flood event with significant consequences is one that has had, or could have had if action had not been taken, one or more of the following impacts:

- Resulted in major disruption to the flow of traffic for 12 hours or more.
- Posed, or could have posed, a risk to human health.
- Adversely affected the functioning of critical infrastructure.
- Caused harmful impacts to environmentally and socially important assets.
- Caused internal flooding to a property used for residential or commercial purposes.

B3.10.2 Local Investigation Targets

Cheshire East has identified the following timescales as targets which it will aim to achieve in responding to report of local flooding.

Activity	Timescale*
Ascertaining responsibility	1 week following event
Agree with responsible actions and timescales	One month
Final report	Two months

*Timescales are subject to the scale of incidents being investigated and available resources.

B3.10.3 Reporting

All instances of flooding will be investigated by the Council and recorded internally. A published Formal Investigation will be initiated for every flood event captured and reported to the Flood Officer, which meets the above criteria. Therefore, it is essential that the threshold for triggering a Formal Investigation should recognise the actual significance of the flooding incident with any repeated events also recorded but not published. All events will be reviewed at the quarterly External Partner Group Meetings. Continual mapping of flood incidents and the results of investigation will inform future work programmes and maintenance regimes.

B3.11 Communications and Public Engagement

B3.11.1 Communications Objectives

Group	Internal Strategic Group	External Partner Group	External Sub Regional Flood Task group Cheshire	External Sub Regional Flood Task group Merseyside	Consents	Sustainable Drainage Approval SAB
Meeting Frequency	Quarterly	Quarterly	Monthly	Monthly	By Referral	TBA
Remit	To provide a forum to share information on flood risk issues, planning liaison and development between internal partners.	To provide a forum to share information on flood risk issues and current projects between external partners within the Council's area.	To share knowledge between Local Authorities and develop partnership working arrangements to deliver efficiency savings.	To share knowledge between Local Authorities and develop partnership working arrangements to deliver efficiency savings.	To approve applications.	To approve applications, monitor process adopt and maintain. The LLFA is a statutory consultee to the LPA and the SAB is no longer required.
Lead Flood Officer	√	√	√	√	√	√
Asset Manager	√	√	√	√	√	√
GIS Coordinator	√	√	√	√		√
Operations Lead	√	√				
Civic and Open Spaces Manager	√					
Development Plan Manager	√					
Development Control Manager	√				√	√
Building Control Manager	√					√
Environment Team Leader	√	√				√
Emergency Planning	√					
United Utilities		√				Consultee if connected to public sewer.
Environment Agency		√	√	√		
Warrington Council			√			
Halton Council			√			
Cheshire East Council			√			
Cheshire West & Cheshire			√			
St. Helens Council			√			

Communications are based around internal partners, external partners and our community. The purpose of the communications and engagement for the LFRM is to:

- Ensure understanding of the roles and responsibilities of the flood risk partners (Cheshire East Council, EA, UU);
- Manage expectations and be clear about what we can and cannot achieve;
- Build a greater awareness of flood risk and ownership of the problem at a local level;
- Generate a culture of personal responsibility for being prepared for flooding, and;
- Coordinate with the Council's Emergency Plan.

ACTION:

Develop a Communications and Engagement Plan for Cheshire Local Flood Risk Management Strategy

B3.11.2 Internal and External Flood Risk Management Coordination

The above objectives have been set to guide our communications within our community and with our stakeholders. The following shows the cross references between the flood management working groups and external partner organisations.

B3.11.3 External Community Communications

The following objectives have been set to guide our communications with our community and stakeholders:

- Areas that may have been identified as potentially at risk of surface water flooding.
- Managing risks together - we can provide practical solutions but there are ways the community can help, too.
- Community Resilience initiatives with Emergency Planning department.

ACTION:

Undertake external consultation on the Draft Local Flood Risk Management Strategy and the Strategic Environmental Assessment.

B3.11.4 Key messages

The key message that Cheshire East needs to be communicate as we engage with the public are as follows:

Communication Objectives	Key messages
Listen to stakeholder and community concerns and build long term relationships	<ul style="list-style-type: none"> ➤ To listen to and understand people's issues and concerns. ➤ To provide responses to concerns. ➤ To build long term relationships with stakeholders and communities.
Educate, explain and ensure understanding	<ul style="list-style-type: none"> ➤ To make people aware of the flood risk areas. ➤ To help people understand and react to the level of risk by being prepared for flood events. ➤ To be honest and show people the long term risks. ➤ To explain what LFRM is and how the work we are doing sits alongside other flood management policies and plans in the area. ➤ To educate and inform residents of the solutions for best managing flood risk. ➤ To keep stakeholders and communities updated through regular communication to eliminate surprises.
Manage expectations	<ul style="list-style-type: none"> ➤ To make stakeholders and communities aware of the limits (what we can and cannot do). ➤ To make clear how people can meaningfully participate in the process and how we will use that information.
Encourage involvement and participation	<ul style="list-style-type: none"> ➤ To stimulate public debate on issues around providing sustainable defences. ➤ To encourage participation in engagement events from all stakeholders and interested parties. ➤ To encourage stakeholder 'buy-in' and public support for our recommended management options and to avoid adverse reactions ➤ To engender ownership of the levels of flood risk and the selected management options. ➤ Provide feedback at appropriate stages to demonstrate how we have taken or not taken views on board with explanations.

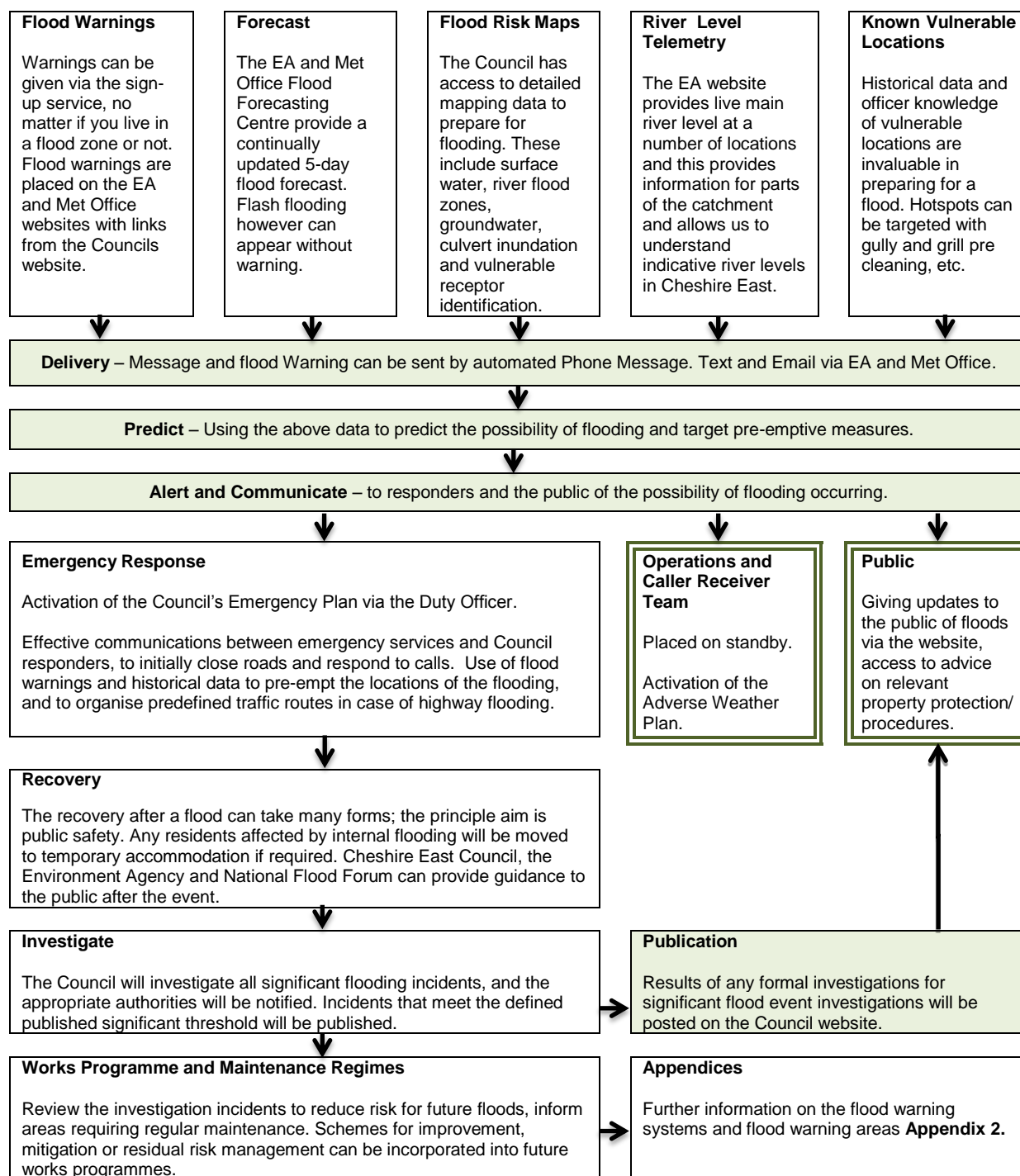
B3.11.5 Consultation - Stakeholder identification

Potential Consultees have been identified and grouped as follows

Consultation Group	Consultees
Local Authorities and Partners	<ul style="list-style-type: none"> ➤ Cheshire West and Chester Council ➤ Warrington Borough Council ➤ Halton Borough Council ➤ United Utilities ➤ Environment Agency ➤ Canal & River Trust
Political stakeholders	<ul style="list-style-type: none"> ➤ MPs and MEPs ➤ Portfolio heads ➤ Ward members ➤ Parish councillors ➤ Neighbouring authorities
Transport and infrastructure	<ul style="list-style-type: none"> ➤ Highways Agency ➤ Planning ➤ Other utility companies - i.e. Gas, Electricity and Telecommunications ➤ Transport operators
Environmental stakeholders	<ul style="list-style-type: none"> ➤ Natural England ➤ MEAS ➤ RSPB ➤ NFU
Emergency services	<ul style="list-style-type: none"> ➤ Fire service ➤ All other blue light services ➤ Police Community Support Officers ➤ Resilience forum
Business and industry	<ul style="list-style-type: none"> ➤ Cheshire East Chamber ➤ Local businesses ➤ Business forums ➤ Employees ➤ Landowners where known
Communities and individuals	<ul style="list-style-type: none"> ➤ Resident association groups ➤ Faith centres ➤ Doctors and community services ➤ Landlords and housing associations ➤ Recreation groups - Friends of Parks, Cycling groups, Ramblers Association, etc. ➤ Local flood resilience groups ➤ Hospitals ➤ Schools ➤ Local press ➤ CEN ➤ CVS ➤ Anglers ➤ SCARS

B3.12 Preparedness and Emergency Response**B3.12.1 Preparedness**

Flooding is a part of nature. It is neither technically feasible nor economically affordable to prevent all properties from flooding. Cheshire East Council's aim is to reduce flood risk and minimise the harm caused by flooding. A risk-based approach is followed to achieve the best results possible using the budget and resources available. Work will continue to reduce both the likelihood of flooding and the impacts of a flood when it happens. Informing people a flood is about to happen is vital, as it gives them time to prepare. People in risk areas are encouraged to make a flood plan, so that they are ready when the warning comes. The Council prepares for potential flood emergencies as follows:



B3.12.2 Responding

The Civil Contingencies Act 2004 is one of the most relevant pieces of legislation in relation to emergency planning for flooding. It formalises a number of duties on Local Authorities, the emergency services and other organisations involved in responding to any emergency. Amongst these are contingency planning and risk assessment for emergencies at the local level, including flooding.

Civil Contingencies Act 2004

Places response duties on statutory authorities and services for flood events.

The Environment Agency is the Lead Responder for provision of flood warnings and information to the public. However, all Category One responders have a role to play in communicating to the public and will either lead or play a significant part at

some stage in a flood event, e.g. Police (public safety announcements and information in the consequent management phase), the Council (recovery phase), etc.

The principal method of warning the public of flood risk in Cheshire East is via the Environment Agency's Flood Line Warnings Direct system, and messages that the EA issues via local media. It is the property owner's responsibility under the law to protect their own property from flooding. However the EA, Cheshire East Council and the Emergency services where possible will offer assistance in the event of a flood. A summary of warning types is included in **Appendix 2**.

Emergency Plans allow all responding parties to work together on an agreed coordinated response to flooding. LRFAs bring together Category 1 and 2 responders within a local police area for the purpose of cooperation in fulfilling their duties under the Civil Contingencies Act.

Cheshire East, the emergency services and other agencies have worked closely to develop emergency response arrangements for any incidents that arise. Through Integrated Emergency Management they will develop flexible plans that will enable all responding organisations to deal with a major (Criteria 1: Risk to Life) or serious incident (Criteria 2: Widespread Flooding) at any time. Details can be found at http://www.cheshireeast.gov.uk/environment/community_safety/emergency_planning/emergency_planning.aspx

Criteria 1: Risk to Life	Criteria 2: Widespread Flooding
<p>Significant risk to life caused by:</p> <ul style="list-style-type: none"> ➤ deep and fast flowing water (e.g. caused by significant overtopping of defences or sudden onset flooding from dam/defence failure); ➤ rapid onset of flooding; ➤ presence of debris in the water that could cause death or injury; ➤ potential/observed collapse of buildings/ structures; ➤ the vulnerability of the population or their surroundings (e.g. deep/fast flowing water through a caravan park). 	<p>Significant disruption to communities:</p> <ul style="list-style-type: none"> ➤ likely to affect whole community; ➤ community isolated by floodwaters with no obvious means of escape; ➤ critical resources/infrastructure for communities affected (e.g. no access to food, water, electricity); ➤ emergency services and authorities unable to cope with large volumes of evacuees and rest centres at full capacity; ➤ mutual aid/military support necessary or called upon.

Cheshire East Council has an Emergency Plan that revolves around a single point contact number; it has been designed to enable the Council to:

- Receive notification of emergency incidents via 24/7 contact facility;
- Respond to initial requests for assistance via the Duty Officer mechanism;
- Activate and facilitate the Emergency Headquarters and the Crisis Management Team for direct incident response.

ACTION:

The Council will respond and advise on the following:

- Surface water, groundwater flooding, flooding from Non-Main Rivers and coordinate the response with other Flood Management Authorities for main river;
- Work with the other Category 1 and 2 responders as part of the multi-agency response to floods;
- Coordinate emergency support from the voluntary sector;
- Liaise with Government departments and with essential service providers;
- Manage the local transport and traffic networks initially on safety grounds followed by signing and diversionary routes;
- Mobilise trained emergency social workers and emergency assistance;
- Deal with environmental health issues, such as contamination and pollution, and;
- Coordinate the recovery process.

If serious flooding involves people having to be evacuated, the Council may be able to offer temporary shelter in the form of Rest Centres where basic practical support can be provided such as refreshments, access to information and other support services where available. Emergency Services (Fire, Police, Ambulance and the Army) will help to evacuate people who are stranded or in danger. Where required, these bodies will also provide medical assistance and emergency lifesaving treatment.

It is important to understand that although these bodies can assist at the time of flooding, they are not required by law to protect your home or other properties from flooding. That responsibility rests with the property holder.

B3.12.3 Communications during an Emergency

During a pending or ongoing emergency communications are vital. This is an area that will be continually refined as forecasting techniques and information technology develops particularly in the use of social media networks. As a source of information the Council's web pages have proved the most effective and accessed media as a source of information at times of flooding. Information will therefore be published on a regular basis as well as through traditional news media channels.

When appropriate, the Council's network of highway variable message sign will be used to inform of road closures. The Council will continue to work with its partners at the Environment Agency to raise awareness of the flood warning service in the designated high-risk zones. All partners are committed to continually improving our joint capacity to predict and respond.

B3.12.4 Cheshire East Flood Mitigation Policy

The Council recognises that the primary responsibility for protecting property from the risk of flooding rests with the property owner. It is also aware of the considerable efforts made by the Environment Agency to notify property owners in flood risk areas of the risks they face and encourage them to plan their own arrangements to protect themselves and their properties.

The Council supports this approach and urges those living within areas identified as being at risk from flooding to follow the advice of the Environment Agency. The Council is concerned that, in the event of the threat of flooding to a large number of properties in Cheshire East, it may not have the resources to protect every property and that priorities will have to be made. This could inevitably lead to some flooding to properties that, with some pre planned preventative measures by the occupant, could have been avoided or minimised.

However, as a responsible authority, the Council recognises that the level of individual preparedness will vary enormously and it is prudent to plan for some additional support to the local community. With this in mind the Council has developed the following policy:

In the event of deteriorating weather leading to the issuing of severe weather warning alerts that could potentially affect any part of the Cheshire East administrative area, Council Officers will monitor the threat.

Risk assessments will be undertaken and regularly updated. These assessments could be wide area or site specific. They could include information obtained from site visits by Council Officers or other Professional Partners. The Council may make sandbags available if the Council's risk assessment for a defined area identifies the use of sandbags so as to minimise or mitigate the risk of flooding to residential, utility or commercial properties.

Council staff will assess the flood risk and identify where the use of sandbags is appropriate. Subject to availability the Council may make sandbags available. The Council will assist those who do not have the physical ability to use sandbags providing that there is sufficient available manpower. Refer to the Flood Mitigation Policy, Appendix 13.

The allocation of sandbags to individuals will depend upon a number of factors including the total number of sandbags available, an assessment of the viability of protecting the particular property with sandbags, demands from other emergency flood defence measures involving the use of sandbags that would protect a greater number of properties. The need to protect infrastructure assets e.g. Roads, Energy Distribution Sites, Communication Network Sites, Hospitals and the Council's own Public Buildings etc. are also likely to make demands on the Council's limited resources.

Occupants of properties where protection by sandbags is assessed as viable but lack physical ability e.g. elderly or infirm may, subject to availability of manpower and the assessed priorities at the time, be provided with assistance from the Council.

Road closures and disruption to the road network can impact on the Council's ability to distribute sandbags. Flash flooding can occur in an overwhelming manner and recede quickly. In these circumstances, it is impossible to respond in the timeframe of the event.

It must be emphasised that residents of Cheshire East who live in identified flood risk areas should not rely upon the Council to respond to a threat of flooding to their property but should have their own flood protection plan in place.

B4: Actions and Interventions to Reduce Flood Risk

Objective 4:

Develop actions and interventions to reduce flood risk where appropriate.

B4.1 Overview

The Council believes it is important to use every approach available to manage risk and this strategy reflects this thinking throughout from prevention to intervention. In considering interventions and works the emphasis will be on supporting individuals, businesses, and communities.

The Council will work with a wide range of partner organisations and communities so that where appropriate it can identify sustainable measures to reduce the risk of flooding. Sustainable infrastructure solutions will be employed catchment wide to maximise community or environmental benefits. Where appropriate, a range of opportunities should be identified, when added together, provide a significant environmental improvement. This could range from better management of current infrastructure, such as regular blockage removal from river channels, to adaption of small areas of land along a river valley, to hold flood water.

The main emphasis will be on managing the social and economic elements of urban areas. Flood defences have been provided in a piecemeal way in many urban areas. A key challenge is to work with partners to improve standards where failures are occurring and provide complementary flood warning arrangements.

In rural areas the emphasis will be on working with natural processes and promoting biodiversity. This may allow undeveloped flood plains to be used to store water and reduce peak flows downstream. During 2012 complete saturation of rural land contributed significantly to repeat flooding in lower areas of land. Any increase in floodplain may reduce this type of flooding in the future.

The approach to developing maintenance and intervention measures in respect of reducing flood risk will therefore be undertaken as follows:

ACTION:

- Work closely with the Environment Agency to identify, fund and implement schemes in regard to fluvial flooding from Main River.
- Consider managing residual risk where it is not economically feasible to undertake works through property resilience and flood warning site telemetry.
- Identify as far as possible responsible riparian owners.
- Consider long term sustainable solutions encompassing leisure and habitat creation.
- Develop risk based maintenance programmes to maximise reducing financial resources.
- Consider if the Environment Agency and United Utilities have any flood risk management programmes, in which partnership working could be addressed in joining up schemes, works programmes and funding.

B4.2 Works to Mitigate or Reduce Flood Risk

To date, the flooding records indicate that flood events are mostly the result of Main Rivers overtopping. In these cases the Environment Agency is the Lead Authority. The degree of intervention by the EA is based on flood risk to property. In Cheshire East, it is often highways that are affected causing economic damage. Cheshire East will continue to work closely with the EA especially in seeking funding where the cost benefit is low when taken on a national basis. See section B4.5.

B4.3 Maintenance

Maintaining surface water assets within the highway is undertaken to relevant service standards by Cheshire East Council as the Highways Authority. The maintenance of assets other than the highway gullies, such as ordinary watercourses and ditches is often poor where local land owners are responsible especially when culverting has taken place. Dumping of waste is problematic and causes blockages and flooding. In many cases the location of assets is unknown. Management of these assets requires significant development. This will commence with locating features, inspecting and establishing ownership. Risk based regimes can then be established or in the extreme situation enforcement action taken. Refer to Appendix 3 for Procedure.

ACTION:

- Locate, inspect and establish ownership of features relevant to flood risk management in Cheshire East.
- Develop a risk based approach to maintenance works.
- Undertake enforcement action as necessary.

B4.4 Community Information Provision

In times of adverse events, the flood pages on the Council's web site have recorded large numbers of visits. The Council will therefore exploit this as its main form of information provision and continue to develop the web pages with appropriate links to specialist publications. Other applications such as the growing use of social media outlets as a means of communication will be investigated.

ACTION:

- Use the Council's website to provide information during the course of flood events.
- Develop website links to specialist flood risk management information.
- Investigate the use of social media to collect information and communicate with the local community.

B4.5 Funding

Defra has changed how funding is made available for flood relief schemes to an outcome-based approach. The key principle is that the beneficiary contributes. The beneficiary pays principle places the cost burden on those that are at risk of flooding.

Section 16 Funding

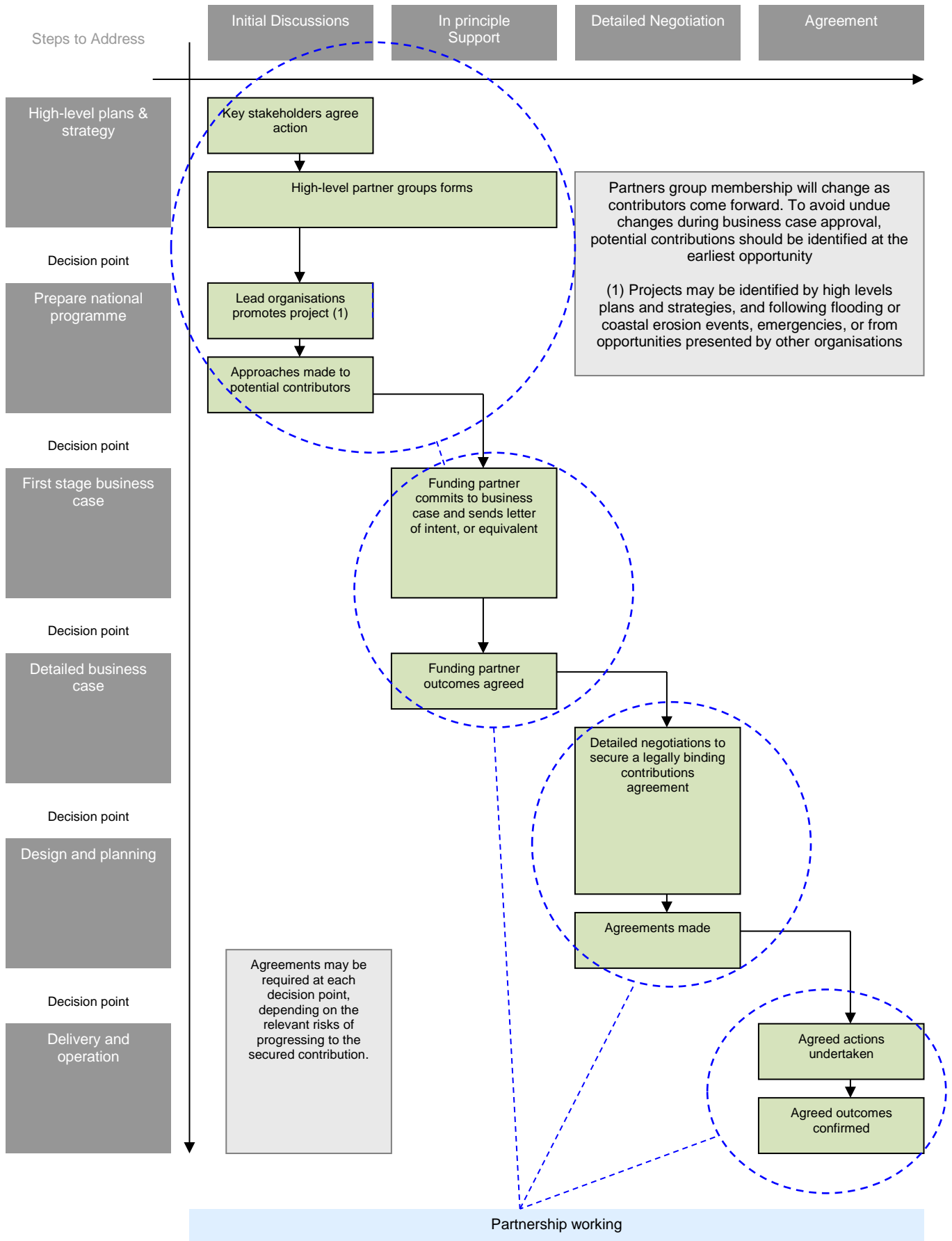
- (1) The Environment Agency may make grants in respect of expenditure incurred or expected to be incurred in connection with flood or coastal erosion risk management in England.
- (3) A grant may be subject to conditions (including conditions as to repayment and interest).

Under Defra's new partnership funding approach, relatively small amounts of local funding (or cost savings) could make the difference between locally important projects going ahead or not. Such contributions will supplement the amount of Government funding available at the national level.

A contribution could provide leverage for large amounts of funding from Government, and in turn deliver benefits to the community that dwarf the costs involved. For example, a 10% local contribution towards a scheme expected to deliver benefits eight times greater than the costs involved (as is typical), would deliver an 80 to 1 return on the level of contribution (from a local perspective).

The benefits of managing flood and coastal erosion risks are likely to feed through to the community in terms of property and land values, insurance costs against flooding, and business and agricultural productivity over the long-term. Key partners with direct interest in schemes are potential funders. They may also be able to contribute to schemes in other ways such as coordinating their work to achieve scheme objectives or allowing works to take place on their land. Where there is a shortfall of funding, Cheshire East Council as a scheme promoter is now encouraged to look more widely for alternative sources of funds.

B4.5.1 Funding Process



This is likely to need early involvement of elected representatives in choices that may require political support. Although this is a new approach to flood management funding, the Council is well experienced in developing and delivering multi-source funded schemes.

ACTION:

Cheshire East Council's in house funding will be allocated primarily in key risk based asset management, consenting and enforcement, designation and inspections, therefore addressing a proactive approach in flood management by establishing a baseline for future investment.

It will also look into the development of public knowledge and awareness of the risk of flooding and how everyone can help reduce flood risk.

Expenditure will be based around evidence gathered through asset inspections, significant incidents, the continued acquisition of local knowledge and the asset database.

ACTION:

Cheshire East will continue to investigate identified problems in order to gain valuable information that may lead to solutions being funded by Flood Defence Grant in Aid (FDGiA) or by the Local Levy Programme via the EA and the Regional Flood and Coastal Defence Committee (RFCC).

Other potential sources of funding include but are not limited to European Funding and Local Enterprise Partnerships. These are an amalgamation of public/private bodies with the goal to deliver economic growth that is sustainable and appropriate.

ACTION:

Develop links with Local enterprise Partnerships and European funding groups to understand their objectives and identify any cross cutting themes and opportunities to gain access to their funding streams.

B4.5.2 An outcome-focused, partnership approach to funding flood and coastal erosion projects:

Three aspects of a project will influence the amount of national funding available:

- The value of benefits for householders as a result of flood or coastal erosion risks being managed, especially in deprived areas and where risks are significant.
- The value of other benefits achieved, such as the benefits to businesses, agricultural productivity and protection for national and local infrastructure, across the whole-life of the scheme.
- The environmental benefits of the scheme, needed to maintain healthy ecosystems as well as offset any habitats lost when defences are built to protect people and property.

B5: Environment and Sustainability

Objective 5:

Undertake flood risk management in a sustainable manner.

Section 27: Sustainable Development

In exercising a flood or coastal erosion risk management function, a lead local flood authority must aim to make a contribution towards the achievement of sustainable development.

Sustainable Development is defined as “.... Development that meets the needs of the present without compromising the ability of future generations to meet their own needs” Bruntland Commission 1987 (UK Government Adopted Definition).

The main purpose of this document is to set out the strategy for implementing flood risk management measures across Cheshire East. However, there is an opportunity to derive significant benefit in the process, in respect to borough and country-wide aspirations in the wider context of sustainability, environmental and social improvement.

Delivering multiple benefits will require working with partners to identify local priorities and opportunities. Where appropriate, and in line with the principles of the National Strategy, contributions that help to deliver these additional improvements could be sought from those partners that benefit. Higher levels of government funding may also be accessible when wider benefits are delivered as part of the Local Strategy.

By undertaking its duties in a responsible manner as outlined in this strategy, Cheshire East can have a positive effect on the environment. Cheshire East Council will utilise where known the most up to date and best practice advice and guidance where applicable when undertaking its duties with regard to flood risk management.

B5.1. Environmental Objectives

The environmental objectives and measures specific to the Local Strategy which will contribute to the effective management of local flood risk are included below:

ENVIRONMENTAL OBJECTIVES

- To reduce the impact and consequences for individuals, communities, businesses and the environment from flooding and coastal erosion.
- To ensure that planning authority decisions are properly informed by flooding issues and the impact future planning may have on flood risk management and long term developments.
- Improve and/or maintain the capacity of existing drainage systems by targeted maintenance.
- Take a sustainable approach to flood risks management balancing economic, environmental and social benefits
- The local strategy should also contribute where possible to achieving national environmental objectives.

The Local Strategy should not hinder aims and objectives but has the potential to contribute to the achievement of them.

Other key documents and legislation containing objectives relevant to flood risk management include:

- Water Framework Directive (2000/60/EC)
- River Basin Management Plan (2015)
- Catchment Management Plans (Weaver Goway Catchment, 2009)
- Wildlife and Countryside Act (1981)
- Water Cycle Strategy
- Biodiversity Action Plan (2006)
- Cheshire East LDF Core Strategy (2014)

(Note: this list is indicative only and not meant to be definitive.)

B5.2 How does the strategy contribute to an improved environment?

Through undertaking its duties the Council can have a positive impact on the environment; examples of which are as follows:

Duties and their potential environmental benefits:	
Consenting	The ordinary watercourse consenting process is in place to ensure that any works carried out do not have a detrimental effect on other people or the environment. It also ensures that any works which may affect flood risk are properly designed and where necessary environmental considerations are incorporated i.e. fish passes etc. In determining an application it is necessary to consider other Legislation including, but not exclusive to: The Environment Act; the Habitats Regulations; the Water Framework Directive (WFD); the Countryside and Rights of Way Act; the Salmon and Freshwater Fisheries Act; the Eel Regulations.
Enforcement	The purpose of ordinary watercourse regulation is to control certain activities that may have an adverse impact on flood risk and the environment. If works are carried out without consent, the Council has enforcement powers to remove or modify them.
Designation of 3rd Party Assets	The purpose of this legislation is to try and ensure that owners do not inadvertently alter structures and other features and potentially increase flood risk to themselves, their neighbours and the wider community and cause a negative social effect.
SuDs	<p>Cheshire East will encourage SuDS. SuDS play a crucial role in managing the surface water from developments on site and hence reducing the flood risk however they have many environmental and social benefits, including;</p> <ul style="list-style-type: none"> ➢ Protecting and potentially enhancing surface water quality by filtering pollutants; ➢ Improving groundwater recharge; ➢ Providing habitats for wildlife; ➢ Providing landscape amenity for the community; ➢ Providing potential opportunities for community engagement, management and ownership of SuDS. <p>As well as planning for new Green Infrastructure, the LFRMS needs to protect existing wetlands due to their important role in surface water management.</p>
Capital Works	In assessing potential solutions there may be conflicts between measures that are more or less sustainable. Cheshire East Council will assess sustainability with the economic, environmental and social benefits of any proposed scheme. Cheshire East Borough Council will be transparent about the trade-offs in both the short and long term and explain decisions taken.
Maintenance Works	As recommended by the Pitt Review, Cheshire East may need to undertake a more pre-emptive view of maintenance particularly those areas known to have significant flood risk attached. Some rivers are designated under the Habitats Directive as Special Areas of Conservation. Any maintenance activities that we may wish to carry out, including dredging and weed cutting, must comply with the requirements of the Habitats Directive. This may affect the amount or timing of what we are allowed to do. In some exceptional cases it may prevent us from doing any dredging or weed cutting at all. The Water Framework Directive does not prohibit dredging. The Directive calls for the reinstatement of natural river channels and, as far as possible, for a reduction in interference in the natural river process.

B5.3 Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) is a statutory assessment process, required under the Environmental Assessment of Plans and Programmes Regulations (the SEA Regulation (Statutory Instrument 2004, No 1633) which provides the legislative mechanism for transposing the European Directive 2001/42/EC [on the assessment of the effects of certain plans and programmes on the environment] (the SEA Directive). The SEA Directive and Regulations require that an assessment be made of the effects that certain plans and programmes will have on the environment.

SEA has been carried out but consultation with the Environment Agency, English Nature and other stakeholders is still to be undertaken. The SEA seeks to identify the links and corresponding legislation and policies, such as biodiversity, that are relevant to and may influence the local flood risk management strategy. It was produced as a separate document to the strategy.

B5.4 Sustaining Effective Flood Risk Management in Cheshire East

Along with most local authorities, Cheshire East has suffered a loss in critical mass of expertise for flood and drainage management coupled with the loss of former Agency agreements with United Utilities.

B5.4.1 Resources Needed

Within Cheshire East Council there is now an established small resource with a wide range of knowledge and skills working on local flood risk management. Additional skills do exist across the wider service delivery sectors and include engineers, spatial planners, development control, building control, environmental planners and emergency planners.

ACTION:

Identify the resources throughout all Departments that are active in managing Flood Risk within Cheshire East and record the proportion of their time which is involved in flooding. Recognise the skills and competencies that are needed to perform Flood Risk Management duties.

Use the collected information to promote the case for staff retention, personnel development and recruitment.

B5.4.2 Skill Capacity Building - Knowledge

In an era of austerity and continual budget reductions Cheshire East already works with limited staff resources and developing and training staff could add additional pressures if not programmed sensitively. Training will need to be spread throughout the year and we have therefore prioritised what our requirements for skill and knowledge are. Our approach has been developed to ensure the Council can develop the required in-house skills over a period of time.

ACTION:

Develop a phased training plan to enable staff to acquire the skills and knowledge needed to fulfil their expanding flood risk management role.

The trend to outsource flood risk management to the private sector is currently promoted by Cheshire East, but in the longer-term this may be considered unsustainable. The Council will therefore aspire to have sufficient in-house knowledge to act as an intelligent all round client for the strategic and day-to-day management of flood risk as well being able to manage external development approval, design, adoption and operational management. Once this area of legislation is enacted, the Council will appraise detailed requirements and training opportunities that will be provided.

ACTION:

Develop operating procedures and plans for the LLFA. Define resources and skills required so these can be integrated into both training and staffing plans.

There are several groups, which have already been established such as drainage networks through the Environmental Agency E-Learning portal, local sub-regional workshops with catchment partners and digest information from the Local Government Improvement and Development Agency and the Communities of Practices. These networks are extremely beneficial to share expertise and seek the best solutions to common issues. The Council shares these capacity building forums through the LLFA internal structure and external partnerships. Courses and workshops hosted by the EA as different phases of the Act have been enacted have proved very successful in rapid skills building.

ACTION:

Continue to take an active role in existing sub regional groups to share knowledge and experience. Make use of all capacity building opportunities and take on board advice and guidance provided by Defra and the Environment Agency.

Once the remainder of the Act is enacted the identified knowledge gaps, particularly for SuDS, will be closed by this initiative. Cheshire East now has two established networks based on the sub-Mersey catchment areas. These assist in understanding the joint challenges faced locally. The importance of knowledge transfer between local authorities is an important element of the strategy to build up capacity and skills. It is envisaged that at a later stage staff transfer may be

possible. This will allow the sharing of individual IT specialists as well as the sharing of software programs which otherwise could be under-utilised by one local authority.

ACTION:

Continue to explore opportunities to share specialist IT skills and staff between partner organisations to utilise the resource efficiently and share knowledge between parties.

B5.4.3 Succession Planning

Developing and adapting the required skills to various aspects of flood management is underway. Opportunities will be sought for additional formal flood management qualifications through Defra/EA sponsored degree programme when opportunities arise. This strategy will provide future succession as well as creating employment opportunities during the current difficult economic conditions. Skills development to date has been through joint workshops, mentoring from experienced officers from the Council, Environment Agency and exchange with main sub-regional partners. This process has proved beneficial and cost effective.

ACTION:

Seek to appoint graduates from a range of disciplines to develop skills that are transferable between disciplines and also to support individuals in attaining formal flood risk management qualifications.

B5.4.4 Hardware and Software Requirements

Cheshire East Council has identified a number of software systems and tools that require developing either as extensions to existing systems or as stand-alone dedicated tools to manage assets, their data, condition and operations.

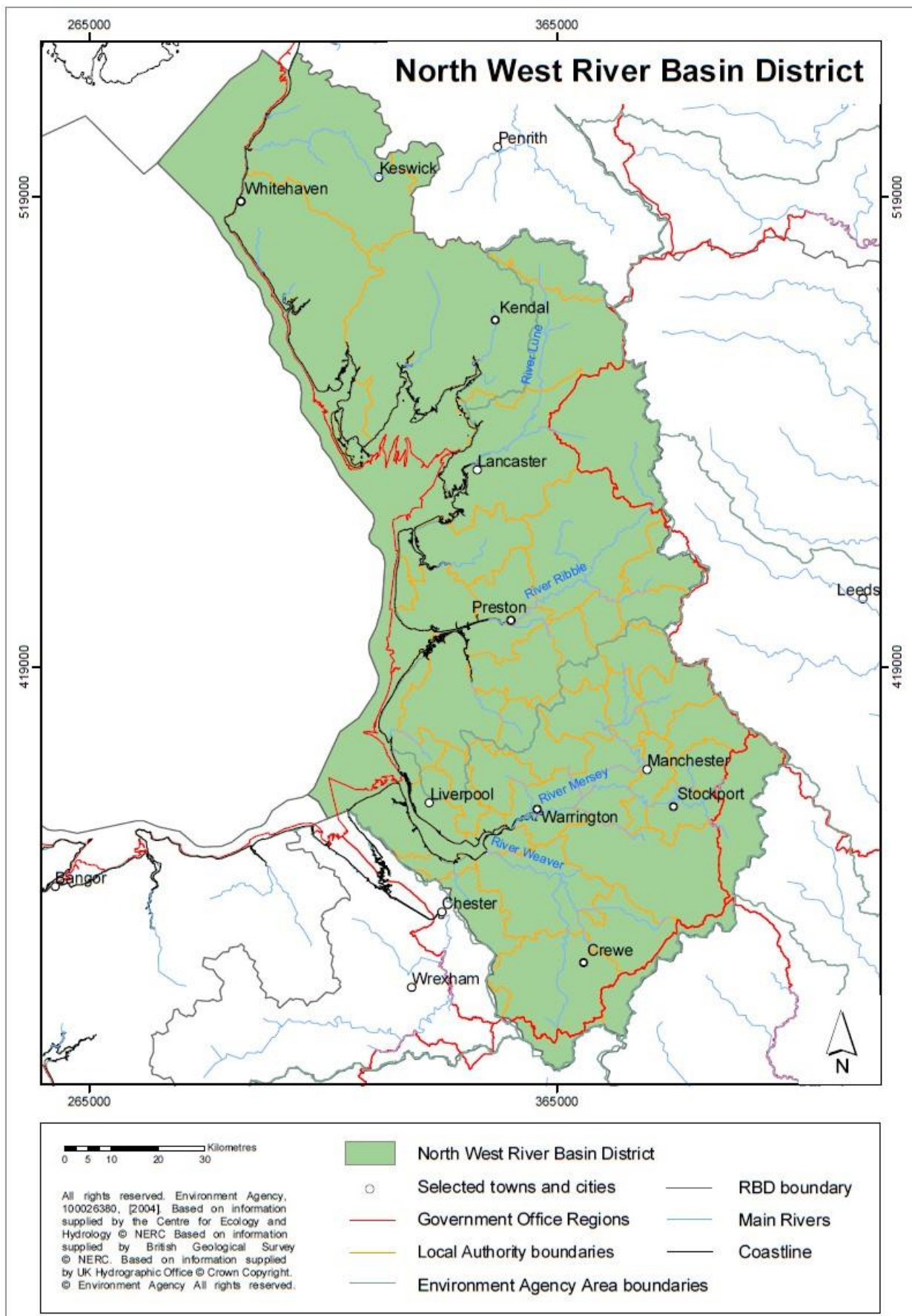
ACTION:

Prepare Business cases for the acquisition of identified software systems and tools to support local flood risk management duties. Consider whether there are economies of scale by procuring these as a regional group, rather than as individual authorities.

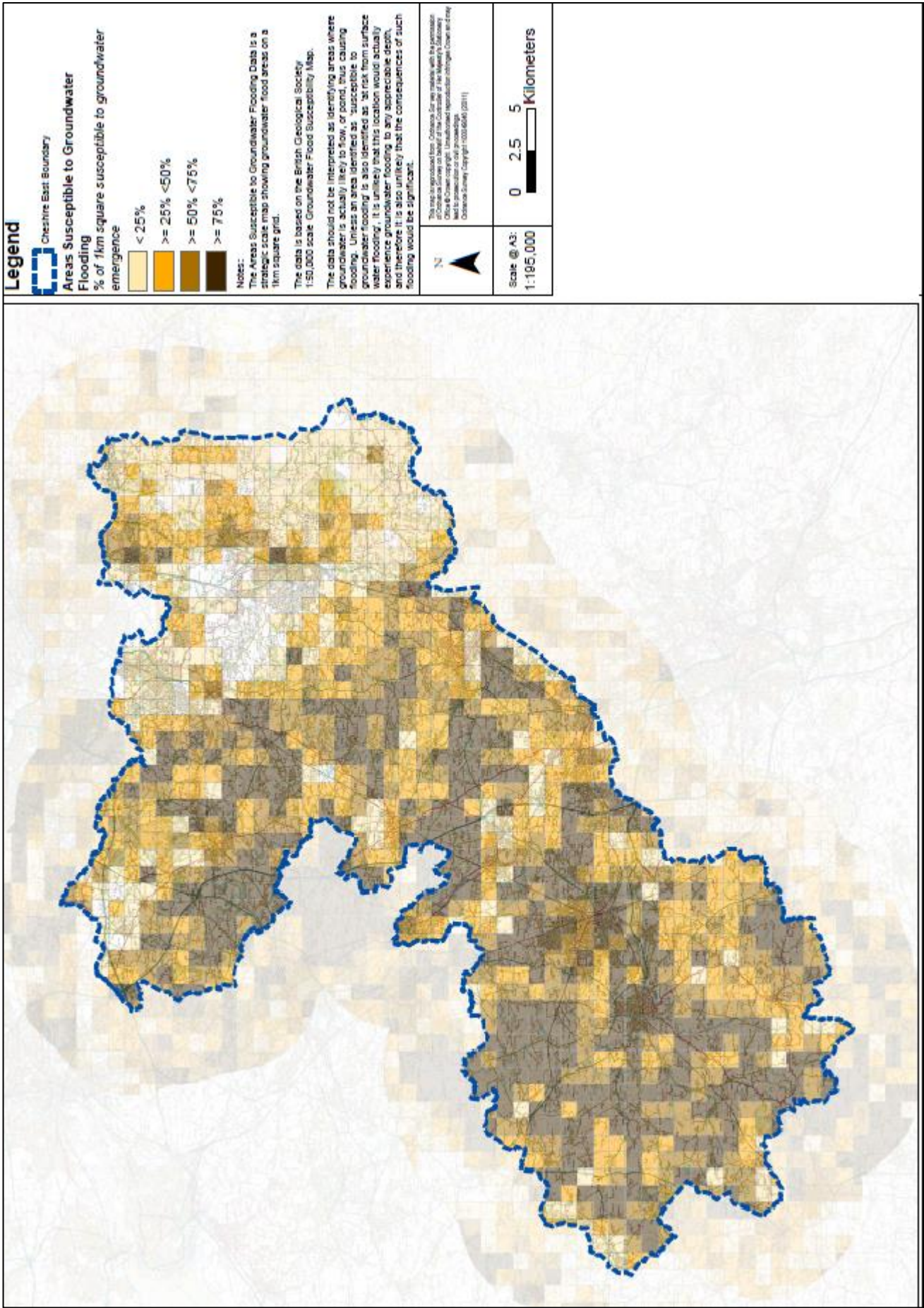
Appendices

Appendix 1 – North West River System

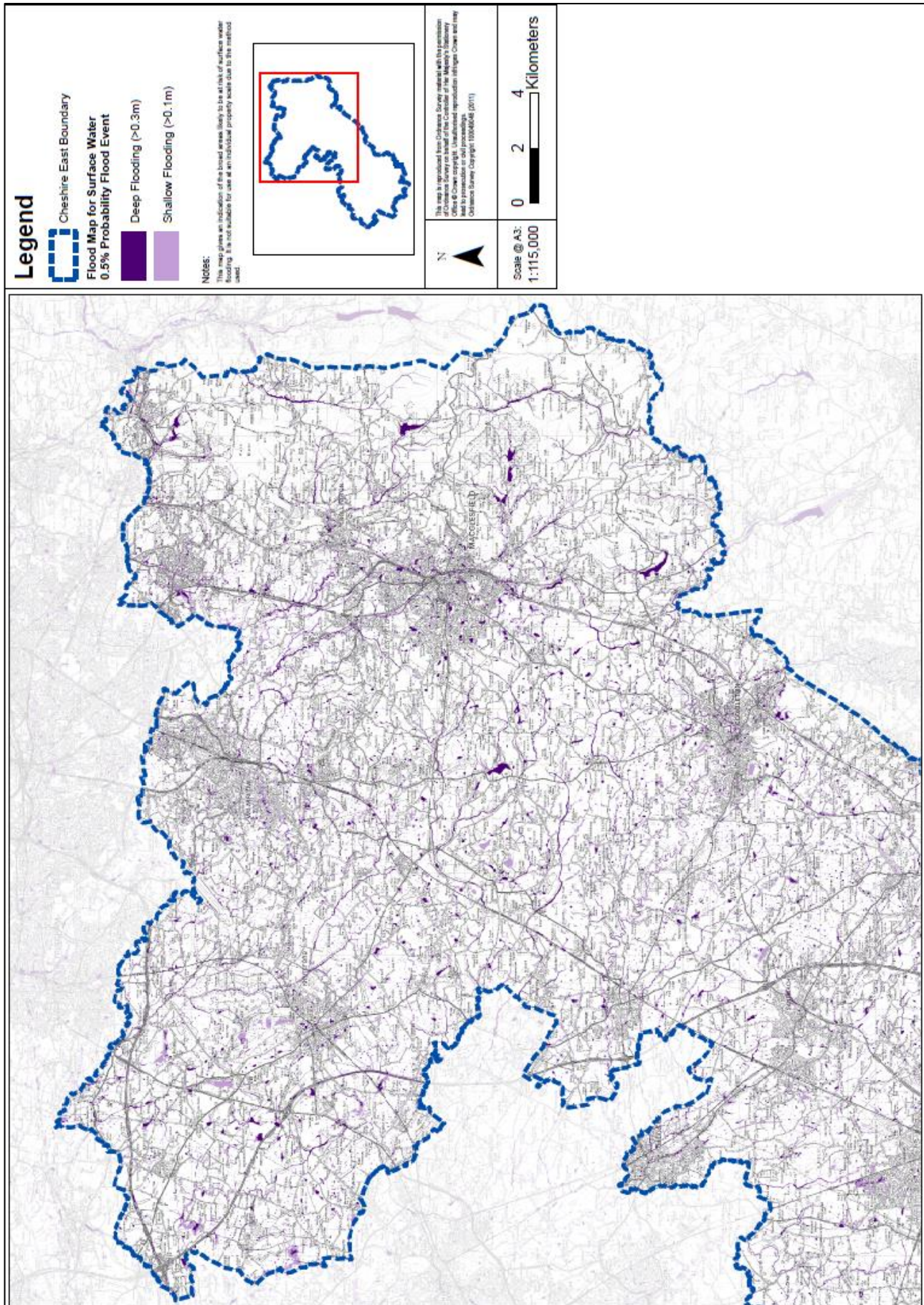
Appendix 1 Figure 1 North West River Basin District



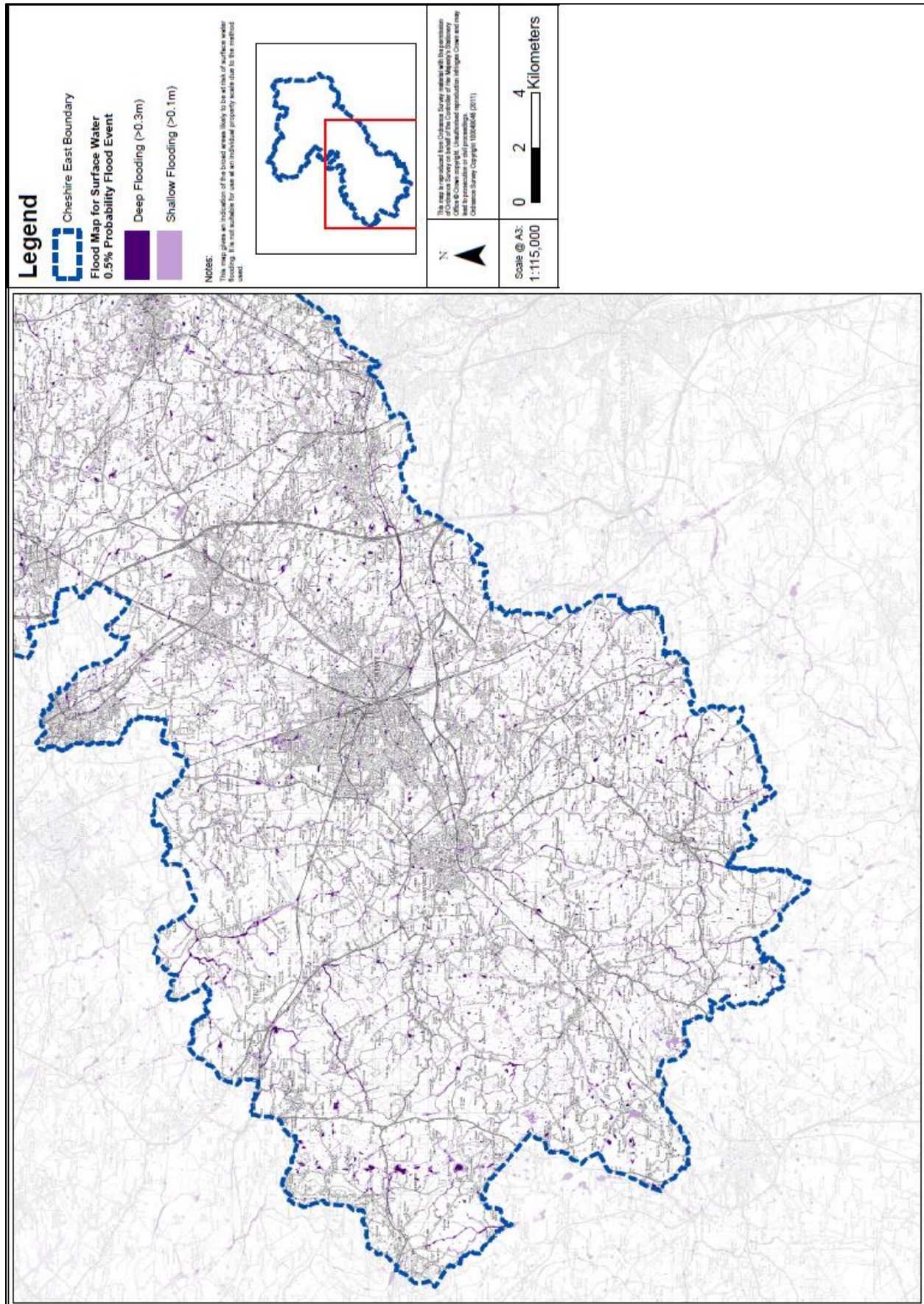
Appendix 1 Figure 2 Areas Susceptible to Ground Water Flooding



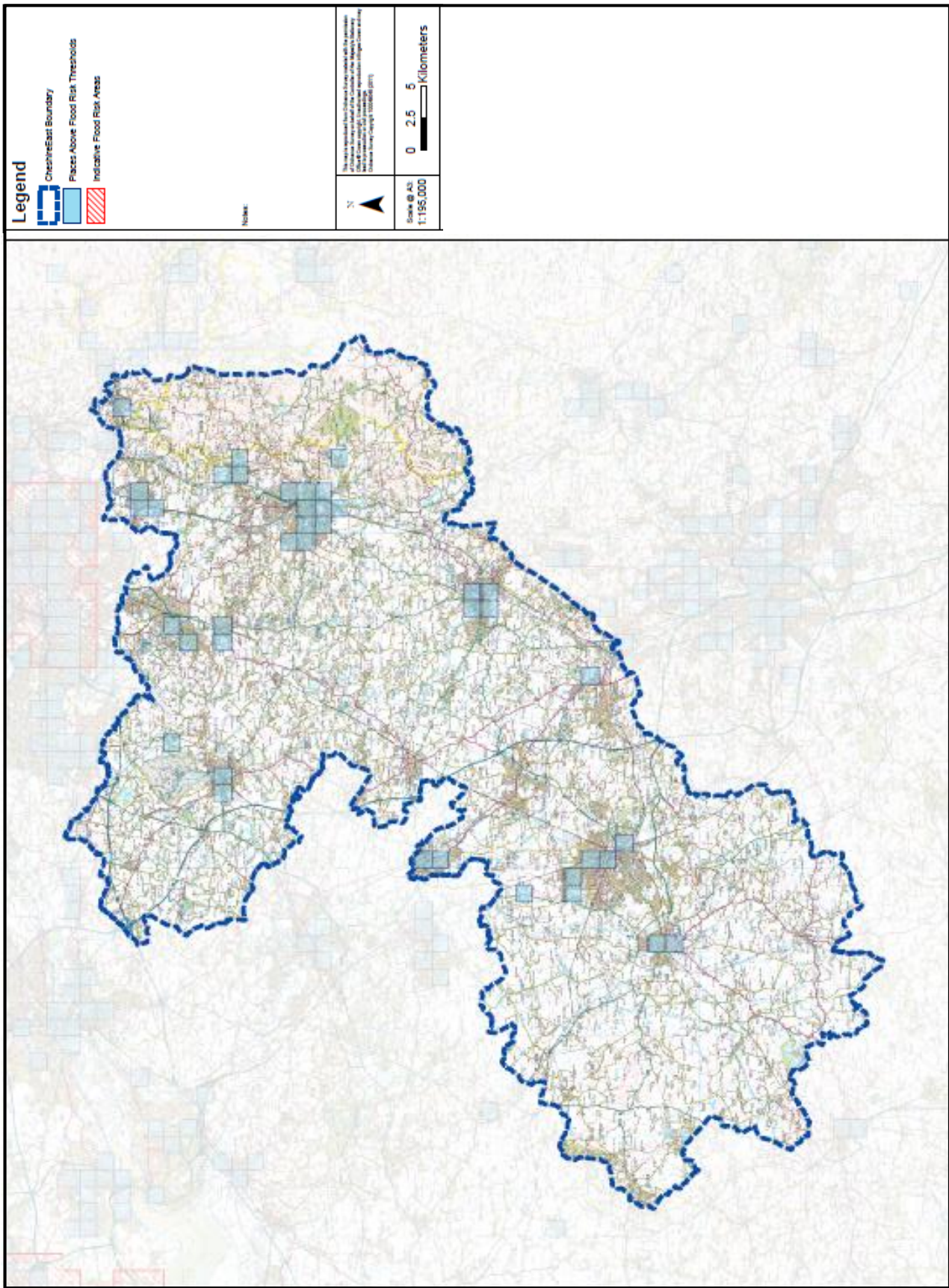
Appendix 1 Figure 3a Future Surface Water Flood Risk (North Area)



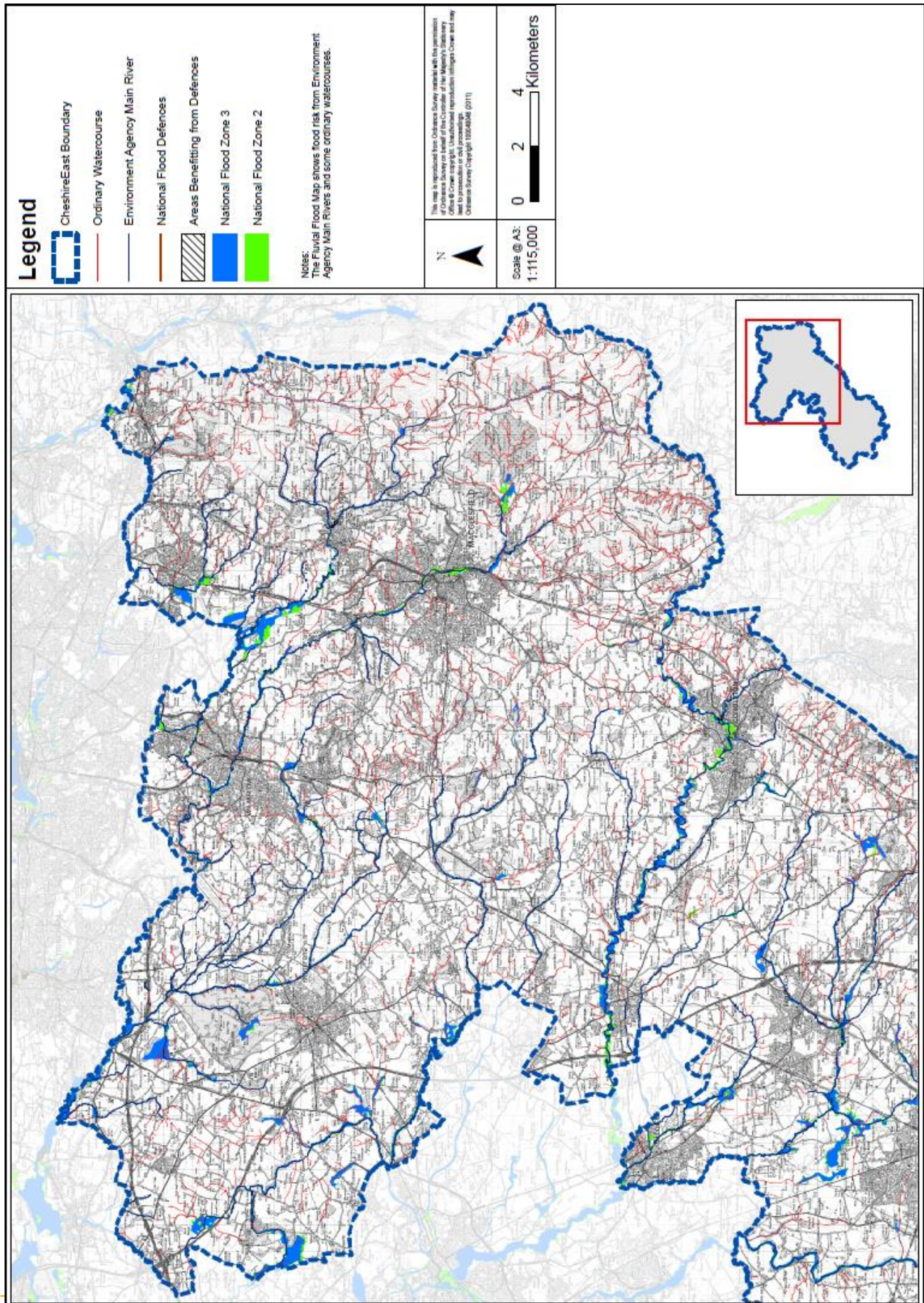
Appendix 1 Figure 3b Future Surface Water Flood Risk (South Area)



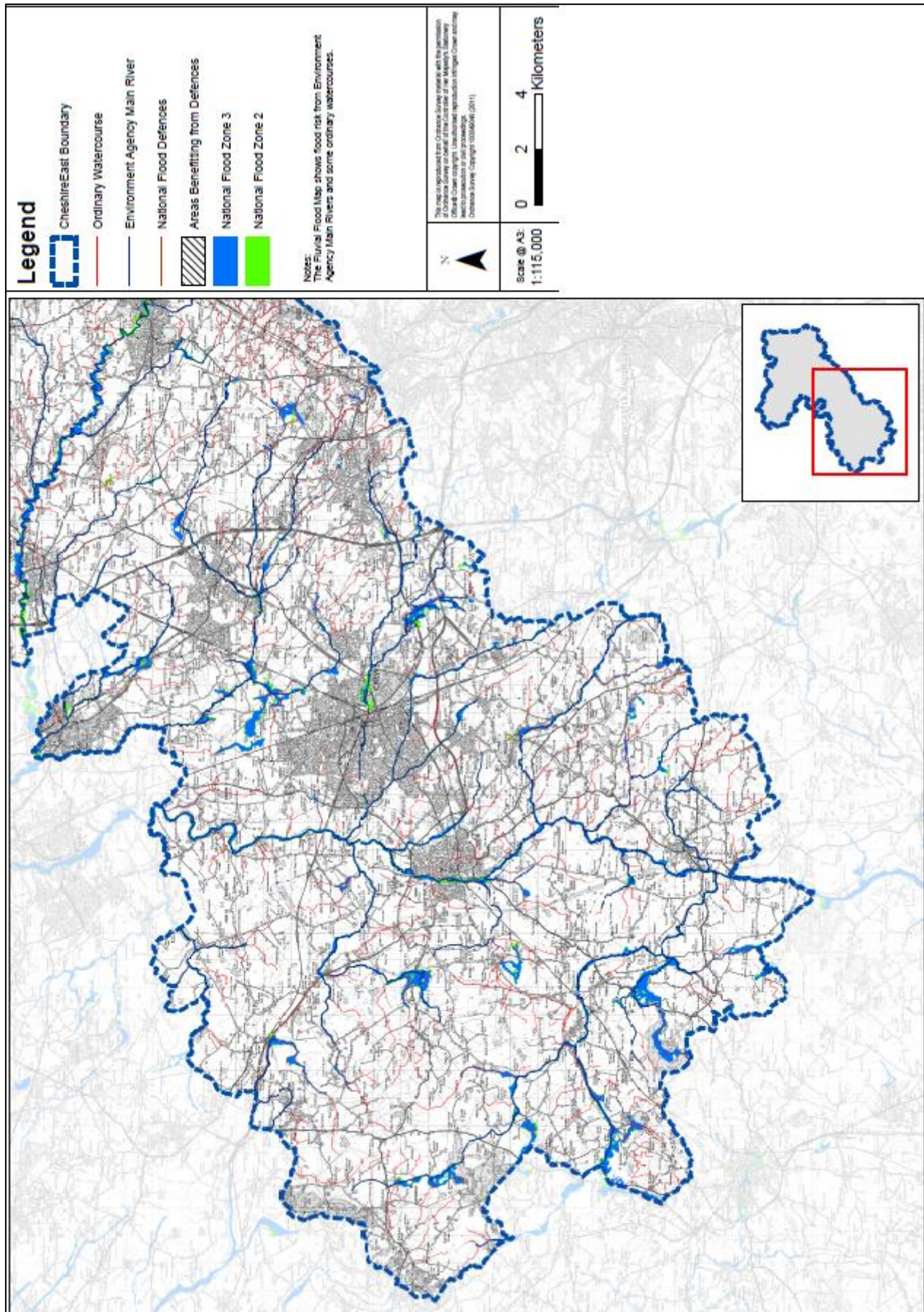
Appendix 1 Figure 4 Places above Flood Risk Thresholds



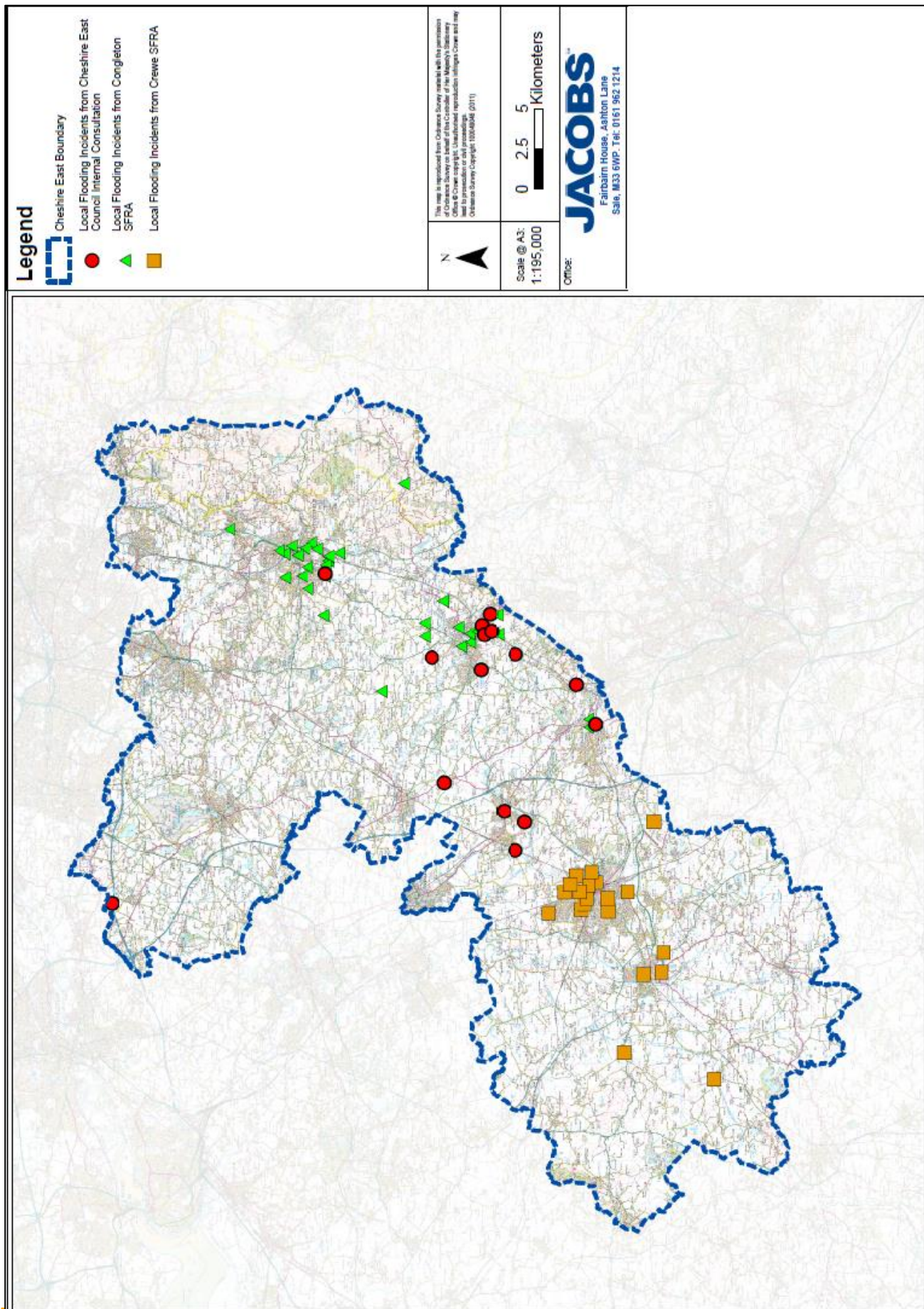
Appendix 1 Figure 5a Future Watercourse Flood Risk (North Area)



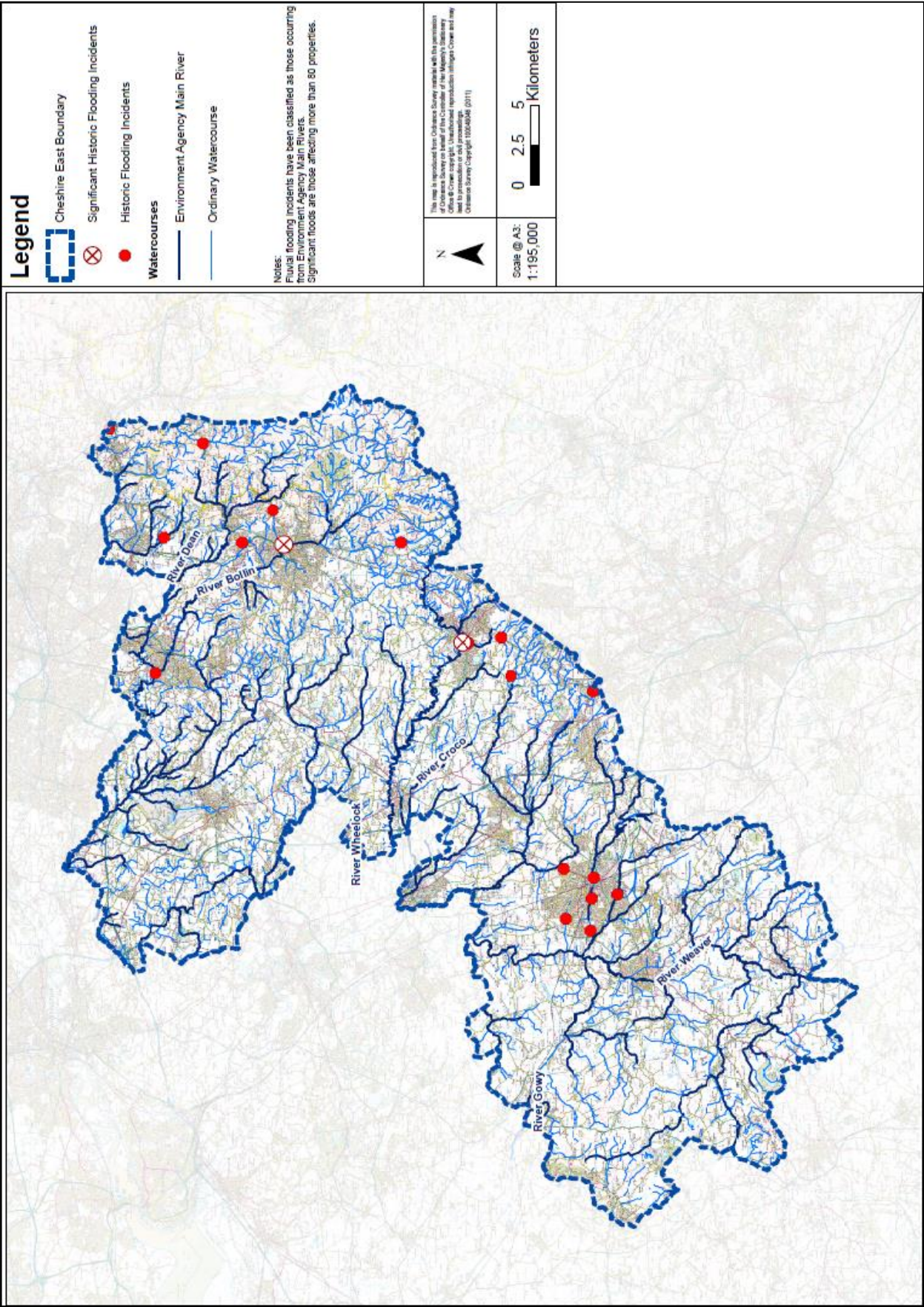
Appendix 1 Figure 5b Future Watercourse Flood Risk (South Area)



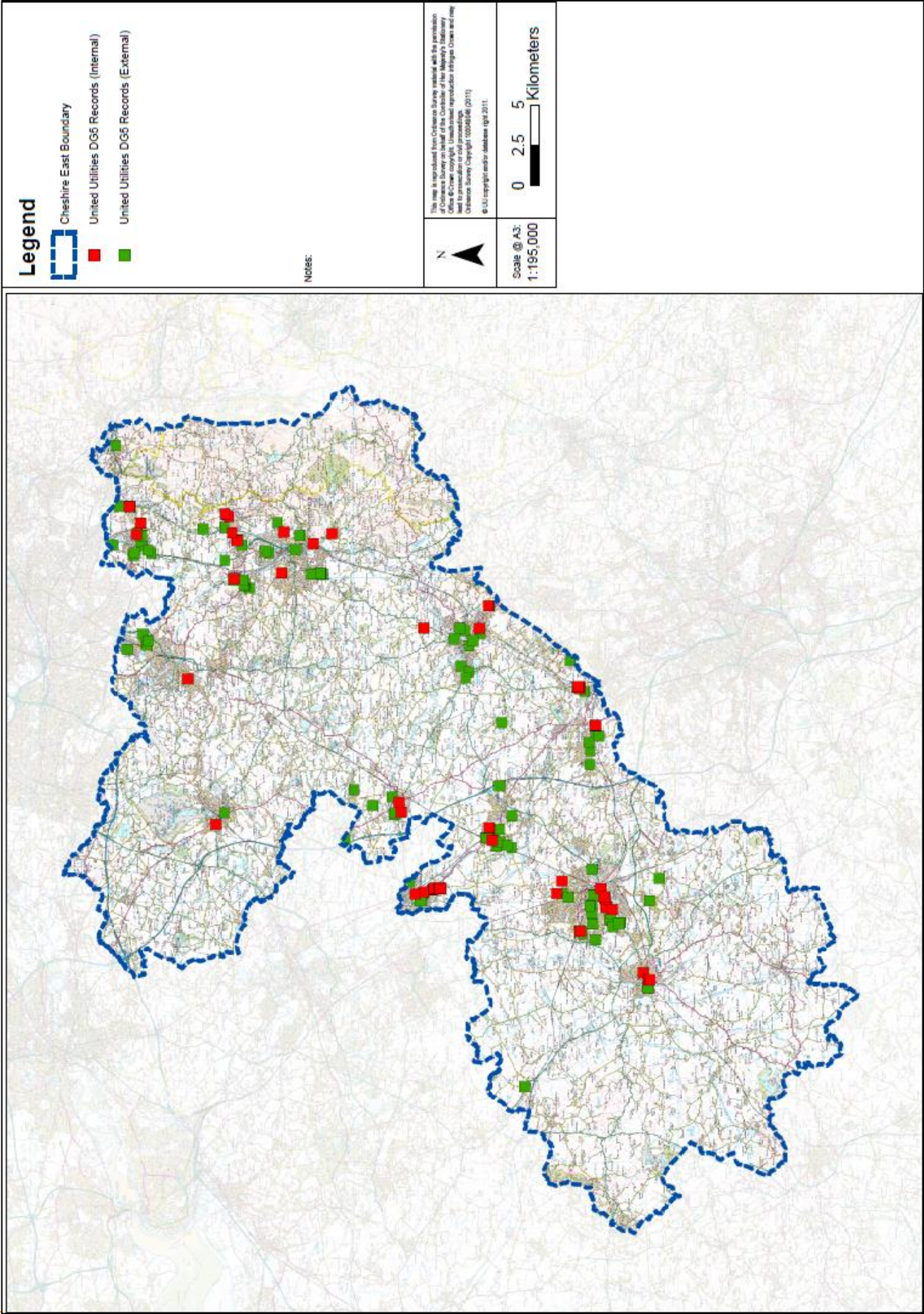
Appendix 1 Figure 6a Historic Surface Water Flood Records



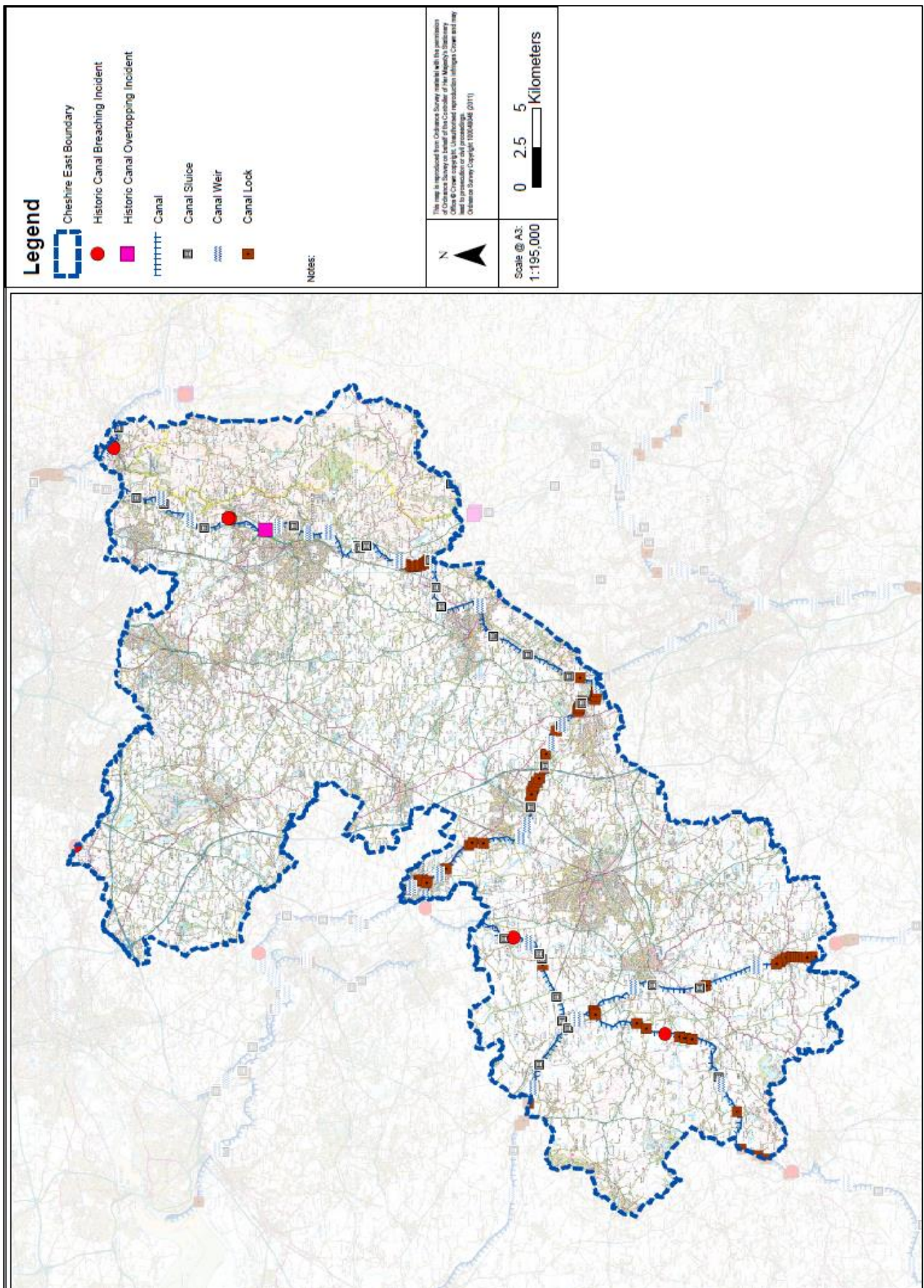
Appendix 1 Figure 6b Fluvial and Tidal Flood Records



Appendix 1 Figure 6c Historic Sewer Flood Records

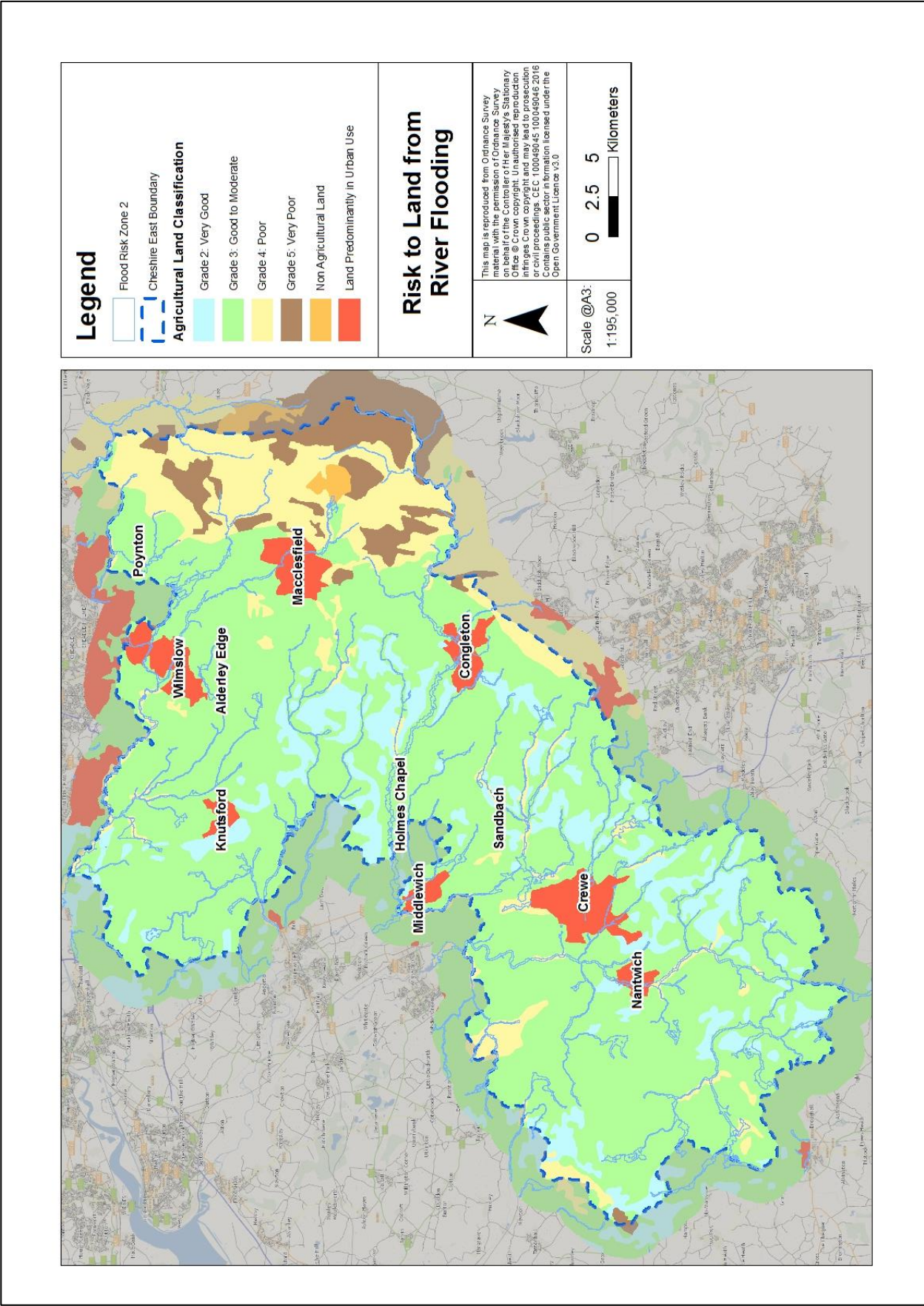


Appendix 1 Figure 6d Historic Canal Flood Records

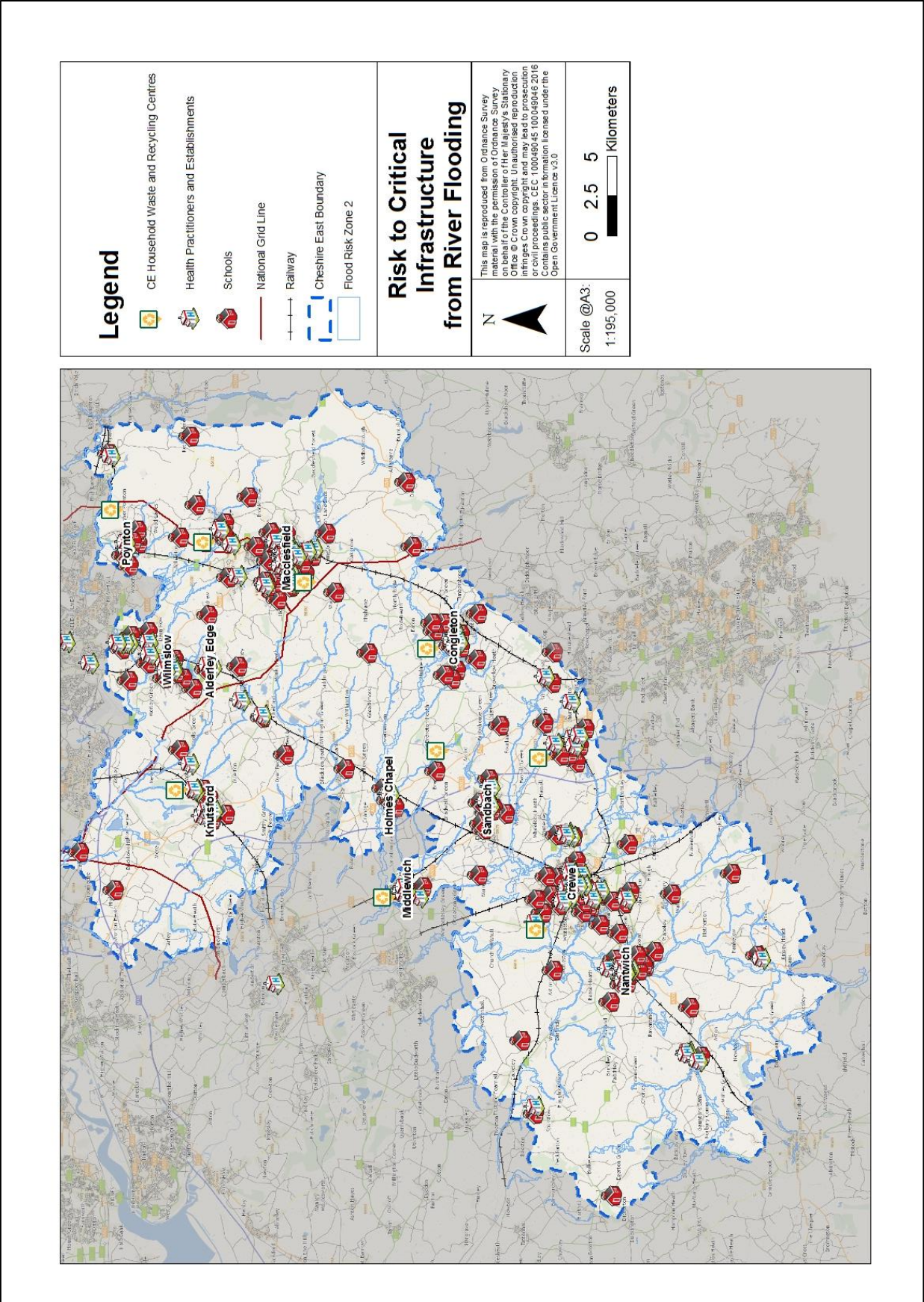




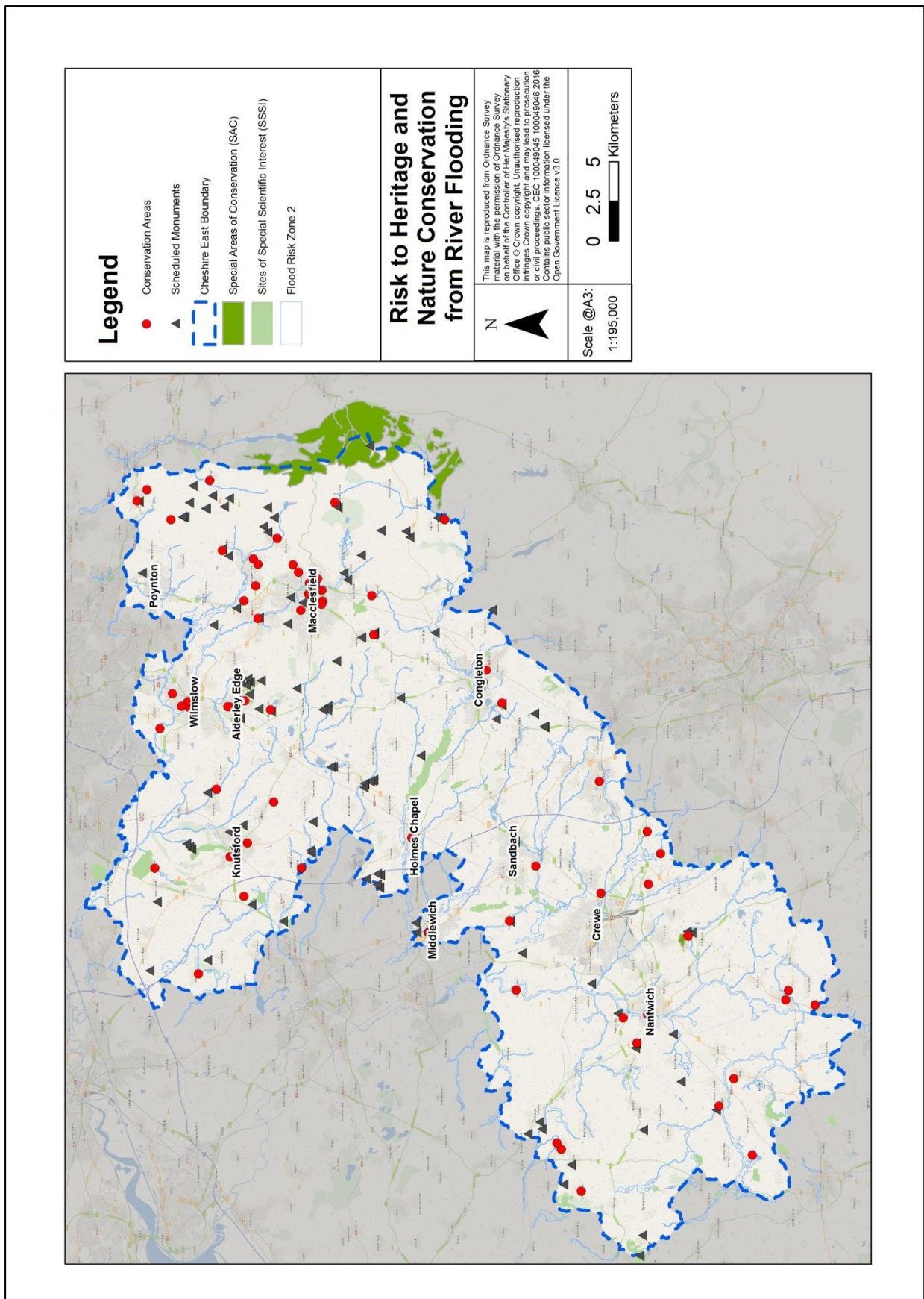
Appendix 1 Figure 8 Risk to Land from River Flooding Map






Appendix 1 Figure 9 Risk to Critical Infrastructure from River Flooding Map



Appendix 1 Figure 10 Risk to Heritage and Nature Conservation from River Flooding



Appendix 2 – Environment Agency Flood Warning Areas**Appendix 2 Figure 1 – New Flood Alert Warning Signs**

	Online flood risk forecast	 FLOOD ALERT	 FLOOD WARNING	 SEVERE FLOOD WARNING	Warning no longer in force
What it means	Be aware. Keep an eye on the weather situation.	Flooding is possible. Be prepared.	Flooding is expected. Immediate action is required.	Severe flooding. Danger to life.	No further flooding is currently expected in your area.
When it's used	Forecasts of flooding on our website are updated at least once a day.	Two hours to two days in advance of flooding.	Half an hour to one day in advance of flooding.	When flooding poses a significant threat to life.	When river or sea conditions begin to return to normal.
What to do	Check weather conditions. Check for updated flood forecasts on our websites.	Be prepared to act on your flood plan. Prepare a flood kit of essential items. Monitor local water levels and the flood forecast on our website.	Move family, pets and valuables to a safe place. Turn off gas, electricity and water supplies if safe to do so. Put flood protection equipment in place.	Stay in safe place with a means of escape. Be ready should you need to evacuate from your home. Co-operate with the emergency services. Call 999 if you are in immediate danger.	Be careful. Floodwater may be still be around for several days. If you've been flooded, ring your insurance company as soon as possible.

When they are issued		
Before	During	After
SFWs should only be issued from a forecast when there won't be time to wait until flooding has begun.	Most SFWs should be issued after flooding has already begun.	In exceptional circumstances, as flood waters recede, secondary effects such as damaged infrastructure, may justify issuing a Severe Flood Warning.

Appendix 2 Figure 2 Flooding Criteria

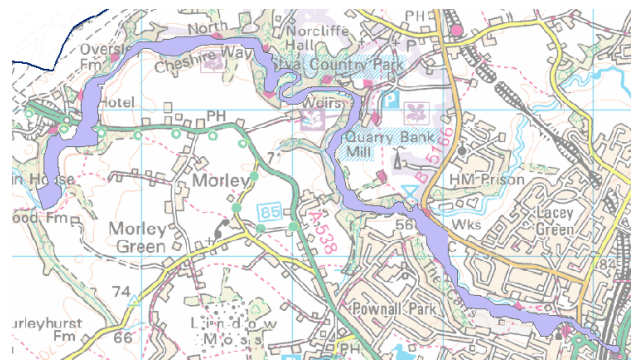
Criteria 1 - Risk to Life	Criteria 2: widespread flooding
<ul style="list-style-type: none"> ➤ Significant risk to life caused by: ➤ deep and fast flowing water (e.g. caused by significant overtopping of defences or sudden onset flooding from dam/defence failure); ➤ rapid onset of flooding; ➤ presence of debris in the water that could cause death or injury; ➤ potential/observed collapse of buildings/structures; ➤ the vulnerability of the population or their surroundings (e.g. deep/fast flowing water through a caravan park). 	<ul style="list-style-type: none"> ➤ Significant disruption to communities: ➤ likely to affect whole community; ➤ community isolated by floodwaters with no obvious means of escape; ➤ critical resources/infrastructure for communities disabled (e.g. no access to food, water, electricity); ➤ emergency services and authorities unable to cope with large volumes of evacuees and rest centres at full capacity; ➤ mutual aid/military support necessary or called upon.

Appendix 2 Figure 3 Flood Warning Areas

Flood Warning Areas



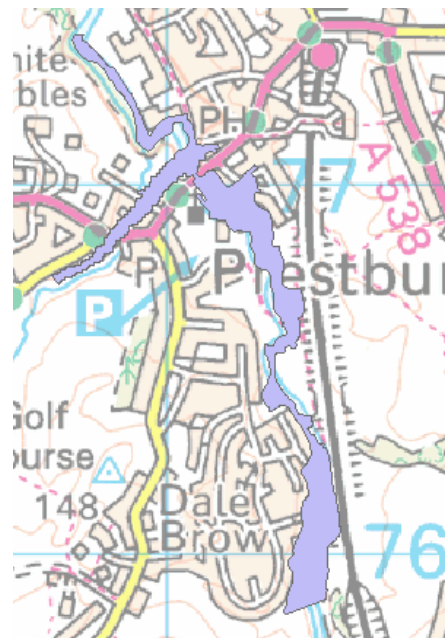
- Area Argen Brook, Little Bollington
- Properties Affected 19
- Status In Force



- Area River Bollin, Wilmslow
- Properties Affected 30
- Status In Force



- Area Poynton Brook, Poynton
- Properties Affected 169
- Status In Force

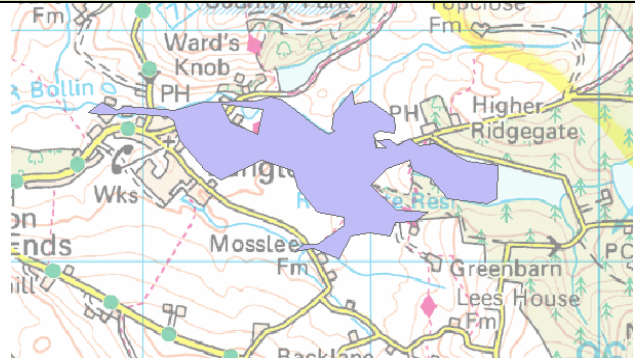


- Area River Bollin, Prestbury
- Properties Affected 31
- Status In Force

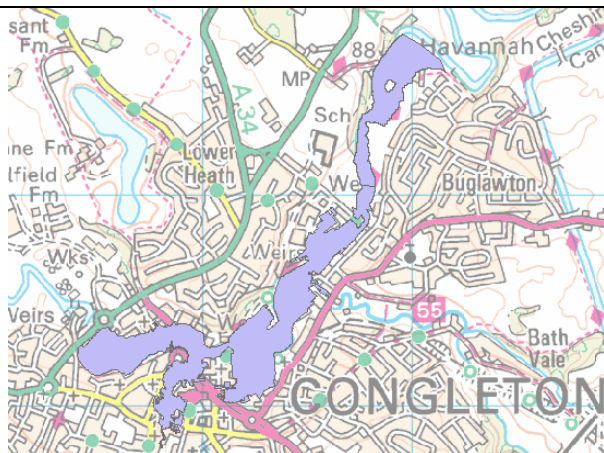
Flood Warning Areas



- Area River Bollin, Macclesfield
- Properties Affected 576
- Status In Force



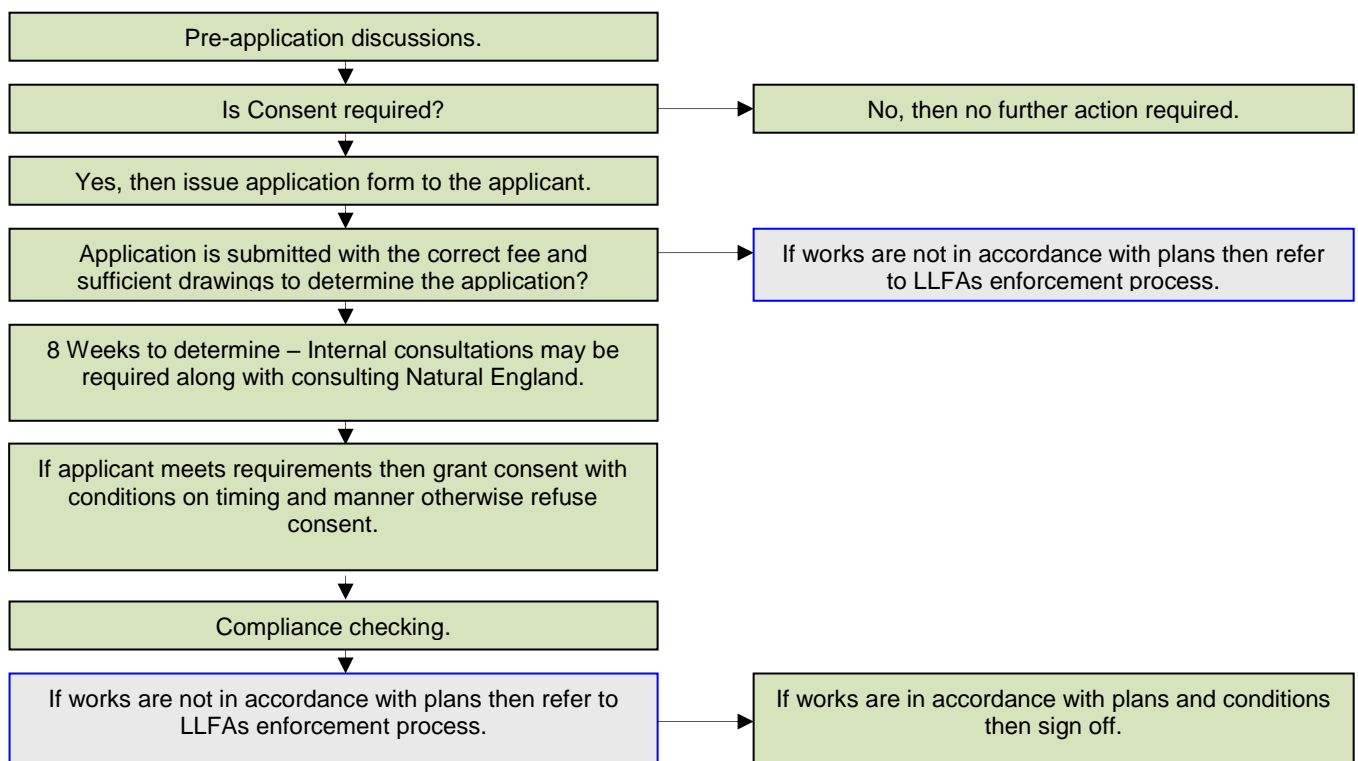
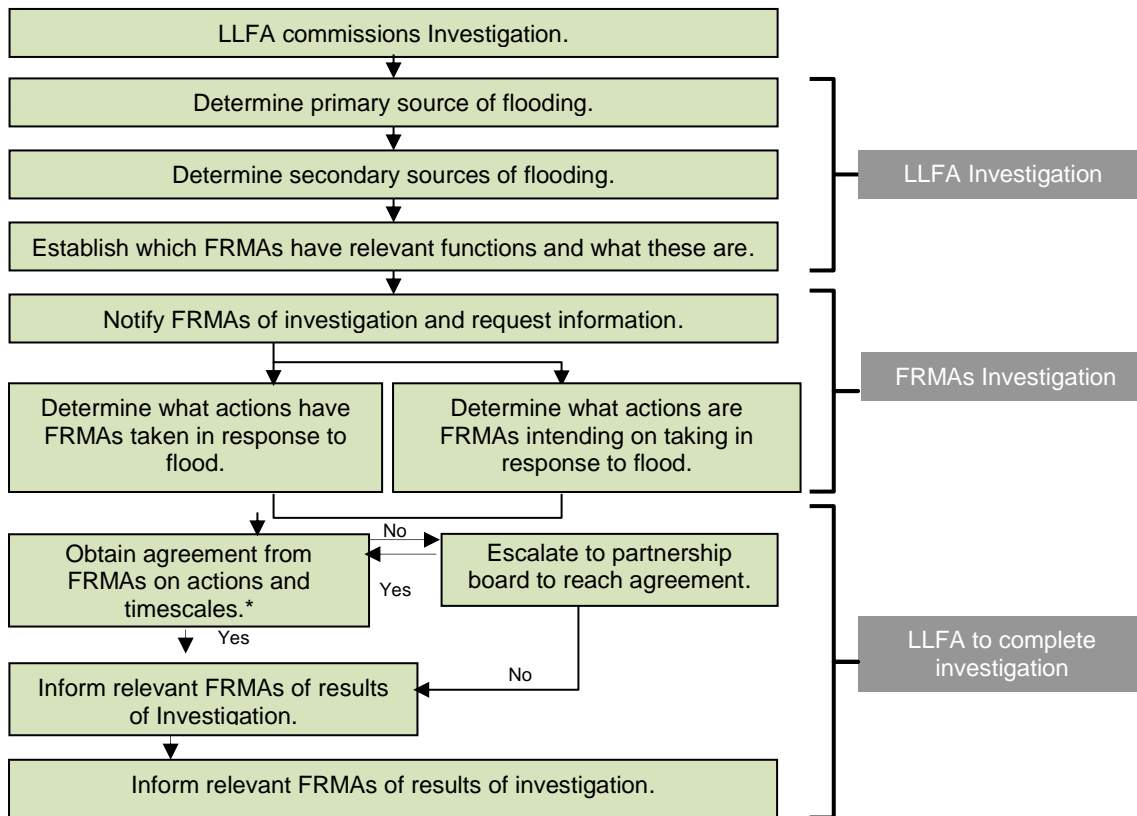
- Area River Bollin, Langley
- Properties Affected 75
- Status In Force



- Area River Dane, Congleton
- Properties Affected 633
- Status In Force



- Area River Weaver, Nantwich
- Properties Affected 98
- Status In Force

Appendix 3 - Logging Incidents & Enforcement**Appendix 3 Figure 1 Proposed Formal Investigation Procedure**

Appendix 4 - Consultation

The current list indicates the planned consultation between partners and Cheshire East Council

Partner	Consultation
Cheshire East Borough Council	To identify areas under pressure from development and the sites, which have been allocated for potential development..
Cheshire Fire and Rescue Service	To identify locations at which they have been involved in flood incident management and records for the last 5 years.
Cheshire Constabulary	To identify locations at which they have been involved in flood incident management and records for the last 5 years.
Environment Agency	The Development Control, Flood Risk Mapping and Data management teams will be consulted to obtain information on sources of flood risk, hydraulic modelling, flood defences and flood warning as well as to discuss future sustainable flood risk management and mitigation measures.
United Utilities	United Utilities will be consulted to obtain information on the number of recorded incidences of sewer flooding.
Canal & River Trust	The C&RT will be consulted to obtain information on its assets located within Cheshire East Borough.
Neighbouring Planning Authorities	Neighbouring planning authorities will be consulted to identify potential upstream developments that are likely to cause increased flood risk to the Cheshire East Borough. Similarly, potential areas downstream of Cheshire East considered likely to see changes in current flood regime will be identified. The Borough of Cheshire East has boundaries with 8 other Local Planning Authorities (LPSs) and the impact of developments within these LPA areas on flood risk through Cheshire East will be recognised.
Upstream Authorities	The LPAs of Derbyshire and Staffordshire Moorlands are both located on the upstream boundaries with Cheshire East and, the impact of upstream developments in these authority boundaries is considered significant.
Downstream Authorities	The remaining LPAs that share common boundaries with Cheshire East include Cheshire West & Chester Council and Shropshire County Council.

Appendix 5 - Record Population

Appendix 5 Figure 1 Defra Guidance Notes

Defra guidance fields, on producing and developing the asset database. This is the original set of fields given by Defra, and is used as a base template for the Symbology Flood Database, see Figure F.2 in Appendix 8.


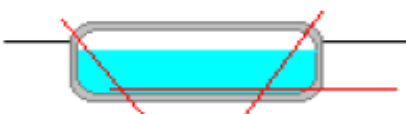



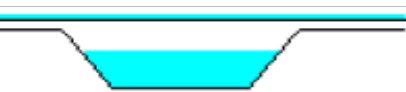


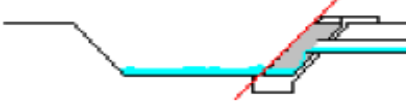


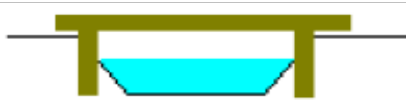

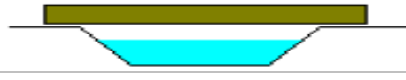

The table below provides a guide to how this register can be completed.

The register is divided into three worksheets classifying structures or features as either 'Links', 'Nodes' or 'Polygons'. We have attempted to show how a register might be structured for each of these types of structure or feature and the categories of information you might wish to include against each structure or feature.

The information in this 'Template Guide' worksheet includes suggestions of what information and metrics might be used to complete each category.

Category	Links	Nodes	Polygons
Type of Structures or Features	Open channel	Manhole	Reservoir, including lakes & ponds
	Culvert	Inlet	Flood storage pond
	Sewer	Outlet	Swale
	Drain, including highway drain	Pumping Stations	Soakaway/Filter strip
	Rising main	Gully	Permeable paved area
	Flood Defence Bank	Inspection Chamber	Canals
	Flood Defence wall	Junction	
	Permeable pavement	Change of physical character or direction	
Unique ID	Unique identification reference assigned by the lead local flood authority.		
Upstream NGR	National grid reference. To six figures.	Easting and Northing national grid reference. To six figures.	Centroid national grid reference. To six figures.
Downstream NGR			
Cover Level		Measured in m AOD. Please enter the measurement to two decimal points.	
SuDS	Please enter a YES or NO depending on whether or not the structure or feature can be classed as a sustainable drainage		
Local Location Name	Enter a local reference for ease when sending a team member out to the site.		
Ownership	State whether the structure or feature is privately or publically owned. (details of ownership can be held in the record)		
Maintained By	If the structure or feature is maintained by anyone other than the owner then please specify their details here.		
Max Volume			Input measure in m ³ to 2 decimal points.
Weir Levels			Measured in m AOD to two decimal points.
Upstream Node Unique ref	Local reference given to the upstream and downstream nodes.	For node structure or features enter the up stream and downstream NGRs, if applicable.	
Downstream Node Unique ref			
Invert Level		Measured in m AOD to two decimal points.	
Description of Shape	Enter a short text description of the structure or feature shape.		
Height 0m			
Length 0m	Dimensions, if available, should be entered in meters. If possible to two decimal points.		
Diameter 0m			
Depth 0m			
Description of Principal Materials	Short text description of what materials the structure or feature is made up of.		
Description of Control Features		Short text description of any control features associated with the structure or feature.	
Any Additional Comments	Room for any additional comments.		
Source of data	Where the data to create the entry came from (site investigation/water company data/structure or feature owner report).		
Date of entry	Date when the record was created, or when most recently modified. Please enter the date as DDMMYYYY.		
Entered by	Name of the person entering the data.		
Type		If the node structure or feature requires an engine, is the engine diesel or electric? Please enter DIES EL or ELECTRIC.	
Power Supply		If the node structure or feature has a power supply, is it a mains power supply? Please enter YES or NO.	
Emergency Generation		Does the structure or feature have an emergency source of power generation. Please enter YES or NO.	
Telemetry		Does the node have telemetry? Please enter YES or NO.	

Appendix 6 – Consents Samples & Enforcement Procedure

Pipe Culvert (including extension and removal of) Consent Required		Under Section 23 1(b)
Oversized Box Culvert (including extension and removal of)- Consent Required		Under Section 23 1(b).
Trash Screens as it is an alteration to a culvert and has the potential to obstruct flow. Consent Required		---
Bank Protection Works (Temporary works may require consent). Not Consentable		Under LDA 91
Pipe Crossing (in channel) Consent Required		Under Section 23 1(a)
Pipe Crossing (above bank) as it does not interfere with flow. Not Consentable		Under LDA 91
Pipe Crossing (below bed) as it does not interfere with flow – Potential temporary works consent. Not Consentable		Under LDA 91
Protruding Pipe Outfall as it will not act like a dam/weir or like obstruction. Not Consentable		Under LDA 91
Outfall within Bank profile – as it does not interfere with flow – Potential temporary works consent. Not Consentable		Under LDA 91
Weir/Dam or impoundment or temporary works that obstruct flow Consent Required		Under Section 23 1(a)
Bridge (where soffit level is below bank top level) if it has the potential to affect flow. Consent Required		Under Section 23 1(a)
Bridge (abutments protruding but not reducing flow area/width) Not Consentable as does not interfere with flow.		Under LDA 91
Bridge (Abutments restricting flow) or Flume Consent Required		Under Section 23 1(b)
Clear span bridge as it does not interfere with flow Not Consentable		---
Bridge with support in channel as it will not act like a dam/weir or like obstruction Need to consider size of pier against size of watercourse, but would want to discourage the use of a pier in the watercourse. Not Consentable		Under LDA 91

Appendix 7 – Enactment Timeframe

Action	FWMA 2010 Enactment	Short	Target	Medium	Target	Long	Target
1 Local Strategy Identify roles and functions of flood risk management authorities. Measures to be implemented to manage risk. Cost and benefits of the measures impacts of climate change.	Effective	Draft with onwards development gaps	Dec 2013	Draft Complete	Nov 2016	Publication	June 2017
2 Asset Register Create and publish a register of assets with a flood risk management function. Determine ownership and state of repair of identified assets.	Effective	Set up database and pilot symbology for initial asset	Dec 2012	Populate Significant Assets, Collect Known Assets	Dec 2017	Develop register following investigations / incidents	Ongoing
3 Consenting/Enforcing Approval of works affecting Ordinary Watercourses. Enforcement actions against unapproved works.	April 2012	Develop skill knowledge	Dec 2011	Introduce Consenting Procedure	April 2012	Continual improvement programme to ensure consenting and enforcement duties are effective	Ongoing
4 SuDS Assess, consult and approve drainage plans for new developments. Adopt and maintain SuDS approved by the SAB to national standards.	Still prospective	Develop skill knowledge	Dec 2012	SAB has been replaced with LLFA statutory consultation	Dec 2012		Ongoing
5 Reporting Procedure	Effective	Introduce procedure report format to contact centre	Nov 2011		Ongoing		Ongoing
6 Investigations Investigation of flood incidents from local sources to determine whenever management authorities have performed their relevant function. Publication of findings. Set-up partnership working arrangements. Provide information to EA if requested. Issued enforcement notices and pursue civil sanctions if request for information are ignored.	Effective	Introduce Investigation procedure	Nov 2011	Template for investigation reporting established by CMM	Sept 2016	Reporting undertaken in response to local flooding events	Ongoing
7 Designation (3 rd party asset) Designation of assets with a flood management function to prevent alteration or removal by the owners or others.	April 2012	Introduce designation procedure	Dec 2011	Designation of existing assets with a flood management function	Dec 2018	Designation of new assets with a flood management function	Ongoing
8 Reservoirs Designate high-risk reservoirs. Preparation of a flood plan by the owner to give information on the area.	Subject to enactment			Commence identifying assets	June 2012	Evaluate risk Designate High Risk Reservoirs Owner requested to produce flood plan	Nov 2013

Appendix 8 – Draft Works Programmes

Appendix 8 Figure 1 - Draft Capital Works Programme

Please note this is a six year rolling programme that is refreshed annually. To view the most recent version of this table please refer to programme held by the Environment Agency or contact a member of the flood risk team at Cheshire East Council email: Flood.Investigation@cheshireeast.gov.uk

The link to the latest, full spreadsheet can be found at the Environment Agency's website: <https://www.gov.uk/government/publications/programme-of-flood-and-coastal-erosion-risk-management-schemes>

Below is an example of the programme at time of issue of this report - January 2016 RFCC consented programme (updated November 2016)

Flood and Coastal Erosion Risk Management (FCERM) Construction Programme – England									
Project Name	Constituency of Project Location	Location	Estimated Total Project Costs	Flood and Coastal Erosion Risk Management Grant in Aid Funding allocated from 2015/16 to 2020/21	Local Levy from 2015/16 to 2020/21	Public Contribution from 2015/16 to 2020/21	Households with a better level of flood protection from flooding by March 2018	Total households with a better level of protection from flooding when schemes are complete	Economic benefits (Net Present Value)
A530 Bradfield Green, Crewe	Crewe and Nantwich	Crewe	£300,000	£135,000	£140,000	£25,000	15	15	£1,032,000
Tinkers Clough, Princess Street, Bollington	Macclesfield	Bollington	£250,000	£80,000	£170,000	£0	6	6	£55,000
Mobberley Brook and tributaries, Wilmslow	Macclesfield	Wilmslow	£225,000	£26,000	£0	£0	0	15	£500,000
Tributaries of Poynton Brook, Poynton	Macclesfield	Poynton	£300,000	£50,000	£0	£0	0	100	£2,777,914
Blakelow Road, Macclesfield	Macclesfield	Macclesfield	£120,000	£120,000	£0	£0	0	50	£925,971
Newcastle Road, Congleton	Congleton	Congleton	£230,000	£230,000	£0	£0	0	14	£606,000
Sanctuary Moor, River Lilly, Knutsford	Macclesfield	Knutsford	£120,000	£120,000	£0	£0	10	10	£185,194
Pearl Street, Prestbury	Macclesfield	Prestbury	£70,000	£50,000	£20,000	£0	15	15	£277,791
A50 Pear Tree Cottages, Brereton	Congleton	Brereton	£135,000	£15,000	£20,000	£100,000	4	4	£267,000

Appendix 8 Figure 2 - Draft Maintenance Programme

Asset	Action	Status	Solution Medium Term	Solution Long Term or Additional Works	Authority	Possible Funding
Gully Cleaning	Regular gully cleaning aligned to Surface Water Risk Maps	Actioned	Programme continually reviewed and amended	Intelligence and risk based system of maintenance	Cheshire East Council	Cheshire East Council revenue
Culvert Screens	Regular inspection of culvert screens at high risk locations identified from initial desk top exercise	Programme developed from historical knowledge and initial desk top exercise	Programme continually refined as asset management registers developed	Intelligence and risk based system of maintenance Replacement of identified deficient screens etc.	Cheshire East Council	Cheshire East Council revenue
Asset Inspection	Regular inspection of assets at high risk locations identified from initial desk top exercise	high risk locations identified from initial desk top exercise	Programme frequency and locations refined as asset management registers developed	Riparian land owners will require identifying	Cheshire East Council	Cheshire East Council revenue
Telemetry Systems	Regular safety operational checks by UTC Section				Cheshire East Council	Cheshire East Council revenue

Appendix 9 - Abbreviations and Definitions

Responsibilities	Additional Description
Produce Local Strategy	Develop, Maintain, Apply, Monitor
Investigate	How, When, Align to significant events in PFRA
Maintain Asset Register	Type, Ownership, Condition
Power to designate features that affect flooding	--
Power to carry out work on ordinary watercourses	--
Power to enforce obligations to maintain watercourses or bridge	--
Consenting authority for works to ordinary watercourses	--
Power to require works for maintaining flows to ordinary watercourses	--
SuDS LLFA will be approving body, duty to approve, adopt, maintain (right to connect to public sewer removed)	SAB replaced by LLFA as a statutory consultee to the LPA

Abbreviations

Item	Description
ABI	Association of British Insurers
ADA	Association of Drainage Authorities
ASStWF	Areas Susceptible to Surface Water Flooding
BAP	Biodiversity Action Plan
CIRIA	Construction Industry Research and Information Association
CLA	Country Land and Business Association
CLG	Department of Communities and Local Government
CFMP	Catchment Flood Management Plan
COMAH	Control of Major Accident Hazards
DCLG	Department for Communities and Local Government
Defra	Department for Environment, Food and Rural Affairs
DPD	Development Plan Document
EA	Environment Agency
EC	European Commission
FCERM	Flood and coastal erosion risk management
FMfSW	Flood Map for Surface Water
FWMA	Flood and Water Management Act 2010
FRA	Flood Risk Assessment
GHG	Greenhouse Gases
IUD	Integrated Urban Drainage
IDB	Internal Drainage Board
LGA	Local Government Association
LDF	Local Development Framework
LLFA	Lead Local Flood Authority
LoSA	Level of Service Agreements
LPA	Local Planning Authority
LRF	Local Resilience Forum
MoU	Memorandums of Understanding
NRD	National Receptor Database
NFU	National Farmers Union
RFCC	Regional flood and coastal committee
PPS25	Planning and Policy Statement 25: Development and Flood Risk
PFRA	Preliminary Flood Risk Assessment
PPC	Pollution Prevention Control
PPS	Planning Policy Statement
RBD	River Basin District
RFDC	Regional Flood Defence Committee
RSPB	Royal Society of the Protection of Birds
SA	Sustainability Appraisal
SAB	SuDs Approving Body
SAC	Special Areas of Conservation
SCI	Statement of Community Involvement
SEA	Strategic Environmental Assessment
SMP	Shoreline Management Plan
SFRA	Strategic Flood Risk Assessment
SSSI	Site of Specific Scientific Interest
SPA	Special Protocol Area
SPD	Supplementary Planning Document
SuDS	Sustainable Urban Drainage Systems
SWMP	Surface Water Management Plan
WMS	Water Management Statement
UU	United Utilities

Definitions

Item	Description
Assets	Structures or a system of structures used to manage flood risk.
Attenuation	Reduction of peak flow and increased duration of a flow event.
Balancing pond	A pond designed to attenuate flows by storing runoff during the peak flow and releasing it at a controlled rate during and after the peak flow has passed. The pond always contains water. Also known as wet detention pond.
Basin	Flow control or water treatment structure that is normally dry.
Bioretention area	A depressed landscaping area that is allowed to collect runoff so it percolates through the soil below the area into an underdrain, thereby promoting pollutant removal.
Building Regulations	The UK Building Regulations are rules of a statutory nature to set standards for the design and construction of buildings, primarily to ensure the safety and health for people in or around those buildings, but also for purposes of energy conservation and access to and about other buildings
Catchment	The area contributing surface water flow to a point on a drainage or river system. Can be divided into sub-catchments.
Climate Change	Any long-term significant change in the "average weather" that a given region experiences. Average weather may include average temperature, precipitation and wind patterns.
Combined sewer	A sewer designed to carry foul sewage and surface runoff in the same pipe.
Consequence	A condition or occurrence traceable to a cause e.g. the flood was an inevitable consequence of the prolonged, heavy rains.
Cultural heritage	Buildings, structures and landscape features that have an historic value.
Culvert	A covered structure under a road, embankment etc., to direct the flow of water.
Defences	A structure that is used to reduce the probability of floodwater or coastal erosion affecting a particular area (for example a raised embankment or sea wall)
Defra	Department for Environment, Food and Rural Affairs
Deposition	The process whereby sediment is placed on the sea bed, shoreline, river bed or floodplain.
Detention basin	A vegetated depression, normally dry except after storm events constructed to store water temporarily to attenuate flows. May allow infiltration of water to the ground.
Discharge.	The discharge of a river is the volume of water, which flows through it in a given time. It is usually measured in cubic meters per second (m ³ /s).
Drainage authorities	Organisations involved in water level management, including IDBs, the Environment Agency, and RFDCs.
Environment Agency	A UK non-departmental public body of Defra with the principle aim of protecting and enhancing the environment to make a contribution towards the objective of achieving sustainable development. The Agency has principle responsibility for river (fluvial) flooding.
Evapotranspiration	The process by which the Earth's surface or soil loses moisture by evaporation of water and by uptake and then transpiration from plants.
Filter drain	A linear drain consisting of a trench filled with a permeable material, often with a perforated pipe in the base of the trench to assist drainage, to store and conduct water, but may also be designed to permit infiltration.
Filter strip	A vegetated area of gently sloping ground designed to drain water evenly off impermeable areas and filter out silt and other particulates.
Flood	A temporary rise of the water level, as in a river or lake or along a seacoast, resulting in its spilling over and out of its natural or artificial confines onto land that is normally dry. Floods are usually caused by excessive runoff from precipitation or snowmelt, or by coastal storm surges or other tidal phenomena,
Flood frequency	The probability of a flow rate being equalled or exceeded in any year.
Flood Mitigation	Methods of reducing the effects of floods. These methods may be structural solutions (e.g. reservoirs) or non-structural (e.g. land- use planning, early warning systems).
Floodplain	Land adjacent to a watercourse that would be subject to repeated flooding under natural conditions.
Fluvial flooding	Flooding from a main watercourse (brooks, streams, rivers and lakes etc.) that occurs when the water features cannot cope with the amount of water draining into them, from the land. When rainfall is heavy and/or prolonged, a large amount of runoff reaches the rivers and eventually causes them to overtop their banks.
Green Infrastructure	The network of land and water that is made up of green spaces and natural elements.
Green roof	A roof with plants growing on its surface, which contributes to local biodiversity. The vegetated surface provides a degree of retention, attenuation and treatment of rainwater, and promotes evapotranspiration.
Greywater	Wastewater from sinks, baths, showers and domestic appliances. A greywater system captures this water before it reaches the sewer (or septic tank system).
Groundwater	Water that is below the surface of ground in the saturation zone.
Groundwater flooding	Occurs when water levels in the ground rise above the natural surface. Low-lying areas underlain by permeable strata are particularly susceptible.

Item	Description
Highway authority	A local authority with responsibility for the maintenance and drainage of highways maintainable at public expense.
Highways England	The Government arms length agency responsible for strategic highways, i.e. motorways and trunk roads.
Hydrological	The occurrence, circulation, distribution, and properties of the waters of the earth and its atmosphere.
Impermeable surface	An artificial non-porous surface that generates a surface water runoff after rainfall.
Infiltration	The passage of surface water through the surface of the ground / the entry of groundwater to a sewer.
Infiltration device	A device specifically designed to aid infiltration of surface water into the ground.
Infiltration trench	A trench, usually filled with stone, designed to promote infiltration of surface water to the ground.
Material Consideration	A legal term describing a matter or subject which is relevant (material) for a local authority to consider when using its powers under planning law in dealing with a planning application.
Model agreement	A legal document that can be completed to form the basis of an agreement between two or more parties regarding the maintenance and operation of sustainable water management systems.
Operating Authorities	Any body, including the Environment Agency, Internal Drainage Board, County Council and Local Authority, who have powers to make or maintain works for the drainage of land.
Ordinary Watercourses	Any watercourse that does not form part of a main river.
Permeability	A measure of the ease with which a fluid can flow through a porous medium. It depends on the physical properties of the medium, for example grain size, porosity and pore shape.
Permeable pavement	A paved surface that allows the passage of water through voids between the paving blocks/slabs.
Permeable surface	A surface formed of material that is itself impervious to water but, by virtue of voids formed through the surface, allows infiltration of water to the sub-base through the pattern of voids, e.g. concrete block paving.
Pervious surface	A surface that allows inflow of rainwater into the underlying construction or soil.
Piped system	Conduits generally located below ground to conduct water to a suitable location for treatment and/or disposal.
Pluvial Flooding	Flooding that results from rainfall generated overland flow before the runoff enters any watercourse or sewer. It is usually associated with high intensity rainfall events. Also referred to as surface water flooding.
Pollution	A change in the physical, chemical, radiological or biological quality of a resource (air, water or land) caused by man or man's activities that is injurious to existing, intended or potential uses of the resource.
Pond	Permanently wet basin designed to retain storm water and permit settlement of suspended solids and biological removal of pollutants.
Porous paving	A permeable surface allowing the passage of water through voids within, rather than between, the paving blocks/slabs.
Porous surface	A surface that infiltrates water to the sub-base across the entire surface of the material forming the surface, for example grass and gravel surfaces, porous concrete and porous asphalt.
Prevention	Site design and management to stop or reduce the occurrence of pollution and to reduce the volume of runoff by reducing impermeable areas.
Probability Event	The statistical probability of a flooding episode (event) occurring.
Protection	The flood event return period above which significant damage and possible failure of the flood defences could occur.
Public sewer	A sewer that is vested in and maintained by a sewerage undertaker.
Recovery	The process of rebuilding and rehabilitating the community following an emergency.
Reservoir	A natural or artificial lake where water is collected and stored until needed. Reservoirs can be used for irrigation, recreation, providing water supply for municipal needs, hydroelectric power or controlling water flow.
Residual Risk	The Risk that remains after risk management and mitigation measures have been implemented.
Resilience	The ability of the community, services, area or infrastructure to withstand the consequences of an incident.
Return Period	Also known as a recurrence interval is an estimate of the interval of time between events, in the instance of a 1 in 200 year storm the probability is 0.005%, however it does not mean that it will occur once, multiple instances of the same event can occur in each year.
Risk	Measures the significance of a potential event in terms of likelihood and impact. In the context of the Civil Contingencies Act 2004, the events in question are emergencies.
Risk assessment	A structured and auditable process of identifying potentially significant events, assessing their likelihood and impacts, and then combining these to provide an overall assessment of risk, as a basis for further decisions and action.

Item	Description
Risk management authorities	Organisations that have a key role in flood and coastal erosion risk management as defined by the Flood and Water Management Act (2010). These are the Environment Agency, Lead Local Flood Authorities, district Councils where there is no unitary authority, internal drainage boards, water companies, and highways authorities.
River flooding	Occurs when water levels in a channel overwhelms the capacity of the channel.
Runoff	Water flow over the ground surface to the drainage system. This occurs if the ground is impermeable, is saturated or if rainfall is particularly intense.
Separate sewer	A sewer for surface water or foul sewage, but not a combination of both.
Sequential Test	The Sequential test (NPPF Ch. 10) advocates that planners use a sequential test when considering land allocations for development to avoid flood risk where possible.
Sewer	A pipe or channel taking domestic foul and/or surface water from buildings and associated paths and hardstandings from two or more curtilages and having a proper outfall.
Sewerage undertaker	A collective term relating to the statutory undertaking of water companies that are responsible for sewerage and sewage disposal including surface water from roofs and yards of premises.
Sewers for Adoption	A guide agreed between sewerage undertakers and developers (through the House Builders Federation) specifying the standards to which private sewers need to be constructed to facilitate adoption.
Significant	Defined threshold of flooding consequence.
Soakaway	A subsurface structure into which surface water is conveyed to allow infiltration into the ground.
Source control	The control of runoff or pollution at or near its source.
Storm water	Rainwater that runs off impervious surfaces and into storm drains rather than being absorbed into the soil.
Sub-catchment	A division of a catchment, allowing runoff management as near to the source as is reasonable.
Surface water flooding	Occurs when the level of rainfall overwhelms the capacity of the drainage system to cope.
Sustainable Drainage Systems (SuDS)	A sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.
Swale	A shallow vegetated channel designed to conduct and retain water, but may also permit infiltration; the vegetation filters particulate matter.
Treatment	Improving the quality of water by physical, chemical and/or biological means.
Wastewater	This is 'used' water arising from homes and businesses and includes water from sinks, toilets, bathtubs, washing machines and dishwashers – any water that has to be drained, including storm water.
Watercourse	A term including all rivers, streams ditches drains cuts culverts dykes sluices and passages through which water flows.
Wetland	A pond that has a high proportion of emergent vegetation in relation to open water.

Appendix 10 – Principle Contact Numbers

Emergency Authorities	Contact Number(s)	Web Address
Cheshire Police	Emergency: 999 Non Emergency: 101	http://www.cheshire.police.uk/
Cheshire Fire and Rescue Service	Emergency: 999 Non Emergency: 01606 868700	http://www.cheshirefire.gov.uk/
Cheshire Regional Ambulance Service NHS Trust	Emergency: 999 Non Emergency: 0845 112 0 999	https://www.nwas.nhs.uk/
Scottish Power Energy Networks	Emergency/Supply Loss: 0845 272 2424 For non emergencies please check the website for the most appropriate contact number	http://www.scottishpower.com/
National Grid	Gas Emergencies: 0800 111 999 For non emergencies please check the website for the most appropriate contact number	http://www2.nationalgrid.com/uk/
United Utilities	Leaks: 0800 330033, Water Supply: 0845 746 2200 For non emergencies please check the website for the most appropriate contact number	http://www.unitedutilities.com/
Environment Agency	Emergencies: 0345 807 060 For non emergencies please check the website for the most appropriate contact number	https://www.gov.uk/government/organisations/environment-agency
Flood Line	Tel: 0345 988 1188	
Cheshire East Council	To report a problem please call 0300 123 5020 during office hours After 5pm and before 9am, including weekends please call 0300 123 5025	http://www.cheshireeast.gov.uk

Appendix 11 - Extracts from the Land Drainage Act 1991**Section 25 Powers to require works for maintaining flow of watercourse.**

(1) Subject to section 26 below, where any ordinary watercourse is in such a condition that the proper flow of water is impeded, then, unless the condition is attributable to subsidence due to mining operations (including brine pumping), the drainage board or local authority concerned may, by notice served on a person falling within subsection (3) below, require that person to remedy that condition.

(2) For the purposes of this section in its application in relation to any watercourse—

(a) the drainage board concerned is the drainage board for the internal drainage district in which the watercourse is situated; and

(b) the local authority concerned is the local authority for the area where the land as respects which the powers under this section are exercisable is situated;

but references in this section to the drainage board concerned shall, in relation to a watercourse which is not in an internal drainage district, be construed as references to the [F5Agency].

(3) Subject to subsection (4) below, a notice under this section in relation to a watercourse may be served on—

(a) any person having control of the part of the watercourse where any impediment occurs; or

(b) any person owning or occupying land adjoining that part; or

(c) any person to whose act or default the condition of the watercourse mentioned in subsection (1) above is due.

(4) No notice under this section requiring any person to carry out any work on land not owned or occupied by him shall be served without the consent of the owner and the occupier of the land, except in a case where it is not practicable, after reasonable inquiry, to ascertain the name and address of the owner or occupier.

(5) A notice under this section shall indicate—

(a) the nature of the works to be carried out and the period within which they are to be carried out; and

(b) the right of appeal to a magistrates' court and the period within which such an appeal may be brought under section 27 below.

(6) Subject to the right of appeal provided by section 27 below, if the person upon whom a notice is served under this section fails to carry out the works indicated by the notice within the period so indicated—

(a) the drainage board or local authority concerned may themselves carry out the works and recover from that person the expenses reasonably incurred by them in doing so; and

(b) without prejudice to their right to exercise that power, that person shall be guilty of an offence and liable, on summary conviction, to a fine not exceeding level 4 on the standard scale.

(7) In proceedings by the drainage board or local authority concerned for the recovery of any expenses under subsection (6) above it shall not be open to the defendant to raise any question which he could not have raised on an appeal under section 27 below.

(8) Nothing in this section shall affect the right of an owner or occupier to recover from the other, under the terms of any lease or other contract, the amount of any expenses incurred by him under this section or recovered from him by the drainage board or local authority concerned.

26 Competing jurisdictions under section 25.

(1) Before exercising their powers under section 25 above in relation to any watercourse or part of a watercourse a local authority shall, according to whether or not the watercourse or part is in an internal drainage district, notify either the drainage board for that district or the [F1Agency].

(2) Where a local authority have powers (otherwise than under section 25 above) for securing the appropriate flow of water in any watercourse under their jurisdiction, the powers conferred by section 25 above shall not be exercised by any body in relation to that watercourse except—

(a) by agreement with the local authority; or

(b) where, after reasonable notice from that body, the local authority either fail to exercise their powers or exercise them improperly.

(3) Where any watercourse is under the jurisdiction of a navigation authority, harbour authority, conservancy authority or board of conservators which are exercising their powers, section 25 above shall not apply to the watercourse except with the consent of that authority or board.

(4) Nothing in this section shall apply in relation to section 25 above in its application to main rivers by virtue of section 107(3) of the M1Water Resources Act 1991 (main river functions of [F1Agency]).

Land Drainage Act 1991. Section 64. Powers of entry for internal drainage boards and local authorities

- (1) Any person authorised by an internal drainage board or local authority, after producing (if so required) a duly authenticated document showing his authority, may at all reasonable times—
 - (a) enter any land for the purpose of exercising any functions of the board or, as the case may be, any functions under this Act of that authority;
 - (b) without prejudice to paragraph (a) above, enter and survey any land (including the interior of any mill through which water passes or in connection with which water is impounded) and take levels of the land and inspect the condition of any drainage work on it; and
 - (c) inspect and take copies of any Acts of Parliament, awards or other documents which—
 - a. are in the possession of any internal drainage board, local authority or navigation authority;
 - b. relate to the drainage of land; and
 - c. confer any powers or impose any duties on that board or authority.
- (2) A person entitled under this section to enter any land—
 - (d) (a) may take with him such other persons and such equipment as may be necessary; and
 - (e) (b) if the land is unoccupied, shall, on leaving it, leave it as effectually secured against trespassers as he found it.
- (f) (3) Except in an emergency, admission to any land shall not be demanded as of right under this section, unless notice of the intended entry—
 - (g) has been given to the occupier; and
 - (h) if the land is used for residential purposes or the demand is for admission with heavy equipment, has been given not less than seven days before the demand is made.
- (i) (4) Where injury is sustained by any person by reason of the exercise by an internal drainage board or local authority of any of their powers under this section, the board or authority shall be liable to make full compensation to the injured person.
- (j) (5) In case of dispute, the amount of the compensation payable under subsection (4) above shall be determined by the Lands Tribunal.
- (k) **Compensation Powers** Section 14A (General powers: flood risk management works) of the Land Drainage Act specifically incorporates the compensation provision in section 14 (5).

Section 23 Land Drainage Act 1991 – No person shall:

- (a) Erect any mill dam, weir or other like obstruction to the flow of any ordinary watercourse or raise or otherwise alter any such obstruction: or
- (b) erect any culvert that would be likely to affect flow of any ordinary watercourse or alter any culvert in a manner that would be likely to affect any such flow, without the consent in writing of the drainage board concerned.

Section 23 also includes references to the application fee (£50), that consent won't be unreasonably withheld, the two-month determination period, arbitration and exemptions.

Appendix 12 - Cheshire East Land Drainage Byelaws

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Common Seal

Penalty Note

CHESHIRE EAST BOROUGH COUNCIL LAND DRAINAGE BYELAWS

The Cheshire East Borough Council under and by virtue of the powers and authority vested in them by section 66 of the Land Drainage Act 1991, do hereby make the following Byelaws which are considered necessary for [one or more of] the following purposes:-

- a) securing the efficient working of a drainage system in the Council's area,
- b) regulating the effects on the environment in the Council's area of a drainage system,
- c) securing the effectiveness of flood risk management work within the meaning of section 14A of that Act, or
- d) securing the effectiveness of works done in reliance on section 38 or 39 of the Flood and Water Management Act 2010 (incidental flooding or coastal erosion), together, "the Purposes":-

1. Commencement of Byelaws

These Byelaws shall come into operation at the expiration of one month beginning with the day on which they are confirmed by the Secretary of State.

2. Application of Byelaws

- a. These Byelaws shall have effect within the Area;
- b. the watercourses referred to in these Byelaws are watercourses which are for the time being vested in or under the control of the Council.

3. Control of Introduction of Water and Increase in Flow or Volume of Water

No person shall as a result of development (within the meaning of section 55 of the Town and Country Planning Act 1990 as amended ("the 1990 Act")) (whether or not such development is authorised by the 1990 Act or any regulation or order whatsoever or none of them) for any purpose by means of any channel, siphon, pipeline or sluice or by any other means whatsoever introduce any water into any watercourse in the Area so as to directly or indirectly increase the flow or volume of water in any watercourse in the Area (without the previous consent of the Council).

4. Control of Sluices etc.

Any person having control of any sluice, water control structure or appliance for introducing water into any watercourse in the Area or for controlling or regulating or affecting the flow of water in, into or out of any watercourse shall use and maintain such sluice, water control structure or appliance in accordance with such reasonable directions as may from time to time be given by the Council with a view to securing or furthering one or more of the Purposes.

5. Fishing Nets and Angling

No person shall angle or set any nets or engines for the catching or keeping of fish in any watercourse in such a manner as to cause damage to or endanger the stability of the bank of the watercourse or to affect or impede the flow of water.

In this Byelaw "nets" includes –

- a. a stake net, bag net or keep net;
- b. any net secured by anchors and any net, or other implement for taking fish, fixed to the soil or made stationary in any other way;
- c. any net placed or suspended in any inland or tidal waters unattended by the owner or a person duly authorised by the owner to use it for fish, and any engine, device, machine or contrivance, whether floating or otherwise, for placing or suspending such a net or maintaining it in working order or making it stationary.

6. Diversion or Stopping up of Watercourses

No person shall, without the previous consent of the Council, take any action, or knowingly permit or aid or abet any person to take any action to stop up any watercourse or divert or impede or alter the level of or direction of the flow of water in, into or out of any watercourse.

7. Detrimental Substances not to be put into Watercourses

No person shall, so as directly or indirectly to obstruct, impede or interfere with the flow of water in, into or out of any watercourse or so as to damage the bank -

- a. discharge or put or cause or permit to be discharged or put or negligently or wilfully cause or permit to fall into any watercourse any object or matter of any kind whatsoever whether solid or liquid;
- b. allow any such object or matter as is referred to in sub-paragraph (a) of this Byelaw to remain in proximity to any watercourse in such manner as to render the same liable to drift or fall or be carried into any watercourse.

Provided that nothing in this Byelaw shall be deemed to render unlawful the growing or harvesting of crops in accordance with normal agricultural practice.

8. Lighting of Fires

No person shall light or cause or permit to be lighted or commit any action liable to cause to be lighted any fire on any land adjoining the watercourse where such action is liable to set on fire the peat land forming the banks of the watercourse or any vegetation including trees growing on land forming the banks of the watercourse.

9. Notice to Cut Vegetation

Any person having control of any watercourse shall, upon the receipt of a notice served on him by the Council requiring him so to do, cut down and keep cut down all vegetation, including trees, growing in or on the bank of a watercourse, within such reasonable time as may be specified in the notice, and shall remove such vegetation, including trees, from the watercourse immediately after the cutting thereof.

Provided that, where a hedge is growing on the bank of a watercourse, nothing in this Byelaw shall require more than the pruning of the hedge so as to prevent it from growing over or into the watercourse, and the removal of the resultant cuttings.

10. No Obstructions within 8 Metres of the Edge of the Watercourse

No person without the previous consent of the Council shall erect any building or structure, whether temporary or permanent, or plant any tree, shrub, willow or other similar growth within 8 metres of the landward toe of the bank where there is an embankment or wall or within 8 metres of the top of the batter where there is no embankment or wall, or where the watercourse is enclosed within 8 metres of the enclosing structure.

11. Repairs to Buildings

The owner of any building or structure in or over a watercourse or on the banks thereof shall, upon receipt of a notice from the Council that because of its state of disrepair -

- a. the building or structure is causing or is in imminent danger of causing an obstruction to the flow of the watercourse;
 - b. the building or structure is causing or is in imminent danger of causing damage to the bank of the watercourse,

carry out such reasonable and practicable works as are specified in the notice for the purpose of remedying or preventing the obstruction or damage as the case may be within such reasonable time as is specified in the notice.
12. **Control of Vermin**
The occupier of any bank of a watercourse or any part thereof shall, upon being required by the Council by notice, within such reasonable time as may therein be specified, take such steps as are specified in the notice, being such steps as the Council consider necessary and practicable for preventing the bank from becoming infested by rabbits, rats, coypu, foxes and moles or any other wild mammal not being an animal listed in Schedule 5 or Schedule 6 to the Wildlife and Countryside Act 1981, but excluding the water vole from such control.
13. **Damage by Animals to Banks**
All persons using or causing or permitting to be used any bank of any watercourse for the purpose of grazing or keeping any animal thereon shall take such steps including fencing as are necessary and reasonably practicable and shall comply with such reasonable directions as may from time to time be given by the Council to prevent the bank or the channel of the watercourse from being damaged by such use.
Provided that nothing in this Byelaw shall be deemed to affect or prevent the use of, for the purpose of enabling animals to drink at it, any place made or to be made or constructed as approved by the Council.
14. **Vehicles not to be Driven on Banks**
No person shall use or drive or permit or cause to be used or driven any cart, vehicle or implement of any kind whatsoever on, over or along any bank of a watercourse in such manner as to cause damage to such bank.
15. **Banks not to be used for Storage**
No person shall use or cause or permit to be used any bank of any watercourse for the purpose of depositing or stacking or storing or keeping any rubbish or goods or any material or things thereon in such a manner as by reason of the weight, volume or nature of such rubbish, goods, material or things causes or is likely to cause damage to or endanger the stability of the bank or channel of the watercourse or interfere with the operations or access of the Council or the right of the Council to deposit spoil on the bank of the watercourse.
16. **Not to Dredge or Raise Gravel, Sand etc.**
No person shall without the previous consent of the Council dredge or raise or take or cause or permit to be dredged or raised or taken any gravel, sand, ballast, clay or other material from the bed or bank of any watercourse.
17. **Fences, Excavations, Pipes etc.**
No person shall without the previous consent of the Council -
 - a. place or affix or cause or permit to be placed or affixed any gas or water main or any pipe or appliance whatsoever or any electrical main or cable or wire in or over any watercourse or in, over or through any bank of any watercourse;
 - b. cut, pare, damage or remove or cause or permit to be cut, pared, damaged or removed any turf forming part of any bank of any watercourse, or dig for or remove or cause or permit to be dug for or removed any stone, gravel, clay, earth, timber or other material whatsoever forming part of any bank of any watercourse or do or cause or permit to be done anything in, to or upon such bank or any land adjoining such bank of such a nature as to cause damage to or endanger the stability of the bank;
 - c. make or cut or cause or permit to be made or cut any excavation or any tunnel or any drain, culvert or other passage for water in, into or out of any watercourse or in or through any bank of any watercourse;
 - d. erect or construct or cause or permit to be erected or constructed any fence, post, pylon, wall, wharf, jetty, pier, quay, bridge, loading stage, piling, groyne, revetment or any other building or structure whatsoever in, over or across any watercourse or in or on any bank thereof;
 - e. place or fix or cause or permit to be placed or fixed any engine or mechanical contrivance whatsoever in, under or over any watercourse or in, over or on any bank of any watercourse in such a manner or for such length of time as to cause damage to the watercourse or banks thereof or obstruct the flow of water in, into or out of such watercourse.

Provided that this Byelaw shall not apply to any temporary work executed in an emergency but a person executing any work so excepted shall, as soon as practicable, inform the Council in writing of the execution and of the circumstances in which it was executed and comply with any reasonable directions the Council may give with regard thereto.
18. **Interference with Sluices**
No person shall without lawful authority interfere with any sluice, or other water control structure or appliance for controlling or regulating the flow of water in, into or out of a watercourse.
19. **Mooring of Vessels**
No person shall moor or place any vessel in any watercourse or to or upon the bank of any watercourse in such manner or by such method as to cause or be likely to cause injury to such bank or in such manner as materially to obstruct or impede the free flow of water in, into or out of any watercourse.
20. **Unattended Vessels**
No person shall leave any vessel unattended without taking due care to prevent such vessel from materially obstructing or impeding the free flow of water in, into or out of any watercourse or any sluice in any bank.
21. **Removal of Sunken Vessels**
No person who is the owner of a vessel sunk, stranded, damaged or adrift in a watercourse or, in the case of a sunken vessel which is abandoned, who was the owner immediately before the abandonment shall, after ten days from the day on which the Council serves on him notice in writing that the vessel is causing obstruction, permit the vessel to remain in the watercourse in such a manner as to impede or harmfully divert the flow of water in, into or out of the watercourse.
22. **Navigation of Vessels**
No person shall navigate any vessels in such a manner or at such a speed as to injure the bank of any watercourse and where the Council have by notice erected at any place limited the speed of vessels passing such place no person shall navigate a vessel at a speed over the bed of the watercourse greater than the speed so limited.
Provided that the Council shall not exercise their powers under this Byelaw so as to limit the speed of -

- a. vessels in any tidal waters except after consultation with the Department for Transport, or
 - b. vessels navigating waterways of the Canal & River Trust for which speed limits are prescribed by the Byelaws of such Trust.
23. Damage to Property of the Council
No person shall interfere with or damage any bank, bridge, building, structure, appliance or other property of or under the control of the Council.
24. Defacement of Notice Boards
No person shall deface or remove any notice Board, notice or placard put up by the Council.
25. Obstruction of the Council and Officers
No person shall obstruct or interfere with any member, officer, agent or servant of the Council exercising any of his functions under the Act or these Byelaws.
26. Savings for Other Bodies
Nothing in these Byelaws shall -
 - a. conflict with or interfere with the operation of any Byelaw made by the Environment Agency or an internal drainage board or of any navigation, harbour or conservancy authority but no person shall be liable to more than one penalty or in the case of a continuing offence more than one daily penalty in respect of the same offence;
 - b. restrict, prevent, interfere with or prejudice the exercise of any statutory rights or powers which are now or hereafter may be vested in or exercised by -
 - I. any public utility undertaking carried on by a local authority under any Act or under any Order having the force of an Act;
 - II. the undertakings of the Environment Agency and of any water undertaker or sewerage undertaker;
 - III. any public gas transporter within the meaning of part I of the Gas Act 1986;
 - IV. any navigation, harbour or conservancy authority;
 - V. any person who acts as the operator of a relevant railway asset, with respect to the construction, use or maintenance and repair of any such asset, or the free, uninterrupted and safe use of any such asset and the traffic (including passengers) thereof;
 - VI. any local authority;
 - VII. any highway authority for the purposes of the Highways Act 1980 (as amended by any subsequent enactment) in relation to any highway whether or not maintainable at public expense;
 - VIII. any undertaking engaged in the operation of a telecommunications system;
 - IX. a relevant airport operator within the meaning of Part V of the Airports Act 1986;
 - X. the Civil Aviation Authority and any subsidiary thereof;
 - XI. the Canal & River Trust;
 - XII. the Coal Authority;
 - c. restrict, prevent, interfere with or prejudice any right of a highway authority to introduce into any watercourse surface water from a highway, for which it is the highway authority;
 - d. restrict, prevent, interfere with or prejudice any right of a licence holder within the meaning of Part I of the Electricity Act 1989 to do anything authorised by that licence or anything reasonably necessary for that purpose;
 - e. affect any liability arising otherwise than under or by reason of these Byelaws.
27. Saving for Crown Lands
 - a. Nothing in these Byelaws shall operate to prevent the removal of any substance on, in or under (or the erection of any structure, building or machinery or any cable, wire or pipe on, over or under) lands belonging to Her Majesty in right of the Crown by any person thereunto authorised by the Crown Estate Commissioners.
28. Arbitration
 - a. Where by or under any of these Byelaws any person is required by a notice in writing given by the Council to do any work to the satisfaction of the Council or to comply with any directions of the Council, he may within 21 days after the service of such notice on him give to the Council a counter-notice in writing objecting to either the reasonableness of or the necessity for such requirement or directions, and in default of agreement between such person and the Council the dispute shall, when the person upon whom such notice was served is a drainage or local authority be referred to the Secretary of State whose decision shall be final, and in any other case shall be referred to the arbitration of a single arbitrator to be appointed in default of agreement by the President of the Institution of Civil Engineers on the application of either party. Where such a counter-notice has been given to the Council the operation of the notice shall be suspended until either agreement has been reached or the dispute has been determined by arbitration in accordance with the provisions of this Byelaw;
 - b. where by or under these Byelaws any person is required by a notice in writing given by the Council to do any work to the satisfaction of the Council or to comply with any directions of the Council and any dispute subsequently arises as to whether such work has been executed or such directions have been complied with, such dispute if it arises between a drainage authority or local authority and the Council shall be referred to the Secretary of State whose decision shall be final, and in any other case shall be referred to the arbitration of a single arbitrator to be appointed in default of agreement by the President of the Institution of Civil Engineers on the application of either party;
 - c. where by or under Byelaws 3, 6, 10, 16 or 17 any person is required to refrain from doing any act without the consent of the Council such consent shall not be unreasonably withheld and may be either unconditional or subject to such reasonable conditions as the Council may consider appropriate and where any dispute arises as to whether in such a case the consent of the Council is being unreasonably withheld, or as to whether any conditions subject to which consent is granted are unreasonable, such dispute shall if it arises between a drainage authority or local authority and the Council be referred to the Secretary of State whose decision shall be final, and in any other case such dispute shall be referred to the arbitration of a single arbitrator to be appointed in default of agreement by the President of the Institution of Civil Engineers on the application of either party.

29. Notices

Notices and any other documents required or authorised to be served or given under or by virtue of these byelaws shall be served or given in the manner prescribed by section 71 of the Act.

30. Limitation

- a. Nothing in these Byelaws shall authorise the Council to require any person to do any act, the doing of which is not necessary for securing or furthering one or more of the Purposes, or to refrain from doing any act, the doing of which does not affect the environment, or adversely affect either (i) the efficient working of the drainage system of the area (ii) the effectiveness of flood risk management work within the meaning of section 14A of the Land Drainage Act 1991, or (iii) the effectiveness of works done in reliance on section 38 or 39 of the Flood and Water Management Act 2010.
 - b. If any conflict arises between these Byelaws and
 - c. sections 61A to E of the Land Drainage Act 1991 (which relates to the Council's duties with respect to the environment), or
 - d. the Conservation of Habitats and Species Regulations 2010 SI 2010/490
- the said Act and the said Regulations shall prevail.

31. Interpretation

In these Byelaws, unless the context otherwise requires, the following expressions shall have the meaning hereby respectively assigned to them, that is to say:-

"the Act" means the Land Drainage Act 1991;

"Animal" includes any horse, cattle, sheep, deer, goat, swine, goose or poultry;

"Area" means the area under the jurisdiction of the Council;

"Bank" includes any bank, cross bank, wall or embankment adjoining or confining or constructed for the purpose of or in connection with any watercourse and includes all land between the bank and the low water mark or level of the water in the watercourse as the case may be and where there is no such bank, cross bank, wall or embankment includes the top edge of the batter enclosing the watercourse;

"Consent of the Council" means the consent of the Council in writing signed by a proper officer of the Council;

"Council" means the Council;

"Occupier" means in the case of land not occupied by any tenant or other person the person entitled to the occupation thereof;

"Owner" includes the person defined as such in the Public Health Act 1936;

"Relevant railway asset" means

- a. a network, operated by an "approved operator" within the meaning of section 25 of the Planning Act 2008,
- b. a station which is operated in connection with the provision of railway services on such a network, or
- c. a light maintenance depot.

Expressions used in this definition and in the Railways Act 1993 have the same meaning in this definition as they have in that Act, ("railway" not having its wider meaning) and a network such as is described in (a) above shall not cease to be such a network where it is modified by virtue of having any network added to it or removed from it.

"The Secretary of State" means the Secretary of State for the Department for Environment, Food and Rural Affairs;

"Vegetation" means trees, willows, shrubs, weeds, grasses, reeds, rushes, or other vegetable growths;

"Vessel" includes any ship, hovercraft (as defined by the Hovercraft Act 1968), lighter, keel, barge, tug, launch, houseboat, pleasure or other boat, aircraft, randan, wherry, skiff, dinghy, shallop, punt, yacht, canoe, raft, float of timber or any other craft whatsoever, and howsoever worked, navigated or propelled;

"Water control structure" means a structure or appliance for introducing water into any watercourse and for controlling or regulating or affecting flow, and includes any sluice, slack, floodgate, lock, weir, dam, pump, or pumping machinery;

and other expressions shall have the same meanings as in the Act.

THE COMMON SEAL OF THE CHESHIRE EAST BOROUGH COUNCIL

was hereunto affixed on the

in the presence of:

Authorised Signatory

PENALTY NOTE

By section 66(6) of the Act every person who acts in contravention of or fails to comply with any of the foregoing Byelaws is liable on summary conviction in respect of each offence to a fine not exceeding the amount prescribed from time to time for level 5 on the standard scale referred to in section 37 of the Criminal Justice Act 1982 and a further fine not exceeding Forty pounds for every day on which the contravention or failure is continued after conviction. By section 66(7) of the Act if any person acts in contravention of or fails to comply with any of these Byelaws the Council may without prejudice to any proceedings under section 66(6) of the Act take such action as may be necessary to remedy the effect of the contravention or failure and may recover the expenses reasonably incurred by it in doing so from the person in default.

Appendix 13 - Cheshire East Flood Mitigation Policy**Cheshire East Flood Mitigation Policy**

Cheshire East Council will assist wherever possible during times of flooding, but this will be done on the basis of vulnerability and following an assessment of risk.

Occupiers of property in at risk areas are strongly urged to make their own flood preparations in advance in order to improve the resilience of their property. The Council encourages property owners to seek grant assistance for flood mitigation, where such monies are available, and will support as far as possible any such application.

The local authority has limited resources, but will endeavour to provide the best possible response.

Note:

1. Although there is not a legal duty for the Council to issue sandbags etc either before or during a flood the Council may be able to offer assistance in certain situations.
2. Sandbags or other associated materials will be supplied, as resources permit when the threat of serious, immediate flooding exists. They are not issued in advance for the future protection of vulnerable properties.
3. The Council reserves the right to amend its Flood Mitigation Policy at any time where it feels this to be appropriate.

The National Flood Forum is a non-profit organisation set up by people with direct experience of flooding. Further information about flood prevention products and advice on recovery from flooding can be found at www.floodforum.org.uk (Tel 01299 403055)

For details of what to do before, during and after a flood, please visit the Environment Agency website using the following links:

Before

<http://publications.environment-agency.gov.uk/pdf/FLHO1007BNET-e-e.pdf>

During

<http://publications.environment-agency.gov.uk/pdf/FLHO1007BNEV-e-e.pdf>

After

<http://publications.environment-agency.gov.uk/pdf/FLHO1007BNER-e-e.pdf>

References

- Civil Contingencies Act 2004: www.legislation.gov.uk/ukpga/2004/36/contents
- Environment Act 1995: www.legislation.gov.uk/ukpga/1995/25/contents
- Flood and Water Management Act 2010: www.legislation.gov.uk/ukpga/2010/29/contents
- Flood Risk Regulations 2009: www.legislation.gov.uk/uksi/2009/3042/contents/
- Land Drainage Act 1991: <http://www.legislation.gov.uk/ukpga/1991/59/contents>
- Water Resources Act 1991: <http://www.legislation.gov.uk/ukpga/1991/57/contents>
- Catchment Flood Management Plans: www.environment-agency.gov.uk/research/planning/33586.aspx
- Defra's policy statement: www.defra.gov.uk/publications/2011/03/30/pb13278-erosion-management/
- Environment Agency project appraisal: www.environment-agency.gov.uk/research/planning/116707.aspx
- Environment Agency statutory guidance on cooperation: www.environment-agency.gov.uk/research/policy/130073.aspx#
- FCERM-AG: www.environment-agency.gov.uk/research/planning/116705.aspx
- Flood and Coastal Resilience Partnership Funding: www.environment-agency.gov.uk/research/planning/33700.aspx
- Guide to the SEA: www.communities.gov.uk/publications/planningandbuilding/practicalguides/sea
- HM Treasury Green Book: www.hm-treasury.gov.uk/data_greenbook_guidance.htm
- Information about the English National Strategy: <http://www.environment-agency.gov.uk/research/policy/130073.aspx#>
- Landform early action projects: http://www.ciria.com/landform/pdf/Early%20Action%20_Final_.pdf
- LGG Preliminary Framework: <http://www.communities.idea.gov.uk/c/2050378/home.do>
- LG - Data Handling requirements: <http://www.idea.gov.uk/idk/aio/9048091>
- LG - funding for flood risk management: <http://www.idea.gov.uk/idk/core/page.do?pagelId=22784381>
- LG - Improvement and Development website: <http://www.idea.gov.uk/idk/core/page.do?pagelId=17242169>
- Making Space for Water: <http://archive.defra.gov.uk/environment/flooding/documents/policy/strategy/strategy-response1.pdf>
- National Strategy: <http://www.environment-agency.gov.uk/research/policy/130073.aspx#>
- National Strategy SEA: <https://consult.environment-agency.gov.uk/portal/ho/flood/fcerm/strategy?pointId=1287746273433>
- Pitt Review: http://archive.cabinetoffice.gov.uk/pittreview/thepittreview/final_report.htm
- PPS25: <http://www.communities.gov.uk/publications/planningandbuilding/pps25floodrisk>
- Scrutiny of flooding toolkit: <http://www.idea.gov.uk/idk/aio/24925049>
- SEA: <https://consult.environment-agency.gov.uk/portal/ho/flood/fcerm/strategy?pointId=1287746273433>
- Cheshire East planning Policy <http://www.cheshireeast.gov.uk/planning/planning.aspx>
- Cheshire East Flooding Web page: http://www.cheshireeast.gov.uk/highways_and_roads/highway-services/flood-risk-management/flood-risk-management.aspx
- UKCP09: <http://ukclimateprojections.defra.gov.uk/>

Flood Risk Management Team
Cheshire East Council
Floor 6 Delamere House
Delamere Street
Crewe, Cheshire
CW1 2LL

www.cheshireeast.gov.uk

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Cheshire East Council

Cabinet

Date of Meeting:	7 th November 2017
Report of:	Director of Finance and Procurement (Section 151 Officer)
Subject/Title:	Mid-Year Review of Performance 2017/18
Portfolio Holder:	Cllr Paul Bates, Finance and Communications

1. Report Summary

- 1.1. This report outlines how the Council is managing resources to provide value for money services during the 2017/18 financial year. The report highlights financial and non-financial pressures and performance and provides an overview of progress towards achievement of the priority outcomes set out in the Corporate Plan 2017 to 2020.
- 1.2. 2017/18 is presenting a challenging year for local authorities across the UK as revenue budgets come under severe pressure due to the combined effects of rising inflation, increased demand for services and continuing reductions in government funding. Demand led financial pressures in the People Directorate are currently exceeding forecasts in both Children and Adults Services. This pressure is more significant as previous one-off mitigation, such as financial contributions from health services, are unlikely to continue, which exposes an additional underlying shortfall in certain budgets.
- 1.3. The Council's mid-year forecast overspend is estimated at £5.8m compared to the 2017/18 Budget. This is an improvement of £4.2m compared to quarter one due to robust mitigation and remedial action. However, the forecast identifies a £0.7m increase in the potential overspend within services, which is now forecast at £9.9m. This increase in service costs reflects further growth within Children's Social Care Services (of £1m), set against an improved forecast within the Corporate Directorate (of £0.3m).
- 1.4. Central Budgets and actions identified by the Section 151 Officer at quarter one, mitigate the latest forecast overspend within services by £4.1m, to reach the current net forecast of £5.8m. At quarter one the forecast included £17.7m of potential financial pressures, which were being partially mitigated by services, to leave a potential overspend of £10m. The report included options to fund the potential £10m through changes to Capital

Financing, early-payment of pensions deficits, capitalisation of transformation costs and the use of reserves.

- 1.5. At mid-year the changes to Capital Financing and early redemption of the pension deficit are resolved and are therefore included within the forecast outturn. The changes to capital financing reflect the flexible use of capital receipts, within the existing Strategy and have been verified by the Council's treasury management advisors and external auditors. The Capital Financing budget requirement is reduced by £6m for 2017/18, although £1.9m of this relates to backdated adjustments, which are being allocated to earmarked reserves creating a net £4.1m improvement in the forecast. The early redemption of past service pension deficits improves the forecast by £0.8m, and is based on the impact of improved cashflow to the pension fund.
- 1.6. Robust action continues and may reduce the forecast deficit and return the budget to a balanced position, specifically in relation to reviewing the funding of costs of transformation activities and an appropriate use of available reserves which will also include recent decisions to fund the payment of sleep-in allowances.
- 1.7. Further mitigating actions potentially totalling £5m (not included in Annex 1) are identified below. These actions would reduce the forecast deficit to £0.8m, meaning further options will continue to be explored.

Options to further reduce the forecast revenue budget deficit:

Revenue reductions relating to capital - £2m	Capitalising some costs associated with major projects and funding transformation activity from capital receipts.
Potential Use of reserves - £3m	Income from Council Tax & Business Rates has been accumulated to mitigate costs of non-collection and appeals as well as from growth that has exceeded forecasts. Accounting for the liabilities in this area has proved accurate so it is reasonable to consider release of some of these reserves now.
	Financing the Capital Programme is a long term strategy and to date reserves have been built up to avoid an increase in the annual Capital Financing Requirement (CFR). To date the CFR has not been exceeded, and if MRP reductions are practical then reserves previously built up can be released.

- 1.8. Against this extremely challenging financial backdrop it is pleasing to note that the Council has continued to perform strongly, delivering positive outcomes in each of the six priority areas identified by the Corporate Plan.
- 1.9. In quarter two, a few examples of good performance were:

- Four 'Connected Communities' Centres have opened this quarter
- A new initiative to safeguard vulnerable residents was launched
- The Council will receive a share of £7.25m of funding to extend roll-out of faster broadband
- New pay and display parking machines were installed
- 89.7% of all schools were rated 'good' or 'outstanding' at the end of quarter two, including 92% of primary schools
- Provisional figures show excellent GCSE and A-Level results once again for Cheshire East students
- The Council sealed formal adoption of its Local Plan following three years of submissions and a total of more than 60,000 comments during 11 separate rounds of public consultation
- The Housing Standards & Adaptations team won the national Foundations 'Adaptations Service of the Year' award
- In quarter two we had our first cohorts of social workers endorsed as Advanced Practitioners
- The Council has appointed Public Concern at Work (PCaW) to deliver additional whistleblowing support to complement and review our current arrangements
- The Council's Customer Contact Centre at Macclesfield was one of four finalists for the Contact Centre of the Year award, by Call Northwest.

1.10. Areas requiring further improvement also identified as:

- The need to increase the number of Adult Social Care assessed within 28 days to above 50%
- The need to increase the number of adults seen within 10 days following referrals for drug and alcohol treatment
- The need to increase screening for young people with potential STI's
- To increase the number of children that have a health assessment by a paediatrician within 20 working days of entering care
- To reduce the percentage of referrals to Children Social Care which result in a child assessed as not in need
- To increase capital receipt disposals to be in line with original forecast
- To reduce the enquiry and legal costs related to planning appeals
- The need to increase the number of project highlight reports completed on time.

1.11. The attached report, **Annex 1**, sets out details of how the Council is performing in 2017/18. It is structured into three sections:

Section 1 Summary of Council Performance - brings together the positive impact that service performance and financial performance have had on the six Council Outcomes during the year.

Section 2 Financial Stability - provides an update on the Council's overall financial position. It demonstrates how spending in 2017/18 has been funded, including the service budgets, grants, council tax & business rates, treasury management, centrally held budgets and reserves.

Section 3 Workforce Development - provides a summary of the key issues relating to the Council's workforce development plan.

2. Recommendation

2.1. Cabinet is asked to consider and comment on the mid-year review of 2017/18 performance, in relation to the following issues:

- The summary of performance against the Council's six Strategic Outcomes (**Section 1**);
- The projected service revenue and capital outturn positions, overall financial stability of the Council, and the impact on the Council's reserves position (**Section 2**);
- The delivery of the overall capital programme (**Section 2, paragraphs 179 to 187, Appendix 4 and Appendix 5**);
- Fully funded supplementary capital estimates and virements up to £250,000 approved in accordance with Finance Procedure Rules (**Appendix 6**);
- Changes to Capital Budgets made in accordance with the Finance Procedure Rules (**Appendix 9**);
- Treasury management investments and performance (**Appendix 10**);
- Management of invoiced debt (**Appendix 12**);
- Use of earmarked reserves (**Appendix 13**);
- Update on workforce development and staffing (**Section 3**);
- The intention of the S.151 Officer to identify further financial mitigation, in relation to the Council's 2017/18 revenue budget, through a review of the calculation of the Minimum Revenue Provision, (**Appendix 15**) and the funding of other revenue costs through capitalisation or the appropriate use of available reserves;
- The intention to implement a flexible use of capital receipt strategy to be approved by full council (**Appendix 14**).

2.2. Cabinet is asked to approve:

2.2.1. Supplementary revenue estimates to be funded by additional specific grant (**Appendix 11**).

2.3. Cabinet is asked to recommend that Council approve:

2.3.1. Fully funded supplementary capital estimates and virements above £1,000,000 in accordance with Financial Procedure Rules as detailed in **Appendix 8**.

2.3.2. The Supplementary Capital Estimate of £12.6m for Poynton Relief Road as detailed in **Appendix 8** and **paragraphs 183-185**.

- To approve the forward funding of developer contributions to the scheme and to approve the underwriting, in principle, of any necessary gap funding required to deliver the proposed relief road.
- That the scheme budget profile be adjusted accordingly in the capital programme.

2.3.4 The use of the flexibility to apply capital receipts to fund transformation projects as detailed in **Appendix 14**.

2.4. Cabinet is asked to recommend that Council note:

2.4.1. The financial implications of the change in the Minimum Revenue Provision (MRP) policy to the use of the annuity method as detailed in **Appendix 15**.

3. Other Options Considered

3.1. The 2017/18 Budget sets out a financial framework for Council services, which is approved and then adjusted in-year in accordance with the Constitution. Approval limits within the Constitution may require approval by members of the authority and non-financial changes, such as options to vary ways of working, staffing changes and reviews to levels of services delivery are applied within an approved policy framework.

3.2. Options such as a freeze on spending, or stopping fulfilment of vacancies are considered as part of the management review of expenditure throughout the year.

4. Reasons for Recommendation

4.1. The Council monitors in-year expenditure through a quarterly reporting cycle, which includes outturn reporting at year-end. Quarterly reports reflect financial and operational performance and provide the opportunity for members to note, approve or recommend changes in line with the Council's Financial Procedure Rules.

4.2. The overall process for managing the Council's resources focuses on value for money and good governance and stewardship. Financial changes that become necessary during the year must be properly authorised and this report sets out those areas where any further approvals are now required.

5. Background/Chronology

- 5.1. Monitoring performance is essential to the achievement of outcomes for local residents. This is especially important in an organisation the size of Cheshire East Council. The Council is the third largest in the Northwest of England, responsible for over 500 services, supporting over 370,000 local people. Gross annual spending is over £720m, with a balanced net budget for 2017/18 of £264.6m.
- 5.2. The management structure of the Council is organised in to three directorates, People, Place and Corporate. The Council's quarterly reporting structure provides forecasts of a potential year-end outturn within each directorate during the year.
- 5.3. At the mid year stage, action is required to ensure that the Council's reserves strategy remains effective following identification of a potential overspend of £5.8m (2.2%) against a net revenue budget of £264.6m. Forecast capital expenditure in the year is £112.3m.

6. Wards Affected and Local Ward Members

- 6.1. All

7. Implications of Recommendation

7.1. Policy Implications

- 7.1.1. Performance management supports delivery of all Council policies. The projected outturn position, ongoing considerations for future years, and the impact on general reserves will be fed into the assumptions underpinning the 2018/21 medium term financial strategy.

7.2. Legal Implications

- 7.2.1. The legal implications surrounding the process of setting the 2017 to 2020 medium term financial strategy were dealt with in the reports relating to that process. The purpose of this paper is to provide a progress report at the mid year stage in 2017/18. That is done as a matter of prudential good practice, notwithstanding the abolition of centrally imposed reporting requirements under the former National Indicator Set.
- 7.2.2. In relation to the approach the Council's minimum revenue provision the Council's 151 Officer needs to be content that Regulations 27 and 28 in the Local Authorities (Capital Finance and Accounting) (England) Regulations 2003 which requiring local authorities to make a prudent amount of minimum revenue provision are complied with. In addition The Secretary of State has issued statutory guidance on determining the "prudent" level of MRP which the Council is required to have regard to.

7.2.3. The only other implications arising directly from this report relate to the internal processes of approving supplementary capital estimates and virements referred to above which are governed by the Finance Procedure Rules.

7.2.4. Legal implications that arise when activities funded from the budgets that this report deals with are undertaken, but those implications will be dealt within the individual reports to Members or Officer Decision Records that relate.

7.3. Financial Implications

7.3.1. The Council's financial resources are agreed by Council and aligned to the achievement of stated outcomes for local residents and communities. Monitoring and managing performance helps to ensure that resources are used effectively and that business planning and financial decision making are made in the right context.

7.3.2. Any proposals to amend the calculation of the Minimum Revenue Provision will be reported to Council as part of the process to review the Treasury Management Strategy. Any proposal to use reserves to support in-year expenditure will be consistent with the Reserves Strategy or otherwise reported to Council.

7.4. Equality Implications

7.4.1. This report is a backward look at Council activities in the second quarter and predicts the year end position. Any equality implications that arise from activities funded by the budgets that this report deals with will be dealt within the individual reports to Members or Officer Decision Records to which they relate.

7.5. Rural Community Implications

7.5.1. The report provides details of service provision across the borough.

7.6. Human Resources Implications

7.6.1. This report is a backward look at Council activities in quarter two (July to September 2017) and states the forecast year end position. Any HR implications that arise from activities funded by the budgets that this report deals with will be dealt within the individual reports to Members or Officer Decision Records to which they relate.

7.7. Public Health Implications

7.7.1. This report is a backward look at Council activities in quarter two and provides the forecast year end position. Any public health implications that arise from activities funded by the budgets that this report deals with will be dealt within the individual reports to Members or Officer Decision Records to which they relate.

7.8. Implications for Children and Young People

7.8.1. The report provides information on financial and non-financial performance of Council services within the Borough, which includes services to Children & Young People. The recommendations of this report do not include specific proposals that will directly impact on Children & Young People, but the narrative within the report does provide relevant information and updates on Council Services to these groups.

7.9. Other Implications (Please Specify)

7.9.1. None

8. Risk Management

8.1. Performance and risk management are part of the management processes of the Authority. Risks are captured both in terms of the risk of underperforming and risks to the Council in not delivering its objectives for its residents, businesses, partners and other stakeholders. Risks identified in this report are used to inform the overall financial control risk contained in the Corporate Risk Register.

8.2. Financial risks are assessed and reported on a regular basis, and remedial action taken if and when required. Risks associated with the achievement of the 2017/18 budget and the level of general reserves were factored into the 2017/18 financial scenario, budget and reserves strategy.

9. Access to Information/Bibliography

9.1. The following are links to key background documents:

[Budget Book 2017/18](#)

[Medium Term Financial Strategy 2017/20](#)

[First Quarter Review of Performance 2017/18](#)

Contact Information

9.2. Contact details for this report are as follows:

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Mid Year Review of Performance 2017/18

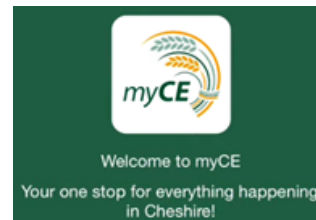
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November 2017

This report receives scrutiny and approval from Members of Cheshire East Council. As a public report, anyone can provide feedback to the information contained here.

Anyone wanting to comment can contact the Council at:

shapingourservices@cheshireeast.gov.uk



Introduction

Cheshire East Council is the third largest Council in the Northwest of England, supporting over 370,000 local people with annual spending of over £720m.

Local government is going through a period of unprecedented change and financial challenge. A combination of increasing demand for services, rising costs and reduced Government grant is creating significant pressures on the Council's revenue budget. The Council's response continues to focus on increasing efficiency and productivity to enable us to deliver a high level of sustainable, quality services.

Demand for Council services is high however, with more individuals and families needing support than ever before. This reflects an increase in population but also reflects changes in demographics. This demand is resulting in revenue pressures of £5.8m (2.2%) against a budget of £264.6m. Robust action is being taken to mitigate this position and deliver a balanced outturn position and protect General Reserves. Part of this mitigation includes an important decision to re-profile the Capital Financing Requirement, and details are included within **Appendix 15**.

To support openness and transparency the report has three main sections, to provide background and context, and then fifteen supporting appendices with detailed information about allocation and management of public money during 2017/18:

Section 1 provides a summary of Council performance and brings together service achievement highlights against the six Outcomes in the Council's four year Corporate plan.

Section 2 provides information on the overall financial stability and resilience of the Council. It demonstrates how spending in 2017/18 is being funded, including the positions on overall service budgets, grants,

council tax and business rates, treasury management, centrally held budgets and the management of the Council's reserves.

Section 3 provides a summary of the issues relating to the Council's workforce development plan.

- **Appendix 1** shows the Council's six Outcomes.
- **Appendix 2** explains budget changes since the First Quarter Review.
- **Appendix 3** shows the latest position for Corporate Grants.
- **Appendix 4** shows the revised Capital Programme expenditure.
- **Appendix 5** lists transfers from and to the Capital Addendum.
- **Appendix 6** lists approved Supplementary Capital Estimates and Virements up to £250,000.
- **Appendix 7** lists requests for Supplementary Capital Estimates and Virements over £250,000 for Cabinet approval.
- **Appendix 8** lists requests for Supplementary Capital Estimates and Virements over £1m for Council approval.
- **Appendix 9** lists Capital Budget reductions.
- **Appendix 10** provides details of Treasury Management investments.
- **Appendix 11** lists requests for allocation of additional Grant funding.
- **Appendix 12** analyses the position on Outstanding Debt.
- **Appendix 13** lists details of Earmarked Reserves.
- **Appendix 14** explains Flexible Use of Capital Receipts Strategy 2017/18.
- **Appendix 15** provides the review of the Minimum Revenue Policy

Jan Willis

Director of Finance and Procurement (Section 151 Officer)

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2017/18 Outturn Forecast at Mid Year Review - Financial Position

2017/18 Mid Year Review (GROSS Revenue Budget £605.2m)	Revised Budget (NET) £m	Forecast Actual Outturn £m	Forecast Over / (Underspend) £m	Change in Over / (Underspend) from FQR £m	For further information please see the following sections
SERVICE DIRECTORATES					
People	154.1	162.9	8.8	1.0	Section 1 - Paragraphs 129-140
Place	34.5	34.5	-	-	Section 1 - Paragraphs 141-144
Corporate	61.0	62.1	1.1	(0.3)	Section 1 - Paragraphs 145-153
Total Services Net Budget	249.6	259.5	9.9	0.7	
CENTRAL BUDGETS					
Capital Financing	14.0	8.0	(6.0)	(6.0)	Section 2 - Paragraphs 196-206
Transfer to/(from) Earmarked Reserves	(0.2)	1.9	2.1	1.9	Section 2 - Paragraph 207
Corporate Contributions / Central Budgets	1.2	1.1	(0.1)	(0.8)	Section 2 - Paragraph 207
Total Central Budgets	15.0	11.0	(4.0)	(4.9)	
TOTAL NET BUDGET	264.6	270.5	5.9	(4.2)	
Business Rates Retention Scheme	(41.0)	(41.0)	-	-	Section 2 - Paragraphs 173-178
Revenue Support Grant	(13.4)	(13.4)	-	-	Section 2 - Paragraph 160
Specific Grants	(17.8)	(17.9)	(0.1)	-	Section 2 - Paragraphs 154-160
Council Tax	(191.1)	(191.1)	-	-	Section 2 - Paragraphs 162-172
Sourced from Collection Fund	(1.3)	(1.3)	-	-	
CENTRAL BUDGETS FUNDING	(264.6)	(264.7)	(0.1)	-	
FUNDING POSITION	-	5.8	5.8	(4.2)	
	Planned Contribution 2017/18 £m	Forecast Variance Quarter 2 £m	Impact on Reserves Quarter 2 Forecast £m		
Impact on Reserves	-	(5.8)	(5.8)		
General Reserves Balance	2017/18 Budget (estimated) £m		Quarter 2 Forecast		
Opening Balance April 2017	10.3	Actual	10.3		
2017/18 Impact on Reserves (see above)	-	Forecast	(5.8)		Section 2 - Paragraphs 209 - 210
Closing Balance March 2018	10.3	Forecast	4.5		

Overview of Performance

ACHIEVING THE COUNCIL'S SIX OUTCOMES

Cheshire East Council provides more than 500 services, supporting over 370,000 residents, and over 18,500 businesses.

1 ~ Our local communities are strong and supportive

- Four 'Connected Communities' Centres have opened this quarter
- 19 community grants were awarded, totalling £44,812, which contributed to £166,343 of project costs
- A new initiative to safeguard vulnerable residents was launched
- 1,150 CCTV incidents were dealt with

2 ~ Cheshire East has a strong and resilient economy

- New figures show Cheshire East's visitor economy is on the up
- The Council will receive a share of £7.25m of funding to extend roll-out of faster broadband
- New pay and display parking machines were installed
- Pothole defects are lower than the original forecast due to additional reactive and proactive work by the Highway Service

3 ~ People have the life skills and education they need in order to thrive

- 89.7% of all schools were rated 'good' or 'outstanding' at the end of quarter two, including 92% of primary schools
- Provisional figures show excellent GCSE and A-Level results once again for Cheshire East students
- A newly founded Welfare, Attendance and Behaviour Network has been established
- Work continued to develop a free school for local children with social, emotional and mental health needs in Crewe

4 ~ Cheshire East is a green and sustainable place

- The Council sealed formal adoption of its Local Plan following three years of submissions and a total of more than 60,000 comments during 11 separate rounds of public consultation
- The Playing Pitch Strategy is now completed, adopted and published on the Council's website
- Fairerpower now has over 8,100 customers

5 ~ People live well and for longer

- The Housing Standards & Adaptations team won the national Foundations 'Adaptations Service of the Year' award
- 'Live Well Cheshire East' officially launched
- Commissioners set up a series of 'task and finish' groups with care providers to explore new service models and care specifications
- The Local Safeguarding Children Board (LSCB) held its annual 'Act Now' conference
- In quarter two we had our first cohorts of social workers endorsed as Advanced Practitioners

6 ~ A Responsible, Effective and Efficient Organisation

- 27 Equality Champions are now in place across all parts of the organisation
- The internal approach to Equality Impact Assessments has been reviewed
- The Council has appointed Public Concern at Work (PCaW) to deliver additional whistleblowing support to complement and review our current arrangements

FINANCIAL STABILITY

Cheshire East Council has a strong track record of sound financial management. Nevertheless, pressures on our revenue budget are intensifying.

- At quarter two there is a potential forecast overspend of **£5.8m** against a revenue budget of £264.6m (2.2%).
- A full mitigation plan is under development to ensure delivery of a balanced outturn position by the year end.
- **Service Budgets** – a forecast overspend of £9.9m is reported.
- **Central Budgets** – are currently forecast to underspend by £4.0m due to a revised approach in relation to the capital financing budget. Further action is being taken to review the revenue implications of capitalising some costs associated with major projects and funding transformation activity from capital receipts to further mitigate any overspending in 2017/18.
- The Council is among the top third of Unitary Councils in terms of **Council Tax collection**. Over 99% of Council Tax and Business Rates are collected within three years.
- **Council Tax** increased by 4.99% in 2017/18 which includes a 3% increase relating to Adult Social Care precept.
- **Investment income** is £128,000 which is in line with budget at quarter two. The average rate earned on investments (1.3%) is higher than the London Inter Bank 7 day rate.
- **General Reserves** - a potential overspend of £4.5m is within the original forecast risks parameters. Further action in relation to using reserves are expected to maintain general reserves at expected levels by year end.
- **Capital Programme** – total capital expenditure of £112.3m is forecast in 2017/18, which is a reduction of £5.4m since first quarter review following a review of in-year forecasts.
- For monitoring purposes, the in-year capital budget for schemes committed or in progress is £95.5m in line with revised forecasts.
- Outstanding **Debt** (excluding local taxation) is £8.5m. Debt over 6 months old is £3.6m (around 5% of total debt raised annually) and this is covered by provisions to meet potential write-offs.

1. Summary of Council Performance

Introduction

1. Cheshire East Council is responsible for delivering more than 500 local public services across an area of over 1,100km² for over 375,000 residents. The budget to deliver these services in the period April 2016 to March 2017 is £738m, which is raised from a combination of local taxes, national taxes (in the form of Government Grants) and payments direct from service users. In terms of core spending power per head, Government figures highlight the impact of different levels and sources of funding on total Council spending:

Funding per Head Comparisons 2017/18			
	Cheshire East £	Rural East Riding of Yorkshire £	Urban Liverpool £
Grants (<i>budgeted grants including schools</i>)	763	923	1,489
Council Tax (<i>excluding Parish Precepts</i>)	507	445	322
Retained Business Rates	109	195	513
Total	1,379	1,563	2,324

2. The Council's Corporate Plan 2017-2020, which was agreed by Council on 23rd February 2017, has six Outcomes that will focus service delivery in the medium term (see **Appendix 1**). This section of the report highlights progress towards achieving each of the six outcomes.
3. This report reflects activity that has taken place mostly in the period July 2017 to September 2017. Commentary is also provided on the financial impacts (both revenue and capital) of this activity.

1 ~ Our local communities are strong and supportive

Active, Resilient and Connected Communities where people want to live

4. A Voluntary Community and Faith (VCF) Commissioning Framework workshop was held on 11 August in Sandbach with some 40 representatives from across the VCF sector starting to explore how we can work together and create a clear commissioning framework. The workshop was then repeated in Macclesfield on 29 September. The Council is seeking to:
 - Ensure that the VCF sector has a voice and can influence what the Council does;
 - Support the VCF sector to work with us in delivering services and activities to our most vulnerable communities and deprived neighbourhoods, provide early intervention services; and
 - Provide a clear understanding of how the Council and VCF sector can work together

5. A 'Community Right to Bid' nomination for the Black Swan public house at Lower Withington went through a second nomination process led by an active and articulate community group, and was approved as an asset of community value at the end of July. The asset owner has asked for a review as they do not believe the nomination was valid. A review is currently underway.
6. Four 'Connected Communities' Centres have opened this quarter: Bridgend Centre in Bollington; Barnies in Crewe; Welcome Café in Knutsford and St John's Centre in Macclesfield. Connected Communities centres will enable a wider range of activities and support services to be more locally available.
7. As part of the Council's Connected Communities Strategy, more than £150,000 has been pledged to help community venues develop the services they offer and encourage more people to use them. From coffee mornings, computer classes and line dancing, to learning a language, sharing a problem and support for stroke sufferers – there's something for everyone. Every centre will also have a computer tablet connected to our Live Well community information website, helping residents to easily find out what's available in their area.
8. The Crewe Community Cohesion Survey went live on 1 September and will run until 30 October. The survey was translated into Polish and Slovakian, with other languages being provided on request. The survey is online and has been shared with residents across Crewe. The Community Connectors are undertaking the surveys within their communities as well. The data will be used to inform the Crewe action plan and will be rolled out across Cheshire East at a later date, to then inform the Cohesion Strategy.
9. In quarter two, a total of 19 community grants were awarded, totalling £44,812, which contributed to £166,343 of project costs.

18 applications were declined and four were deferred to the next round. The return on investment for this round is £3.73 for every £1 the Council invests.

Communities where you are Safe, and feel Safe

10. Working with the England Illegal Money Lending Unit (IMLU), the Communities Team arranged two Loan Shark Awareness training sessions in August 2017. Over 50 people from the VCF sector, Housing Associations, Police and Cheshire East staff attended to help share information within communities and keep people safe. The definition of a loan shark is someone who lends money to two or more people who are not family or friends, and who is not licenced to do so. They will often use intimidation, threats or violence to get repayments. We suspect that there is under-reporting of loan shark activity within Cheshire East so encourage people to report to the Council or to the Police where they suspect loan shark activity is taking place. The IMLU are already being asked for resources and further training, and a specific training session for Community Connectors is planned for November.
11. Public consultation has been launched to look at a borough-wide Public Spaces Protection Order (PSPO) relating to dog fouling and dog control, in order to have a consistent approach to responsible dog ownership. The consultation was launched on 12 September, running for four weeks until 10 October. In its first week, over 700 responses were received, of which a high majority are in support of our intentions. It is planned that the order will be operational in from November.
12. The anti-social behaviour (ASB) team issued six mediation referrals, two new Acceptable Behaviour Contracts (ABCs) and six current ABCs. The team issued one new Community Behaviour Order (CBO) and 19 current CBOs. The team are currently working on

plans to consult residents in Congleton on a PSPO for the town and are monitoring the PSPO at Poynton Sports Club. 46 new cases of anti-social behaviour were dealt with, 33 were closed and we currently have 55 live cases. 302 'yellow cards' were submitted to youths causing ASB and 193 warning letters sent.

13. A new initiative to safeguard vulnerable residents in Cheshire was launched on 18 September. The trading standards team has joined forces with the police, neighbouring local authorities and financial institutions to identify customers who are being defrauded, and to implement safeguarding procedures to prevent the loss of funds. Officers will be ensuring that financial sector staff receive further training to identify suspicious transactions.
14. 1,150 CCTV incidents were dealt with this quarter. A new code of practice and procedure manual is now in place as we strive towards achieving British Standards for our service. The CCTV control room is currently being upgraded and due to be completed by the end of the year.
15. We have received positive feedback this quarter following Scams Awareness Presentations, including: "we all learnt some hints and tips for staying safe online and in the community. We were also supplied with a wealth of informational leaflets; we will use these in our wider networks to spread the word". Further presentation feedback reported on a group of senior citizens "...who are very vulnerable to scams and cold callers. It was most useful to [be told] about current scams and tricks and how to avoid them".
16. The Council continues to work closely with the Community Payback Team to improve areas across Crewe, clearing and cleaning alleys and green spaces. Ten sites have been targeted with a big improvement in standards being seen. We are also working with Crewe Town Council to undertake weed spraying in areas of need.
17. Valley Park is a new site identified this quarter for including in the community payback schedule. The park has been the subject of increased anti-social behaviour and partners and residents have formed a sub-group to address a series of concerns. The payback team have already started work at Valley Park to cut back much of the overgrown areas and provide clear lines of sight, enabling those using the park to feel safer.
18. Multi-Agency Action Group (MAAG) has representatives from Police, NHS, Housing Associations and other local organisations to look at a range of local community safety issues. Over the last quarter the group has shared information and help to support on a number of issues including rough sleepers, neighbour disputes, antisocial behaviour, and vulnerable children and adults.
19. The Cheshire East Serious and Organised Crime Group continues to meet, bringing together a number of partner agencies working closely together to share information on individuals identified as being at risk of involvement in serious and organised crime. The group has expanded its membership and produced some excellent results with organised crime members having now received custodial sentences. A toolkit has been provided to members of the operational group to assist them in their approaches and two sub-groups established to focus on intervention and prevention along with the concern around the number of children residing in households associated with organised crime members.
20. An advert was placed on the Cheshire East website inviting 'Expressions Of Interest' for the future management of the Senior Citizens Hall in Macclesfield. This will allow a lease to be provided for the building to be managed outside of Cheshire East Council and improve facilities and service provision for local residents. A total of five local groups have responded to the advert and

discussions will now be held with those groups ahead of business plans being submitted to identify a favoured candidate.

2 ~ Cheshire East has a strong and resilient economy

Culture, Heritage and Tourism

21. New figures show Cheshire East's visitor economy is on the up again as more tourists and business people choose to take up hotel rooms in the borough. Cheshire East's hotel sector saw another rise in business in August 2017, according to the latest figures issued by the Visitor Economy team. Room occupancy rose by 3.7% in August compared with August 2016. The borough's hospitality industry recorded a 81.1% occupancy rate compared to 78.2% in 2016. The average hotel room rate also rose from £59.67 in 2016 to £61.30 in 2017.
22. Despite a slow start to the year, the latest figures underline the continuing popularity of the borough as a visitor destination. Latest figures show a 6.3% overall jump in revenue to the visitor economy in 2016, now said to be worth around £900m to the borough's hotel and guest house sector. The Council aspires to have a visitor economy worth £1bn by 2020.

Jobs and Skills

23. The Council commission the Skills and Growth Company (SAGC) to support business and jobs growth across Cheshire East. To date SAGC has supported the creation of 380 (167 in quarter two) new skilled roles predominantly in the science, energy and technology sectors. This has resulted in the development of 150,000 sq ft of new floor space and £13m of capital and £18m of revenue investment. The majority of the new jobs created in Cheshire East is as a result of the existing major businesses expanding.

24. The Skills team continued to support young people into work through the management of the BeInspired European Social Fund (ESF) contract (delivering careers support services) and by building on the successful Enterprise Adviser Network activity, promoting closer relationships between employers and Cheshire East secondary schools and colleges (70% engagement rate).
25. The team has worked with priority sectors to address skills challenges through boards such as the WEAVE (digital and creative), and the Rail Skills Board – including submission of joint funding bids. SAGC continue to work in partnership with local colleges to develop and shape the skills offer to more effectively align to business needs – including winning an ESF contract from South Cheshire College to develop curriculum to meet SME needs.

Business Growth and Inward Investment

26. Cheshire East's GVA output is estimated to be £11.45bn (latest figures relating to 2015) with Gross Value Added (GVA) growth averaging 4.5% per annum during the 2012-15 period.
27. To date the Business Engagement and Inward Investment service has engaged with 54 new businesses in the science, energy and technology sectors to support their growth and mitigate threat of dis-investment. 35 of these engagements have been completed in quarter two. Engagement during the quarter could result in the creation of 650 new quality jobs for the area.
28. SAGC delivered a range of business support events to highlight the range of support products and services available. In quarter two, this included an event at Bentley Automotive highlighting the specialist manufacturing business support services available, and this was attended by over 30 businesses. A selection of 25 businesses attended an event held at Church Minshull Aqueduct

Marina to promote funding opportunities available to rural businesses resulting in a range of new investment opportunities.

29. **Regeneration South - Crewe:** Discussions with the Council's preferred development partner were advanced with respect to the Development Agreement and associated aspects of the Royal Arcade redevelopment proposals. (including a new bus station and multi-storey car park). The item was approved by Cabinet on 12 September, to include other major regeneration investments that form the major part of the Medium Term Regeneration Programme for Crewe town centre, including public realm improvements and a proposal to deliver a new operational model for a reconfigured Crewe Market Hall (subject to consultation). Work was also undertaken to develop a business case to help secure approval from Cheshire & Warrington Local Enterprise Partnership (LEP) for £10m grant funding. This was considered by the LEP on 27 September and was conditionally approved, although the formal grant offer letter is awaited.
30. The joint initiative with Crewe Town Council to co-fund shorter-term improvements continues, with the appointment of a Town Centre Project Officer and a Crewe 'Ranger' to maintain the environment of the town centre and to co-ordinate a series of town centre events and activities which align with CEC's plans.
31. **Regeneration North - Macclesfield:** Developers progressing the planned town centre cinema development are now preparing documentation for planning, aiming for submission of their planning application in quarter three.
32. Concept designs for the town centre public realm enhancements are finalised and officers are now pursuing the appointment of external designers to develop detailed designs for a target area. The Heritage Asset Regeneration Plan is being finalised with

recommendations for the Council and building owners in respect of five key heritage assets to progress. The Consultation Draft of a revised Revitalisation Strategy for the Town Centre has been approved for public consultation which will be undertaken in quarter three.

33. **Congleton:** Cabinet approval was granted to proceed with plans to sell land at Princess Road for regenerative town centre redevelopment proposal. Work is underway on various necessary associated statutory processes. The Town centre public realm enhancement scheme has now commenced on site.
34. **Assets and Development:** The Council continues to bring forward major housing and commercial development on sites at Handforth, Leighton and Macclesfield and has secured allocations in the Cheshire East Local Plan for these important schemes. Planning approval has been secured for the South Macclesfield Development Area to bring forward circa 1,000 homes and Garden Village status has been secured for North Cheshire Garden Village at Handforth to bring forward circa 1,600 homes and employment space. Bids have been submitted for over £40m of Government funding to support infrastructure to bring forward these projects. The Council also continues to dispose of surplus assets to support its overall capital programme, and current projections estimate £8m in 2017/18.

Infrastructure

35. The Council will receive a share of £7.25m of funding to extend the roll-out of faster broadband in the borough. The investment – to be implemented over the next three years – is Phase four of the 'Connecting Cheshire' project and will target rural areas in Cheshire and Warrington, where broadband speeds remain low and where it has not been commercially viable to invest previously. The project,

called 'Digital 2020', is a partnership of Cheshire East, Cheshire West and Chester and Warrington Borough Councils, and is managed by Cheshire East Council's SAGC. The project will focus on reaching premises in rural broadband black spots, a digital business support package to enable small businesses to exploit digital technologies such as e-commerce, cloud computing and a broadband connection voucher scheme for businesses. Funding will come mainly from the European Regional Development Fund (ERDF) and government sources, as well as from Connecting Cheshire and businesses. To date, the Connecting Cheshire project has reached more than 97,000 premises with faster speeds and has switched-on more than 600 new roadside fibre broadband cabinets. The project has also been successful in driving take-up of the faster speeds by homes and businesses and will soon reach 50%, one of the highest in the country.

36. The **Poynton Relief Road** scheme received a resolution to grant planning permission in January 2017. Work is now underway to negotiate the land required for the delivery of the scheme and the drafting of Compulsory Purchase Orders (CPO) which will be made in Winter 2017. The capital programme has been revised to reflect the updated cost estimate and expenditure profile. A Supplementary Capital Estimate of £12.6m will require approval from Council. Further details are given at **para 183 to 185 and Appendix 8**.
37. The **Congleton Link Road** scheme now has planning permission. CPOs have now been served and a public inquiry was held in May 2017 to acquire the land for the Link Road. The scheme is now out to tender to five shortlisted contractors, with tenders due to be returned in mid-January 2018.
38. The **A6 Manchester Airport Relief Road** is currently under construction and due for completion in Spring 2018. The scheme

will be 'future proofed' to allow for the easy joining of the Poynton Relief Road.

39. We are currently in a consultation period on the **A500 Dualling** scheme. Successful public exhibitions were held in Barthomley on 20 and 23 September 2017. Design work continues with upcoming ground investigation work.
40. The Development Services Agreement with Network Rail (NR) for detailed design of **Sydney Road Bridge** has been signed and detailed design is underway. Discussions are progressing over the agreements with NR that are required (Transfer of Asset Ownership from NR to the Council; Bridge Easement Agreement & Two Party Overbridge Agreement). Negotiations with affected landowners are being progressed. The CPO process has been initiated to safeguard against failure to secure required temporary and permanent land through negotiation.
41. **Crewe Green** is a five-arm signalised roundabout, forming a major confluence of roads to the east of Crewe. Peak period congestion is severe and traffic modelling showed the recent opening of Crewe Green Link Road (South) was predicted to add approximately 15% more traffic to the junction. The development involves the extension of the existing roundabout to the north-west, to allow connection to Sydney Road and Hungerford Road, through the creation of an extra arm to the roundabout. Planning for the scheme and approval of LEP funding was approved late September 2017. Delivery agreement with the contractor as part of the SCAPE Framework is to be signed in October 2017. The scheme will start advance work in mid-October 2017, with the main works to start in January 2018.
42. **North West Crewe** is currently under development. A strategic route is planned to support the development of Leighton West and

the additional demands on the highway network. The scheme includes a spine road, east-west link road and a series of junction improvements which is collectively known as the “North West Crewe Package”. Ongoing discussions have been held with key stakeholders to progress the detailed design, and negotiations are ongoing with affected landowners and land requirements for the delivery of the scheme. Strategy papers for Funding, Procurement and Land are being prepared.

43. The installation of the new pay and display parking machines was completed at the end of July 2017. The new machines accept numerous new payment options, including chip and pin (debit and credit card payments) and contactless. 100% of our machines accept the new £1 coin. The new machines require the user to input their Vehicle Registration Mark (VRM) which ensures that tickets are not passed from one vehicle to another which is a breach of the terms and conditions of the use of the Council’s car parks and also ensures a quick and appropriate turnover of parking spaces, accommodating more shoppers and visitors to our town centres.
44. The new parking services software solution ‘Taranto’ is being embedded and work is progressing to enhance the digital services offered to the public who receive a Penalty Charge Notice so that they can see what evidence has been obtained prior to deciding if they should challenge the Notice and improve the payment portal for customers. Two further Civil Enforcement Officers started their training with the team in quarter two and remaining vacancies are currently being recruited for.
45. Cheshire East Highways (CEH) performance is managed through a suite of contractual performance measures. There are 28 scoring indicators being monitored in 2017/18. Winter Service and Street Lighting are not calculated during the summer months; however, of

the active performance indicators in quarter two, 25 have been calculated as passing with one failing. The training performance indicator failed to achieve its target in August as a result of staff holidays. There are also 14 non-scoring indicators, five of which are annual indicators, the structures indicator failed to achieve its target in August due to a reduction in the number of bridge inspections carried out as a result of the delay in the mobilisation of ‘Bridgestation’. Additional inspections will be undertaken to ensure that the target is met by the end of the year. All other non-scoring indicators are passing.

46. Revenue activities are progressing as forecast; the coming weeks will see the commencement of the winter service and the end of this season’s grass cutting activities.
47. The number of third party claims made against the Council in quarter two (72), has decreased when measured against last year’s quarter two figure (92); a reduction of 21.7%.
48. By the end of quarter two the service received 8,302 enquiries of which 7,238 were resolved (87%). The number of enquiries received is lower than that of the same period last year (8,653).
49. Similarly the number of potholes repaired in quarter two (2,454) was a lower figure than the same period last year (3,953). The numbers of pothole defects are currently lower than the original forecast due to the additional reactive and proactive approach of the Highway Service in recent months. Pothole repair numbers increased significantly at the end of quarter four 2016/17 due to periods of rain early in that quarter. The Highway Service responded with additional resource to repair the actionable pothole defects and also carried out Level two repairs, using traditional patching and spray-injection treatments. These

programmes are funded by the Department for Transport (DfT) pothole grant monies.

50. Gully emptying is achieving high outputs with 32,296 at mid-year against a target of 55,700 (58%) by year-end. A targeted approach is being utilised to address defects identified during routine emptying.
51. The year to date has seen improvements in the way that the bridge stock is being managed with the implementation of Bridgestation and the award of BSi ISO 55000.
52. The winter season begins in October, with the core season beginning on 1 November. Work is required to bring the Winter Service Policy, and all service areas, in line with the Well Managed Highway Infrastructure Code of Practice by October 2018.
53. The capital maintenance and Highway Investment Programme is on track with all surface dressing and carriageway re-surfacing programmes complete. The final phase of micro asphaltting and grip fibre programme commences first week of October for completion before November (weather dependent). Level two carriageway patching programmes will continue with monthly programmes.
54. Street lighting upgrade to LED in residential areas and structural column replacement programmes remains on course for completion in 2017. The outputs in quarter two had been affected by delays in one installer gaining approval to work on the Scottish Power Network. This has been resolved and overall productivity of all installers is good and works will be completed on site by December. Preparations for year three are starting in October with scheme designs, to ensure an early start and completion in 2018.

55. Two main flood alleviation projects are being taken forward in conjunction with the Environment Agency, subject to funding approval by Department for Environment, Food & Rural Affairs (DEFRA). In addition to these a programme of smaller drainage projects are planned to tackle flooding both on the highways and to local communities and will be delivered in year. The Preliminary Flood Risk Assessment document has been revised and is with the Environment Agency to review the findings. Once approved in the New Year this document will be published online replacing the existing assessment which is currently accessible to the public.
56. The procurement of the highways services contract from 2018 onwards is progressing. Bidders have submitted their selection questionnaire (SQ) responses. These are currently being assessed and scored to identify the bidders who will be progressed to the next stage. The preferred bidder will be announced following due process in March 2018.

3 ~ People have the life skills & education they need in order to thrive

Securing the Best Start in Life

57. As at the end of September 2017, our Ofsted profile shows that our schools continue to perform extremely strongly; 89.7% of all schools were rated good or outstanding; with 92% of primary schools, 80% of secondary and 80% of special schools achieving the good/outstanding rating from Ofsted. Over 50,000 pupils are attending these schools.
58. The Council is working with 19 schools and children's centres on capital programmes aimed at improving the quality of buildings, to promote the best learning environments for all young people. Schools in Cheshire East will benefit from a £1m boost aimed at

improving the environments in which children in the borough are educated. Using a Department for Education (DfE) capital grant allocation, the Council has encouraged maintained schools to carefully consider their current building infrastructure and bid to the Council for this funding. Schools have been encouraged to draw upon their own school funds to supplement this grant so that as many schools as possible can benefit.

59. The newly founded Welfare, Attendance and Behaviour Network has been established to bring together senior leaders from primary, secondary and special settings who support our vulnerable learners. This network will meet three times a year and drive forward collaborative support and provide a forum to share best practice to benefit school professionals and young people. The first network meeting in July was a huge success with local authority officers and school leaders working together to streamline transition, children missing and managed move protocols across the borough. Feedback from schools was overwhelmingly positive and the next event is planned for the Autumn Term.

Highest Achievement for All Learners

60. Cheshire East's pupils achieved an outstanding set of GCSE results in August. New reformed GCSEs have been developed to meet the requirements of the government, who wanted more-challenging qualifications and better differentiation of students at the top grades. Provisional figures show that 70% of pupils achieved a 'standard pass' or better in English and maths. Nine of our 22 secondary schools were above 75%. Currently, there is no equivalent rate nationally. In English, 83% of Cheshire East pupils gained the standard pass or better compared to 65% nationally. Five schools saw over 90% of their learners achieve the standard pass rate. In Maths, 74% of Cheshire East pupils gained the

standard pass or better compared with 69% nationally. Six schools saw more than 80% of their students achieve the standard pass. Analysing performance of learners achieving a strong pass (grade five), shows that more than 60% of all pupils achieved this level in English and 50% in Maths.

61. As their 'corporate parent', improving educational outcomes for our cared for children remains a priority. Under the new scoring and reporting system for GCSEs, 19% of cared for children have gained Level two in Maths and English. This is a provisional figure but is an increase of 7% from 2016 and is above the reported national figure for 2016, which was 17.5%.
62. Cheshire East's A-Level students also achieved excellent results. The borough's 1,685 students achieved a provisional pass rate of 99%, which is above the national average of 98%. A further breakdown of grades shows that the proportion of students achieving grades A* to A was 27%, which is higher than the proportion nationally and well over half (54%) achieved an A* to B grade. There has been a continuing increase in the number of students achieving the highest grade of A* with 10% of Cheshire East students attaining this grade compared to a national figure of 8%.

Inclusion

63. Consultation on a joint strategy for children with special educational needs and disabilities (SEND) has taken place in quarter two. The strategy sets out the ambition of the multi-agency 0-25 SEND Partnership to improve outcomes for this group of children and young people over the next two years. The strategy was endorsed by the Health and Wellbeing Board in September.

64. As part of the SEND strategy, work has continued in quarter two to develop a free school for local children with social, emotional and mental health needs in Crewe. A number of market engagement sessions have taken place and the Council is currently inviting applications from high quality organisations to run the new special free school from September 2019.

4 ~ Cheshire East is a green and sustainable place

Sustainable Development

65. In July 2017 the Council sealed formal adoption of its Local Plan. Importantly, the inspector, in his final report to the Council, highlighted that the plan provides a five-year supply of housing land to meet projected need, a key finding that will now support the Council's case against inappropriate or unsustainable housing proposals.
66. In the final report in June, the Planning Inspector said: "I consider the overall development strategy for Cheshire East, including the provision for housing and employment land, is soundly based, effective, deliverable, appropriate, locally distinctive and justified by robust, proportionate and credible evidence and is positively prepared and consistent with national policy."
67. The Local Plan includes provision for a housing requirement of at least 36,000 new homes and 380 hectares of development land, to reflect a stronger anticipated jobs growth rate of 0.7 per cent per annum.
68. The Council has dealt with a large number of planning appeals, resulting in higher appeal costs, more appeals, more public inquiries and the use of more senior Counsel. Whilst it is inevitable that a certain number of appeals will be allowed, the percentage

has increased to significantly high levels as compared with the national average.

69. A number of measures are being implemented to ensure better decision making and reduced appeal costs. These include avoiding the need for public inquiries, using less expensive Counsel, only challenging decisions where there is a better prospect of success, additional training regarding decision making, appeal performance feedback to Members. Adoption of the Local Plan also enables us to better defend certain appeals. Whilst appeal numbers and costs can never be accurately forecasted, the above measures seek to reduce costs at all levels.

Waste Management

70. **Waste & Landfill** – In quarter two, use of waste-to-energy was reduced because of the planned shutdown for maintenance at the Stoke-on-Trent waste-to-energy plant diverting disposal to landfill. Ansa are currently in procurement to obtain a second waste-to-energy processor to further reduce landfill.
71. **Reuse and Recycling** - During this quarter the Council anticipates collecting around 30,000 tonnes of waste for recycling through its silver and green bin schemes and from its Household Waste Recycling Centres (HWRC). This is a similar amount to the second quarter last year and is testament to the hard work of residents and the continued efforts of Ansa in waste education to reduce, reuse and recycle. Around 350 tonnes of the material is reused through charitable partnerships and the HWRC.

72. Waste, Recycling Reuse Figures (Quarter 2 indicative draft tonnages)

Residual		
Landfill	Waste to Energy	
17,000	4,000	
Recycling		
Household	HWRC	Reuse
9,500	3,500	350
Green Garden		
Household	HWRC	
14,300	2,700	

Environment

73. South Park Lake was de-silted in 2016 and following a period of stabilisation of the deposited silt, the lake margins have now been replanted with native stock. The first season of plant growth appears to have been successful and is adding colour and biodiversity.
74. The Playing Pitch Strategy is now completed, adopted and published on the Council's website. We continue to work with the Cheshire Football Association developing a playing pitch improvement partnership, aimed at raising the quality of Council owned playing fields across the borough.
75. Cheshire East, in partnership with Ansa Environmental Services, has 29 park improvement projects on the programme at this time. These projects are funded from Section 106 developer contributions and external grants where possible. We are working in partnership with local members and local community groups (Friends of Parks) to deliver schemes across the borough.

76. Funeral Directors were surveyed about the service provided by Orbitas. The overall level of satisfaction was good at 87.5%, and additional survey results will be used to inform how the services offered can be further enhanced.
77. Community Enforcement Officers' (CEOs) dealt with 1,232 incidents during the quarter including fly tipping, littering, side waste, dog fouling and abandoned vehicles in Cheshire East. Of the 1,232 incidents reported to the CEOs, 413 related to fly tipping, and 26 to side waste. Of the fly tipping reports, evidence was found and investigated further in 34 cases. 503 preventative visits were made, 107 education visits undertaken, 15 verbal warnings and 8 formal warnings were given.
78. Analysis of the last two quarters' data around fly tipping from the Community Enforcement Officers show that the average complaint per week in Cheshire East has dropped from an average fly tipping complaint per week of 45 in quarter one to 28 in quarter two.

Affordable Energy, Growing Energy Businesses, Independent Energy

79. Cabinet confirmed that the Fairerpower contract is to be novated to SAGC allowing for the expansion of Fairerpower in the North West of England. Preparations are underway to launch Fairerpower Red Rose in Lancashire partnering with Preston City Council. Fairerpower now has over 8,100 customers. Preparations through July and August included developing the Preston Partnership for launch at the end of September. Procurement arrangements have recommenced following the agreement of Cabinet to novate the contract.
80. Round six Heat Network funding was secured from the Department for Business, Energy and Industrial Strategy (BEIS), and there was successful awarding of a European Local Energy Assistance (ELENA)

grant to deliver the Affordable Energy programme. Mobilisations are underway to commence the development of projects including: Smart Cities for street lighting; district heating schemes in Crewe and Macclesfield town centres and Alderley Park; and Solar PhotoVoltaic Energy storage and Smart Grids.

5 ~ People live well and for longer

Empowering people to live independent, healthier and more fulfilled lives

81. The Strategic Housing service has developed a number of policies forward in quarter two including the grants and loans policy for home repairs and adaptations for vulnerable people, the ECO Flexible Eligibility statement of intent, and the Housing Enforcement Policy. The team have taken a big step in renewing the frameworks for home repairs and adaptations, with an advert being placed on the Chest and contracts expected to be awarded in quarter three.
82. The Housing Standards & Adaptations team won the national Foundations 'Adaptations Service of the Year' award, recognising its success in helping disabled people and the innovative approaches that the Council takes to meet the needs of disabled people.
83. Housing Options have welcomed two Housing and Health link workers to the service; a collaborative arrangement with Health partners to improve the pathways from people in hospitals into settled secure housing. This is a 12-month pilot funded by the Complex Dependency Programme. The officers will be based within the Housing Options Team but will have close links with hospitals to ensure referrals for services are received as soon as a housing issue is identified so that the appropriate support can be offered. There are four emergency bed spaces within the borough which have also been introduced as part of this project.
84. Housing Options are pleased to announce the Upstream Project with Cheshire West and Warrington has commenced this quarter. The Upstream project has been funded by the Department for Communities and Local Government and is aimed at preventing rough sleeping in the borough. The work will provide advice, guidance and support to people whose accommodation is precarious and are at imminent risk of sleeping on the streets with the aim of finding long term stable accommodation.
85. Work has begun on Roe Street to introduce a wet room and fully Disability Discrimination Act (DDA) compliant flat as well as improved CCTV coverage and modern door entry systems. The project will improve the quality of the temporary accommodation offered to people in housing crisis and will mean that people with a physical disability can access accommodation with support.
86. The project to upgrade the Leisure Centre in Congleton, including the design and building of a replacement swimming pool, continues with the process of selecting a preferred "development partner" reaching a conclusion during the Autumn. A decision on the appointment is due to be made by Cabinet towards the end of the year.
87. In addition to the capital build programme the Council continues along with the Leisure Trust to invest in improving the quality of facilities for users. A new gym and studio space was also developed at Sandbach Leisure Centre for opening in October. Work to refurbish the 3G football pitch at Crewe Cumberland Sports Arena was completed in August in time for the start of the new football season. It is hoped that these improvements will

continue to contribute to the increasing number of residents using their local leisure facilities and improving their health.

88. During the quarter the Council completed two major strategy documents; the Playing Pitch Strategy & Indoor Built Facilities Strategy. Both are key to supporting the recently adopted Local Plan in protecting existing and developing new facilities. Following approval by Cabinet and following a period of public consultation both have now been formally adopted, and are being actively used as part of the planning process.

Information, Advice & Guidance, Prevention and Early Intervention

89. As part of our intentions to review and recommission our current accommodation with care and care at home offer to local residents, commissioners are keen to ensure that local care providers are fully engaged in the recommissioning process and that the new models of care are co-produced between commissioners and providers. To that end commissioners have set up a series of 'task and finish' groups with a wide range of care providers to explore the following areas: New service models and care specifications; Internal processes; Contract monitoring; Recruitment and retention.
90. The groups have been well attended and received positively by the care market, with providers not only valuing the opportunity to raise concerns and queries with current arrangements, but to also offer solutions and new ways of working to ensure that the new commissions are successful and achieve the desired outcomes. Some of the highlights from the first round of meetings include: exploring the introduction of a Cheshire East Care Award as a way of valuing the work of the independent care sector; exploring how

the Council could make use of our communication and media teams to promote caring as a career; to run some good news campaigns and 'myth busting' to assist in dispelling some of the negative messages around care; and looking at how providers can support each other by sharing resources such as shared training.

91. A number of shared actions have been agreed within each group which will inform the wider recommissioning work. Meetings are being held on a monthly basis to ensure that we keep the momentum and continue to work in collaboration with care providers and build strong partnerships across the borough.
92. South-based operational social care teams have aligned to local GP practices, providing a model to prevent, reduce and delay the need for long term social care and health support, using universal services and community resources, which will be rolled out across the borough.
93. School Health Profiles have been developed for each primary and secondary school in the borough. These documents provide detailed information about health needs in the school locality and surrounding areas. They are intended to inform discussions between school nurses and school staff about the need for health prevention activity in each school.
94. The National Child Measurement programme was completed and resulting data submitted to Public Health England in August. The mandatory programme weighs and measures all children in Reception and Year six so that parents can make informed decisions about their children's weight and if necessary be referred into local support services. There has been an improvement in participation rates for both age groups from the 2015/16 programme (from 95.6% to 96.6% in Reception and from 90% to

91.2% in Year 6). Results from the programme are expected in November.

95. Building upon learning from the Phase One pilot; the Emotionally Healthy Schools Programme is now well underway. Phase Two seeks to build capability and capacity using the Thrive model. The Phase Two Programme has three component parts:

- The Education Leadership Programme, which aims to embed the Emotionally Healthy Schools Programme across all schools and deliver strategy developments across the sector. During the last quarter a Leadership Forum has been established, with 10 senior leaders from schools from across the borough being appointed to advise and lead the roll-out of the Education Leadership Programme;
- The Link Programme, which offers development of pathways, assessment and thresholds, training, mental health consultation sessions and group-facilitated reflection sessions for schools staff;

The Tools For Schools Programme, which offers training, co-facilitation and the identification and promotion of evidence-based tried and tested interventions that can be delivered by schools and children and young peoples services.

96. To date approximately 35% of schools have accessed the Tools For Schools and Link programmes. Calendars of delivery dates are in place and schools are signing up to sessions in the new academic year.
97. The formal launch event for the Phase Two Emotionally Healthy Schools (EHS) Programme took place on 29 September, at Wychwood Park, Crewe. This event will provide information on the programme and the opportunity to hear keynote speakers talk about international research into emotional health and wellbeing,

as well as giving delegates the opportunity to take part in workshops, reflective of the EHS programme offer and to network with colleagues from agencies who are able to offer additional support and/or advice to schools. 180 delegates from across the borough and neighbouring authorities signed up for the event. The Emotionally Healthy Schools Programme is required to reach all schools and colleges by December 2019.

98. Cheshire East Council is responsible for commissioning the NHS Health Check programme which is a health-based screening for residents aged 40-74 aimed at reducing the prevalence of cardiovascular disease (such as heart disease and strokes) amongst the population through lifestyle advice and treatment (including referral to One You Cheshire East services). Performance continues to be strong with this programme, with quarter 2 showing improvement on Q2 of 2016/17 (over 3,000 Health Checks conducted). This is the result of ongoing service development work.
99. The Cheshire East Substance Misuse Service has been highlighted in the Cheshire and Wirral NHS Trust 'Book of Best Practice' for their work to reduce drug related deaths. The new programme promotes the wider availability of Naloxone to reduce overdose deaths from heroin and similar drugs. The team have helped to supply Naloxone to individuals at risk of overdose, as well as their carers, families and staff working with substance misusers. The project includes:
- Distribution of Naloxone Take Home Kits through the Substance Misuse Service and static Needle Syringe Programme;
 - Staff training programmes allowing them to translate this to service users in a 15-20 minute consultation prior to providing them with a Naloxone Take Home Kit, extending training to partner service providers in the community.

- Enabled wider distribution and availability of Naloxone which will allow the service to target those most at risk to reduce drug related death

Accessible high quality services, Information & Advice

100. The Adults, Community, Commissioning and Public Health service have completed phase one of a management structure review, appointing to key Head of Service and Lead Commissioning roles to ensure the delivery of lean, effective and efficient services going forward as the demands and challenges for this directorate continue. Phase two is underway.
101. Adult Social Care held a Leadership Forum for all Managers at Grade 10 and above in Macclesfield Town Hall in July. The event gave Managers the opportunity to meet the three recently appointed Directors of Public Health, Adult Social Care Operations and Commissioning, to reflect on outputs to date from the Adult Social Care Direction, Style and Culture activity and a forum to focus on shared priorities with Cheshire East residents at the heart of our business in accordance with our Team Plans.
102. 'Live Well Cheshire East' officially launched on 18 September. Live Well enables residents to find a range of services to meet their needs and improves the choices available to people in sourcing care, support and advice. A series of daily public promotional events took place in key towns from Monday 18 through to Saturday 23. The Core Steering Group met weekly in order to undertake and monitor progress of outstanding actions and prepare for 'business as usual' as outdated webpages were gradually superseded by Live Well.
103. A new 16-19 School Nurse has been recruited by Wirral Community NHS Trust to take a proactive approach to developing relationships

between the service and local colleges and other agencies. The aim is to develop the school nursing offer outside of school settings so that all young people are able to access the services provided.

104. 11 new Breastfeeding Peer Supporters have been recruited. The peer supporters give up their time voluntarily and are trained by the 0-19 service to provide vital support to new and expectant mothers to enable them to give their children the best start in life. A further Sexual Health clinic session has been added in Congleton with the aim of increasing access to contraception and Sexually Transmitted Infection testing and treatment in this area.
105. A telephone counselling service has been introduced for women who are considering long acting contraception methods. This negates the need for two separate appointments and has been well received by patients.
106. Pathways for accessing chlamydia screening for people over the age of 25 within primary care and for access to Post Exposure Prophylaxis for occupational health reasons have been agreed between East Cheshire NHS Trust and Eastern Cheshire Clinical Commissioning Group (facilitated by CEC Commissioners). This will ensure that patients are able to access these services and the Trust is properly remunerated.
107. One You Cheshire East aims to improve the life expectancy and long term health of residents by offering a number of programmes aimed at transforming people's lifestyle behaviours such as healthy eating, weight management and physical activity services. Falls prevention continues to be well subscribed and ongoing contract management work is taking place to improve the take up of other programmes. As part of this, a new pathway has been launched with Eastern Cheshire Clinical Commissioning Group (called 'Health

Optimisation') to provide further opportunities for patients to access services.

Public Protection, Health Protection & Safeguarding

108. The Council is continuing to see a rise in the number of children entering care in Cheshire East. Whilst this rise is reflected locally and nationally, it continues to put pressure on budgets within Children's Social Care, both in terms of placement and staffing costs. Detailed work is underway to produce a demand management strategy to ensure that these vulnerable children and young people are well supported.
109. On 3 July this year Cheshire East, in partnership with Manchester, Salford, Trafford and Stockport councils, became part of only the second regional adoption agency to be formed in the UK. The service, called 'Adoption Counts', has been awarded £500,000 over two years to develop a centre of excellence for adoption support which is good news for Cheshire East adopters and our children. The service aims to speed up matching and markedly improve the life chances of neglected and damaged children, improve adopter recruitment and adoption support and reduce costs. Cheshire East is delivering this service three years ahead of the 2020 target set by government.
110. September saw the launch of the adoption of Signs of Safety, a new way of working with families in need of early help and children's social care services in Cheshire East. Signs of Safety will support us to achieve the type of service that children, young people, parents, carers and professionals have told us they want; one that is child-centred, solution-focused, and respectful and inclusive.
111. Feasibility work is underway around developing a locality model of working for frontline children's services. This is looking at a range

of factors to determine whether it would be more effective and improve services for children, young people and their families based on a number of geographical areas across the borough.

112. The Local Safeguarding Children Board (LSCB) held its annual 'Act Now' conference. Co-produced and led by young people, this year's conference took place in July and enabled young people from a range of schools across Cheshire East to talk direct to key professionals from different agencies about safeguarding issues important to them. This year's conference included presentations around children living with neglect, missing from home and child sexual exploitation.
113. Cheshire East's 'Ignition' panel has been shortlisted in the forthcoming Children & Young People Now awards in the 'Leaving Care Award' category. 'Ignition' is for young people aged 15½+ who are thinking about where and how they would like to live when they leave care. Ignition has developed our range of options; for example our taster flats enable young people to live independently for two weeks with floating support and a clear plan. This provides the experience of independent living without a long term commitment and a plan for that young person to work on once they return home ensuring they are ready to move when the time is right.
114. Work is underway to plan for the annual Star Awards as part of November Children's Rights Month (NCRM). NCRM is where everyone working with children and young people in Cheshire East can celebrate and raise awareness of children's rights in a variety of different ways including the 'Star Awards' in November. This is an awards ceremony for cared for children and young people and care leavers in Cheshire East, with every young person receiving an invite in the post to attend. The event is co-organised by young

people and nominations have been requested by 22nd September. This year the event will take place on 19th November 2017.

115. In quarter two we had our first cohorts of social workers endorsed as Advanced Practitioners, having successfully completed the training and progression panel requirements. The role was introduced to recognise and acknowledge those social workers who are the beacons of good practice, able to support others and lead the way in demonstrating consistently good practice. The introduction of the Advanced Practitioners status will strengthen the service by being able to share their practice wisdom and cascade their expertise and knowledge across all parts of the organisation with students, newly qualified social workers and those in need of some support and guidance. The aim is to have at least one Advanced Practitioner in each of our social work teams.
116. Cheshire East Council took part in the celebrations in September marking the 10th Birthday of the Mental Capacity Act (MCA) coming in to force. The Principal Social Workers network requested that Councils got involved by compiling an A-Z of what the MCA means to them. Cheshire East Safeguarding Adults Board ran a competition for each team to devise their own A-Z.
117. Following the successful launch of “The Spoken Word” piece produced by the Cheshire East Safeguarding Adults Board service user sub group, the wording of the video has now been featured in a publication by Dr Adi Cooper published on 21 August 2017. The book also captures views of some members of the group on what good practice in safeguarding looks like. The publication was launched at a national seminar in London on 19 September and is entitled ‘Safeguarding Adults under the Care Act 2014: Understanding Good Practice’.

118. Cheshire East Council Adult Safeguarding Board welcomes a new Chair, Mr Geoffrey Appleton who joined us from 1 September 2017, coming with much experience having ongoing responsibility for Cheshire West and Chester Adult Safeguarding Board Chair as well.
119. Council officers joined Councillors and local dignitaries at an event in Chester Cathedral on 17 September 2017, bringing churches and communities together to support a declaration around raising awareness of human trafficking and slavery.

6 ~ A Responsible, Effective and Efficient Organisation

120. In quarter the Equality and Diversity Strategy continued to deliver progress on its delivery of the Council’s Equality Objectives, with achievement highlights including:
 - We now have a network of 27 Equality Champions from across all parts of the organisation. The Champions will support the Council in driving forward our Equality and Diversity Strategy at a team level.
 - We have reviewed our internal approach to Equality Impact Assessments, developing a new suite of guidance to support officers when completing assessments.
 - We have introduced a new module on Oracle to allow our officers to update their information and ensure we have an accurate overview of our workforce related to the nine protected characteristics.
121. Following on from the Staff Survey last year, much work has taken place to improve the culture across the organisation and lots of help is available to those who may need support or advice.
122. Further to a procurement exercise the Council has appointed Public

Concern at Work (PCaW) to deliver additional whistleblowing support to complement and review our current arrangements.

123. During the third quarter the Council will seek to further improve the timeliness of project highlight reporting. 83% of projects (112 out of 135) were rated 'green' on having submitted an updated highlight report to the Projects and Change Office at the end of the second quarter. All of the remaining 23 out of 135 project highlight reports had been updated earlier during the second quarter, but our target is to work with project managers to ensure all highlight reports are updated on an ongoing, monthly basis.
124. The Property Services team disposed of a further property in quarter two, taking the capital receipts received so far this year to £371, 013. Additionally they have completed 349 cases which include requests for occupation or use of Council assets and/or land requiring a legal agreement, and dealt with 298 ownership or boundary queries, responding to 62% within one day. Of its 125 lettable units across its Business Generation centres and Industrial Units, 109 units are let with the income profile meeting target and debt across the estate being £70,826. The value of the construction projects that the Property Projects team are managing across the Council's assets increased to £85m.

2. Financial Stability

Introduction

125. The Council has a strong track record of sound financial management. Nevertheless, in common with all UK local authorities the Council finds itself in a position where pressures on the revenue budget are intensifying as a result of increased costs, growing demand and reducing Government grant. The pressures are most intense in Children's and Adults Social Care.
126. A full mitigation plan is under development to address the forecast overspend and ensure that the General Reserves are protected. This includes a revised approach to the Capital Financing requirement, which is detailed in **Appendix 15**. Given the scale of the financial pressures achieving a balanced budget position this year will be extremely challenging.
127. **Table 1** provides a service summary of financial performance at quarter two. The current forecast is that services will overspend by £9.9m in the current year. The Financial Narratives provide further details and changes to service net budgets since first quarter review are analysed in **Appendix 2**.
128. Further items impacting on the level of the Council's balances are detailed in the paragraphs below on Central Contingencies and Contributions.

Table 1 - Service Revenue Outturn Forecasts

2017/18 Mid Year Review (GROSS Revenue Budget £605.2m)	Revised Budget (NET)	Forecast Actual Outturn	Forecast Over / (Underspend)
	£m	£m	£m
SERVICE DIRECTORATES			
Directorate	10.6	10.6	-
Children's Social Care	33.1	36.9	3.8
Education & 14-19 Skills	2.6	2.8	0.2
Prevention & Support	9.6	9.2	(0.4)
Adult Social Care - Operations	28.1	28.7	0.6
Adult Social Care - Commissioning	67.4	72.2	4.8
Public Health and Communities	2.7	2.5	(0.2)
People	154.1	162.9	8.8
Directorate	(1.1)	(1.5)	(0.4)
Planning & Sustainable Development	2.5	2.6	0.1
Infrastructure & Highways (incl Car Parking)	13.5	13.5	-
Growth & Regeneration	16.8	17.1	0.3
Rural & Cultural Economy	2.8	2.8	-
Place	34.5	34.5	-
Directorate	1.9	1.9	-
Customer Operations	9.0	9.4	0.4
Legal Services	5.4	5.8	0.4
Human Resources	2.5	2.2	(0.3)
Finance & Performance	5.9	5.8	(0.1)
ICT	5.8	5.8	-
Communications	0.6	0.7	0.1
Client Commissioning			
Leisure	2.2	2.2	-
Environmental & Bereavement	27.7	28.3	0.6
Corporate	61.0	62.1	1.1
Total Services Net Budget	249.6	259.5	9.9

Financial Narratives

People Directorate

129. The number of cared for children stood at 466 at 30 September 2017. This is compared to 400 in the same period in 2016 and consequently continues to place strain on existing budgets. Most children enter care due to neglect and abuse with increasing numbers of children being made the subject of applications to the Family Courts to secure their welfare. However, by mid-year 83 children left care as a result of adoption, returning home or moving to independent living.
130. The Council increased funding for cared for children in 2017/18 by £2.1m to meet the demand levels at that time and to ensure our cared for children and care leavers achieve the best possible outcomes.
131. However, indications at this stage are that both demand and costs have continued to rise with providers increasing their costs, especially for residential care, and as the number of children entering care has increased more children are now placed in higher costs independent fostering placements.. The Service has set targets to reduce this cost pressure, which could have been as much as £4.1m, through increased gatekeeping, ensuring senior staff agree new placements and regular reviews. It is forecast this will make a difference by the year end and a prudent forecast of £3.8m overspend is incorporated into the mid-year review.
132. Several children have entered care with very complex needs and challenging behaviour, which has necessitated them being placed in secure children homes at very high cost.
133. Despite the increase in cared for children, we continue to be towards the lower end of our statistical neighbour group and

nationally for rate of cared for children (per 10,000), in particular lower than Cheshire West and Chester and Warrington Councils.

134. A number of initiatives are being taken forward to reduce the pressures such as opening residential children's homes, expanding Project Crewe, joining a regional adoption agency, and starting work on a shared fostering service.
135. Other key pressures for the service include the interagency adoption placements budget which needs to be re-aligned to match a reduced level of activity and delivery of transport savings.
136. Across Education Services (£0.2m overspend) and Prevention Services (£0.4m underspend) various pressures are being mitigated by further vacancy management and underspends across the services. This means Children's Services are forecasting a £3.6m overspend overall, compared to budget (£3.8m + £0.2m - £0.4m), which is a £1m increase compared to quarter one
137. The Adult Social Care (Operations and Commissioning) and Public Health and Communities budgets remains under continued pressure across the country. The pressure here in Cheshire East comes from the combination of factors, which have been building over a number of years, and relate to meeting the needs of our most vulnerable residents. Demand for services creates pressure in all areas, in front line teams which in turn, means staff time assessing needs in order to provide the appropriate care and support becomes a weekly prioritisation. Sometimes we are able to offer information and advice which enables people to access the right services but on other occasions we are duty bound to provide services which meets the eligible needs of our residents. Some care providers are struggling to respond to request for placements and providing care packages remains a daily challenge.

138. We are seeing additional support requirements at both ends of the age spectrum. It is a source of great celebration that our population continues to live longer, but not everyone can do this without significant care and support. There are many more people coming through transitions as young people into adulthood with many more complex needs. Equally the need for services to support our aging population continues to rise. This is of course all against the backdrop of our NHS financial challenges locally and the interdependencies between health and social care as we lead into the most challenging time of the year with winter approaching.

139. The department has commenced work on a number of actions aimed at reducing the extent of any adverse pressure to the budget and continue to meet the outcome. There are projected overspends in Commissioning (£4.8m) and Operations (£0.6m) and an underspend in Communities (£0.2m). against a gross base budget of £153.9m, meaning a variance of 3.4%. Measures that deliver savings based on service redesign with the resident always in mind whilst ensuring a safe service is at the heart of what we are doing. A further financial risk at the present time relates to the current financial position of the Council's largest partner the local NHS who are already reducing direct funding to both the Council and key partners in the sector which can further add to the Council's financial pressure. These actions which are being implemented in order to produce a balanced position are only likely to increase during the winter period when demand for Health services has repeatedly been evidenced to rise. This means Adult Services are forecasting a £5.2m overspend overall, compared to budget (£4.8m + £0.6m - £0.2m), which presents no net change to the position reported at quarter one. Overspending for the People Directorate is therefore forecast at £8.8m at Mid-Year as identified in Table 1 (above).

140. Colleagues in Finance and Performance are working together to support the People Directorate to develop more detailed information using new systems, in order to help identify trends and enable appropriate action to be implemented earlier. This work

involves a deep examination of the underlying position and the inherent pressure which has been masked by temporary mitigations. This will lead to increased transparency and setting of clear outcomes going forward.

Place Directorate

141. The Place Directorate is experiencing financial pressure of £0.6m against a budget of £34.5m at mid year review. This has reduced by £0.6m from the £1.2m initially reported at first quarter. The net outturn forecast is that these pressures will be mitigated to produce a balanced budget overall by year-end.

142. Productivity and contract savings in 2017/18 totalled £2.8m for Place. £1.5m of savings against this target have been found to date and a further £1.2m will be covered by the use of earmarked reserves in year. Shortfalls in establishment budgets have also been corrected. This has led to a £0.2m pressure reported for productivity and contracts at this stage, although the directorate is still working to reduce this number.

143. Costs of appeals within Planning are higher than budget which has caused a £0.2m pressure in year. The service is working on mitigation activity and is currently forecasting a £0.1m overspend at mid-year. It is unlikely that income from the investment portfolio will be realised, within the Growth & Regeneration Service, before the end of March, this has created a forecast income shortfall of £0.3m.

144. A mitigation plan is in place which covers three main areas: a review of major contracts, remedial actions from Transport Service Solutions Limited and a further review of earmarked reserves. It is expected that Place will have achieved a balanced budget by year

end, which is currently presented as a £0.4m underspend within the Directorate Budget in Table 1 (above).

Corporate Directorate

145. At Mid-Year, the budget for services within the Corporate Directorate are forecasting a £1.1m overspend. This represents a £0.3m improvement since First Quarter.
146. Overall, Environmental Operations, including Bereavement is currently forecasting a £0.6m overspend for 2017/18 against a net £27.7m budget. £0.5m of Ansa's identified contract savings of £850,000 are scheduled to be delivered. Savings, linked to the move to the new Environmental Hub at Cledford, are being deferred to the following year, but this is being partially mitigated by the dry recycling contract forecast improvements. This figure is however, dependent on commodity prices over the remainder of the year and could go up or down at final outturn. The Authority is looking at a best value solution for in-vessel composting to enable the recycling of food waste. Approved Savings of £150,000 associated with the closure of Arclid HWRC and charging for rubble waste are on track to be delivered as planned in 2017/18.
147. Town Centre Regeneration Plans (Cabinet September 2017) involve changes to Market provision and during this period of transition there is a forecast shortfall in markets income for the year of £165,000.
148. The Customer Operations budget is forecasting net expenditure of £0.4m above budget. This is primarily due to the re-profiling of £0.6m of savings in relation to the Digital Customer Services programme. Revenues is experiencing a reduction in the forecast income from court fees of £83,000, signalling a positive reduction in the number of debt cases. Overspending is partially offset by

activity within the Digital Customer Services programme; and savings in Benefits Administration.

149. The forecast outturn for ICT Services is a net nil. Pressure is arising from managing an ageing ICT estate. Mitigations are expected through improved cost recovery, development the Infrastructure Investment Programme and reduced reliance on contractors.
150. Legal & Democratic Services are forecasting an overspend of £0.3m. This is mainly from staffing and Counsel cost pressures related to increasing numbers of childcare cases in Legal Services, and staffing pressures in Compliance. These are being partially offset by underspends in Democratic Services and staffing underspends in the Business Support Unit. In addition, Registrations is forecasting an overachievement of ceremonies income.
151. Finance and Performance, which now includes all services that fall under the Director of Finance & Procurement, are forecasting a net underspend of £0.1m. Services in this area now include: Finance, Performance, Project Management, Procurement, Internal Audit, Risk Management and Insurance. Underspends in staffing, from vacancies or completed restructures, have offset allocations of productivity and contracts savings. Vacancies and recovered income, such as from the LEP, contribute further to the overall forecast underspend.
152. The Strategic HR Services is forecasting an underspend of £0.3m. This is a significant improvement from the small forecast overspend reported at first quarter. Contract and Productivity savings, and pressures within Health & Safety and HR Delivery are being offset by other in year underspends. Underspensing has arisen from a number of planned vacancies, mostly within the Workforce Development budget.

153. The Communications Team is forecasting an overspend of £70,000 following implementation of activities identified in the peer review, including the production of a new resident's newsletter.

Government Grant Funding of Local Expenditure

154. Cheshire East Council receives two main types of Government grants; specific use grants and general purpose grants. The overall total of Government grant budgeted for in 2017/18 was £281.3m.
155. In 2017/18, Cheshire East Council's specific use grants held within the services was budgeted to be £251.0m based on Government announcements to February 2017. This figure was revised up at the first quarter to £260.4m (an increase of £9.4m). This was due to all the Council's ring-fenced grants held in service being reported as opposed to just those recorded at budget setting which are mainly schools related.
156. Mid year has seen a decrease in specific use grants of £2.2m. This is mainly due to a reduction in the allocation of Early Years funding and the conversion of six schools to academies during the year to date.
157. Spending in relation to specific use grants must be in line with the purpose for which the funding is provided.
158. General purpose grants were budgeted to be £30.3m, but further in-year grant announcements have increased this figure to £31.6m at mid year (an increase of £0.4m on first quarter).
159. The additional general purpose grants received during the second quarter of 2017/18 include a further £60,000 in respect of Neighbourhood Planning Grants and £0.4m relating to

Discretionary Business Rates Relief. This has been off-set by a reduction in Education Services Grant of £40,000. Requests for the allocation of the additional grants received are detailed in **Appendix 11**.

160. **Table 2** overleaf provides a summary of the updated budget position for all grants in 2017/18. A full list is provided at **Appendix 3**.

Table 2 – Summary of Grants to date

	2017/18 Revised Forecast FQR £m	2017/18 Revised Forecast MYR £m	2017/18 Change £m
SPECIFIC USE			
Held within Services	260.4	258.2	(2.2)
GENERAL PURPOSE			
Revenue Support Grant	13.4	13.4	-
<u>Service Funding:</u>			
People - Directorate	0.1	0.1	-
People - Children and Families	0.8	0.8	-
People - Adult Social Care and Independent Living	2.4	2.4	-
Place	0.7	0.8	0.1
Corporate – Customer Operations	1.8	2.1	0.3
Corporate – Chief Operating Officer	12.0	12.0	-
Total Service Funding	17.8	18.2	0.4
Total General Purpose	31.2	31.6	0.4
Total Grant Funding	291.6	289.8	(1.8)

Collecting Local Taxes for Local Expenditure

161. Cheshire East Council collects Council Tax and Non Domestic Rates for use locally and nationally.

Council Tax

162. Council Tax is set locally and retained for spending locally. Council Tax was set for 2017/18 at £1,324.92 for a Band D property. This is applied to the taxbase.

163. The taxbase for Cheshire East reflects the equivalent number of domestic properties in Band D that the Council is able to collect Council Tax from (after adjustments for relevant discounts, exemptions and an element of non-collection). The taxbase for 2017/18 was agreed at 144,201.51 which, when multiplied by the Band D charge, means that the expected income for the year is £191.1m.

164. In addition to this, Cheshire East Council collects Council Tax on behalf of the Cheshire Police and Crime Commissioner, the Cheshire Fire Authority and Parish Councils. **Table 3** shows these amounts separately, giving a total budgeted collectable amount of £232.2m.

165. This figure is based on the assumption that the Council will collect at least 99% of the amount billed. The Council will always pursue 100% collection, however to allow for non-collection the actual amount billed will therefore be more than the budget.

166. This figure may also vary during the year to take account of changes to Council Tax Support payments, the granting of

discounts and exemptions, and changes in numbers and value of properties. The amount billed to date is £235.6m.

Table 3 – Cheshire East Council collects Council Tax on behalf of other precepting authorities

	£m
Cheshire East Council	191.1
Cheshire Police and Crime Commissioner	23.7
Cheshire Fire Authority	10.5
Town and Parish Councils	6.9
Total	232.2

167. **Table 4** shows collection rates for the last three years, and demonstrates that 99% collection is on target to be achieved within this period.

Table 4 – Over 99% of Council Tax is collected within three years

Financial Year	CEC Cumulative			
	2013/14	2014/15	2015/16	2016/17
	%	%	%	%
After 1 year	98.1	97.9	98.1	98.3
After 2 years	99.0	98.9	99.0	**
After 3 years	99.3	99.3	**	**

* year to date

**data not yet available

168. The Council Tax collection rate for 2017/18 is 48.5%, a small decrease on the previous year.

169. Council Tax support payments (including Police and Fire) were budgeted at £16.2m for 2017/18 and at the end of the second quarter the total council tax support awarded was £14.7m. The Council Tax Support caseload has reduced since April 2014 and there have been more reductions in the Council Tax Support awards in the year than increased or new awards.

170. No changes were made to the Council Tax Support scheme for 2017/18. The scheme was agreed by full Council in December 2016.

171. Council Tax discounts awarded are £21.0m which is broadly in line with the same period in 2016/17.

172. Council Tax exemptions awarded total £4.2m which is broadly in line with the same period in 2016/17.

Non-Domestic Rates (NDR)

173. NDR is collected from businesses in Cheshire East based on commercial rateable property values and a nationally set multiplier. The multiplier changes annually in line with inflation and takes account of the costs of small business rate relief.
174. The small business multiplier applied to businesses which qualify for the small business relief was set at 46.6p in 2017/18. The non-domestic multiplier was set at 47.9p in the pound for 2017/18.
175. Cheshire East Council continues to be in a pooling arrangement with the Greater Manchester (GM) Authorities (also includes Cheshire West and Chester for 2016/17) for the purposes of Business Rates Retention. The purpose of the pool is to maximise the retention of locally generated business rates to further support the economic regeneration of Greater Manchester and Cheshire

Councils. As a pool the members will be entitled to retain the levy charge on growth that would normally be paid over to Central Government. Cheshire East will retain 50% of this levy charge locally before paying the remainder over to the pool.

176. The Cheshire and GM Pool are also taking part in a pilot scheme where the pool is able to retain locally the 50% of “additional growth” in business rates which in the usual Business Rates Retention Scheme would be paid directly to DCLG.
177. **Table 5** demonstrates how collection continues to improve even after year end. The table shows how over 99% of non-domestic rates are collected within three years.

Table 5 – Over 99% of Business Rates are collected within three years

Financial Year	CEC Cumulative			
	2013/14	2014/15	2015/16	2016/17
	%	%	%	%
After 1 year	98.2	98.1	98.1	97.7
After 2 years	99.2	99.3	99.1	**
After 3 years	99.6	99.7	**	**

**data not yet available

178. The business rates collection rate for 2017/18 shows a slight decrease against 2016/17 to 47.53% (Aug Fig).

Capital Programme 2017/21

179. Since reporting the Capital Programme at first quarter the overall forecast expenditure for the next three years has increased by £33.9m as shown in **Table 6**.

Table 6 – Summary Capital Programme

	Revised Total Forecast Budget 2017/21 £m	Amendments to FQR Forecast Budget 2017/21 £m	Amended MYR Forecast Budget 2017/21 £m	Budget Reductions £m	SCE's £m	Revised Total Forecast Budget 2017/21 £m
People Directorate	41.7	0.7	42.4		1.1	43.5
Place Directorate	239.3	38.1	277.4	(7.9)	13.7	283.2
Corporate Directorate	83.6	(11.8)	71.8			71.8
	364.6	27.0	391.6	(7.9)	14.8	398.5

180. There were a number of Officer Decision records approved within the quarter where amounts have been requested from the Capital Addendum that have now been given the go ahead and have been moved in to the main capital programme to commence expenditure in 2017/18. These include the Development of Hurdsfield Family Centre £0.7m, Middlewich Eastern Bypass £1.5m and Crewe Town Centre Regeneration £24.7m.
181. Following a review of the capital programme in the Place directorate a number of schemes, totalling £7.3m have been transferred from the main programme to the Addendum as they are either longer term projects or a lower priority. Further details are provided in **Appendix 5**.
182. At mid year review there are a number of requests for Supplementary Capital Estimates (SCE's) over £1m. These include Childcare Sufficiency - Early Years (£1.1m) and Safer Roads Fund (£1.0m) both funded by government grants.

183. A SCE is required for Poynton Relief Road of £12.6m following an update to the scheme cost estimate from £38m to £50.7m. The most significant change is due to a revised estimate for Part 1 claims under Part 1 of the Land Compensation Act 1973. As a result of the large impact of Part 1 costs on this scheme and across the programme, a change in approach is being considered and further details will be reported to a future Cabinet meeting.
184. The SCE will be funded by an additional £1.9m from developer contributions and £10.7m from Cheshire East resources. The construction phase is expected to commence in 2019/20. The Council will also be required to provide forward funding in advance of S106 receipts in the region of £5.4m, between the years 2020 to 2024.
185. Council are requested to approve the forward funding of developer contributions to the scheme and to approve the underwriting, in principle, of any necessary gap funding required to deliver the proposed relief road.
186. There is also £0.7m of budget reductions that relate to Highways and Infrastructure projects within the approved capital programme.
187. The revised programme is funded from both direct income (grants, external contributions) and the Council's own resources (prudential borrowing, revenue contributions, capital reserve). A funding summary is shown in **Table 7**.

Table 7 – Capital Funding Sources

	FQR Total Forecast Budget £m	MYR Total Forecast Budget £m	Change £m
Grants	172.4	181.9	9.5
External Contributions	51.4	54.5	3.1
Cheshire East Resources	140.8	162.1	21.3
	364.6	398.5	33.9

Capital Budget 2017/18

188. At the mid year review stage the Council is forecasting actual expenditure of £112.3m. The in-year budget for 2017/18 of £119.5m has been revised from the budget book position to reflect the forecast expenditure for the financial year and any slippage reported at outturn and slipped to future years.
189. Since the start of 2017/18, slippage on the capital programme has been measured on schemes that are at the Gateway 2 stage. These are classed as committed schemes as these schemes should have commenced prior to or during 2017/18 and have a detailed forecast expenditure plan in place. Schemes will be monitored on their progress during the year and re-categorised quarterly. This includes the net impact in 2017/18 of supplementary capital estimates, virements and budget reductions listed in **Appendices 5 to 8**.
190. **Table 8** overleaf shows the actual expenditure incurred on those schemes against the revised Outturn Budget.

Table 8 – 2017/18 Revised Budget compared to First Quarter

Committed Schemes	Revised FQR Budget	Revised MYR Budget	Forecast Expenditure	Current Forecast Over / Underspend
	£m	£m	£m	£m
People Directorate	9.6	9.6	8.7	(0.9)
Place Directorate	52.4	57.9	56.7	(1.2)
Corporate Directorate	37.9	32.8	30.1	(2.7)
Total Committed Schemes	99.9	100.3	95.5	(4.8)

191. At the Mid Year Review Stage the in-year forecast has been revised and £4.8m has slipped to future years.

192. **Appendix 6** details requests of Supplementary Capital Estimates (SCE) and Virements up to and including £250,000 approved by delegated decision which are included for noting purposes only.

193. **Appendix 8 - Requests for capital Supplementary Capital Estimates and Virements above £1m** details a Supplementary Capital Estimate request of £12.6m to increase the Poynton Relief Road project to bring the approved budget in line with the full costs to deliver the scheme. SCE's are also requested for Childcare Sufficiency - Early Years and Safer Roads Fund following the receipt of additional capital grants.

194. A virement of £1.1m is requested for Alsager Planning Area (Secondary Schools – 150 places). Following a detailed feasibility study, additional funding is required to meet the scope of this project, funding will be vired from grant set aside for future years Basic Need projects.

195. **Appendix 9** lists details of reductions in Approved Budgets where schemes are completed and surpluses can now be removed. These are for noting purposes only.

Central Adjustments

Capital Financing Costs and Treasury Management

196. The capital financing budget includes the amount charged in respect of the repayment of outstanding debt and the amount of interest payable on the Council's portfolio of long term loans. These costs are partly offset by the interest the Council earns from temporary investment of its cash balances during the year. The capital financing budget of £14m accounts for 6% of the Council's net revenue budget.

197. Investment income to August 2017 is £128,000 which is equal to the budgeted income for the period. However, offsetting this are costs of £61,000 arising from temporary borrowing. The level of cash balances and the need for temporary borrowing has arisen from the decision to pay past service pension deficit contributions for the next three years in one advance payment of £45m in April 2017. The discount available from early payment more than offsets the costs of temporary borrowing. The forecast benefit over the three year period is around £2m which will support mitigation of future service costs as appropriate. The level of temporary borrowing has been in excess of immediate cash needs but this allows a liquidity safety net and maintenance of investments in the Churches Charities and Local Authorities (CCLA) Investment Management Ltd property fund and other funds which pay a higher return than the cost of borrowing.

- The average lend position (the 'investment cash balance') including managed funds up to the end of August 2017 is £34.9m

- The average annualised interest rate received on in-house investments up to the end of August 2017 is 0.36%
- The average annualised interest rate received on the externally managed property fund up to the end of August 2017 is 4.69%
- The average temporary borrowing position up to the end of August 2017 is £35.1m.
- The average annualised interest rate paid on temporary borrowing up to the end of August 2017 is 0.41%

198. The Council's total average interest rate on all investments for the period April to August is 1.29%. The returns continue to exceed our benchmark, the London Inter-bank Bid Rate for 7 days at 0.21%, and our own performance target of 0.75% (Base Rate + 0.50%).

Table 9 – Interest Rate Comparison

Comparator	Average Rate to 31/08/2017
Cheshire East	1.29%
LIBID 7 Day Rate	0.21%
LIBID 3 Month Rate	0.30%
Base Rate	0.25%
Target Rate	0.75%

199. It is likely that further borrowing will be required throughout the current year and in future years. At the moment this need is being met by temporary borrowing from other Local Authorities which is considerably cheaper than other sources of borrowing. If the predicted interest environment changes or the availability of temporary borrowing reduces then this strategy will be re-assessed.

200. The Section 151 Officer has explored options to revise the approach to calculating the Minimum Revenue Provision (MRP) to release revenue funding and mitigate overspending on services. Liaison with treasury management advisors, Arlingclose, has taken place and the proposal to use the annuity method to calculate the MRP will result in the ability to take an MRP holiday and realise savings of £6m in 2017/18. This approach reduces current costs, although the overall total cost of capital financing, over the life of capital assets, will still be consistent.

201. Although the annuity method is currently an option within the Council's MRP policy it is a change that will take effect in this financial year and be applied retrospectively. Cabinet are therefore requested to recommend that Council note the financial implications of the change in the Minimum Revenue Provision (MRP) policy to the use of the annuity method as detailed in **Appendix 15**. The information contained within **Appendix 15** is an important consideration for Councillors as the current repayment of capital financing will be deferred and will be aligned with the useful life of assets. Although this approach is lawful, and does not increase overall costs, it will mean future tax payments will be used to cover current capital expenditure plans, which is a change from the current financial strategy. Setting a balanced Medium Term Financial Strategy will require recognition of this change and how this impacts on local increases in income from the Council Tax and Non-Domestic Rates bases.

202. Capital Financing is dependent on achieving capital receipts of £7.9m in 2017/18 to finance capital expenditure. To date, two assets have been sold generating total receipts of £0.3m. The Section 151 Officer is exploring options to capitalise costs of transformation in line with recent guidelines issued by the Treasury. This approach can mitigate overspending of the revenue

budget. Further details on the proposal to use the flexibility of applying capital receipts to fund transformation projects are provided in **Appendix 14**.

203. All investments are made in accordance with the parameters set out in the Treasury Management Strategy Statement approved by Council on 23 February 2017. Further details of counterparty limits and current investments are given in **Appendix 10**.
204. The Council has maintained the £7.5m investment in the CCLA managed property fund. The underlying value of this fund had devalued following the 'Brexit' referendum but has been increasing in value. The current value of the units in the fund if sold is £7.6m which is slightly higher than the original invested amount. However, the fund continues to generate income of 4.69%.
205. Most other investments currently held are short term for liquidity purposes. Fixed or longer term investments would require additional temporary borrowing which is currently being assessed as the investment returns would exceed the borrowing costs. This is permissible under the treasury strategy providing the Council remains within authorised limits set in relation to the capital financing requirement (CFR).
206. Full details of current investments and temporary borrowings are shown in **Appendix 10**.

Central Contingencies and Contributions

207. A budget of £1.2m is held centrally to meet past service Employer Pension contributions relating to staff transferred to the new supplier companies. Due to savings relating to early payment of pension contributions it is forecast that there will be a £0.1m underspend to budget. It was also budgeted that a transfer of

£0.2m from earmarked reserves relating Fairer Power would take place in year, however this no longer going to happen. It is now planned that £1.9m of the £6.0m underspend on capital financing will be transferred to reserves. Grants have been received centrally in-year that are additional to budget by £0.1m.

Debt Management

208. The balance of outstanding debt has increased by £1.5m since quarter one of 2017/18 mainly due to an increase of invoices raised by Adults & Public Health. Balances remain within forecast levels and adequate provisions have been made. Details of the Council's invoiced debt position are contained in **Appendix 12**.

Outturn Impact

209. The impact of the projected service outturn position is to decrease balances by £9.9m as reported above (**para 127**).
210. Taken into account with the central budget items detailed above (**para 200 and para 207**), the financial impact could result in a reduction in balances of £5.8m as shown in **Table 10**.

Table 10 – Impact on Balances

	£m
Service Net Budget Outturn	(9.9)
Central Budgets Outturn	4.0
Specific Grants Outturn	0.1
Total	(5.8)

Management of Council Reserves

211. The Council's Reserves Strategy 2017-20 states that the Council will maintain reserves to protect against risk and support investment. The Strategy forecast that the risk assessed level of reserves is currently £10.1m.
212. The opening balance at 1st April 2017 in the Council's General Reserves was £10.3m as published in the Council's Statement of Accounts for 2016/17.
213. Without the planned proactive and robust development of mitigating actions to address the potential overspend on service budgets the current forecast overspend would result in the General Reserves being partially depleted by the end of this year.
214. A mitigation plan is being developed to deliver a balanced revenue outturn position and maintain General Reserves at or close to the level planned in the 2017-20 Reserves Strategy. Overall the Council remains in a strong financial position relative to most Councils.
215. The Council also maintains Earmarked Revenue reserves for specific purposes. At 31 March 2017 balances on these reserves stood at £48.9m, excluding balances held by Schools.
216. During 2017/18, an estimated £11.9m will be drawn down and applied to fund service expenditure specifically provided for. Service outturn forecasts take account of this expenditure and funding. Where appropriate, further earmarked reserves will be re-allocated to General Reserves to maintain an adequate level of General Reserves overall.
217. A full list of earmarked reserves at 1st April 2017 and estimated movement in 2017/18 is contained in **Appendix 13**.

3. Workforce Development

218. This section sets out the Council's activities and progress in relation to HR, Organisational Development, Health and Safety and Workforce Development plans and changes for the second quarter 2017/18.

Culture and Values

219. The staff survey focus groups took place in July 2017. The groups focused on the broad themes – Leadership and Management, Communication and Engagement, Health and Wellbeing, Development and Opportunities and Culture. The outcomes and actions from the focus groups were shared with the staff across the council in a Team Voice Special Edition.

220. The Making a Difference employee recognition scheme continues to be popular with staff. During quarter two the following nominations have been made:

- Made my Day nominations – 212
- Making a Difference monthly nominations – 32

The standard of nominations has been consistently high and the panel have continued to be robust when awarding the winners each month. Monthly presentations have been held by Members and Senior Officers where employees have been presented with their certificate and coveted Purple/Pink lanyard!

Nominations will open in October for the Making a Difference Annual Awards event due to be held on 19 December 2017 at Wrenbury Hall.

221. An Innovation event was held on 25 September with three problem owners and volunteers from across the council attending as group members. Each group worked through a creativity session including problem definition with positive breakthroughs being made.

222. A series of long service recognition events have taken place over the last six months with 353 people recognised with local government service ranging from 44 years to 25 years. During each event individuals were presented with a badge and certificate and a summary of their local government career shared. Going forward all employees achieving 25 years local government service will be recognised with an event held every six months.

223. A draft Wellbeing@Work strategy and programme is in development. This has involved a desktop assessment of the policies and initiatives already available, areas of good practice, gaps and an action plan for the next twelve months. Volunteers have been sought to join a Wellbeing Employee Forum. In addition colleagues across the council who are currently contributing to the Wellbeing Agenda are being invited to join a Wellbeing Contributors group to provide a holistic and co-ordinated approach. The launch of the Wellbeing@Work strategy is planned for October to include a monthly newsletter for all employees.

Building Capability and Capacity

- 224. The Corporate Training Programme and Continuous Professional Development Portfolios ensure that the Council creates a workforce which is safe, knowledgeable and competent in performing their duties to the highest possible standard, providing the best quality services to the residents and businesses.
- 225. Over 40 courses and 63 sessions have been offered to CEC employees over the first two quarters of the year. A further 17 employees successfully secured funding approval via the Continuous Professional Development Panel for role specific development and qualifications in quarter two, seeing £15,780 investment.
- 226. Developing management capability at all levels has continued with a cohort of managers being on track to complete the Institute of Learning and Management (ILM) level three and Level five Diploma qualifications. New ILM level three and ILM level five qualifications, funded via the apprenticeship levy, are not being offered organisation wide. This is supplemented by a new Chartered Management Degree for a cohort of Cheshire East Council staff. Leadership and Management development continues with team manager skills development days taking place in Corporate teams and development of an aspiring manager module in Children's Social Care. A Leadership and Management manager resource portal and induction programme are currently under development along with a suite of courses for managers at different levels available on the Corporate Training Programme.
- 227. The Workforce Development Team continues to maintain close relationships with partner universities and Further Education colleges, supporting work experience placements, course required application to the workplace placements, graduate schemes and

mentoring opportunities for young people. Relationships development is further encouraged through exploring links with universities for staff engagement. As a recognised centre of excellence, quality assurance measures ensure that all employees and apprentices receive up to date training and surpass expectations of external verification and examination boards, and feel fully supported throughout all stages of their career.

Resourcing and Talent

- 228. The Placements leading to employment within the organisation have been awarded to four talented Social Work undergraduate students and two further candidates have been selected through a rigorous process to undertake an intensive 14 month programme with us through the 'Step Up' to social work scheme. An application to the Skills for Care Graduate Management programme has been made in conjunction with Adult Social Care to offer two year-long placements from January 2018. A talent identification and development process is in development within the Libraries service to support their career pathways work.
- 229. The Workforce Development Team has concentrated its efforts this quarter on launching the new process for the funding of apprenticeships across the Council, ASDVS and maintained schools. Since the funding reforms came into effect from 1 May, we have appointed 36 new apprentices and have 21 live vacancies. We have also developed a management and leadership programme for the Council to be funded via the apprenticeship levy, with a launch date of October 2017. Regular updates are now sent to all Heads of Service to report against progress towards the target.
- 230. The Council continues to offer opportunities for Graduate and Staff Development. Progression pathways are in place across several services and in development in others such as the Libraries and HR

Teams to offer development from entry to management roles, offering a clear career route and tailored opportunities for existing staff, recent graduates and apprentices.

Reward and Recognition

231. To enhance the range of employee benefits an online “Rewards Centre” continues to be well received with more than 1,328 staff (31%) now signed up. The Rewards Centre provides staff with over 6,000 different discounts and offers for well known high street retailers, days out, holidays, etc., including discounts at over 120,000 outlets. Currently the most popular retailers for staff are Sainsbury’s, Tesco, Argos, Boots, M&S, Morrison’s, Costa Coffee, Ikea and discounted cinema tickets. Available through telephone, mobile, or website ordering, the Rewards Centre will help staff make their money go further and will support the attraction and retention of employees.

Education HR Consultancy

232. The Education HR consultancy continue to offer and provide two levels of service, Gold and Silver, with the Silver Service having no on-site support to schools and academies. Buy back from September 2017 remains positive. 122 schools have bought this service but market conditions are becoming more difficult with the increase in multi-academy trusts resulting in a loss of some business. Some establishments however, who moved away from buying back HR Consultancy services are now coming back.

Health and Safety

233. Specific work has begun on refreshing Corporate Health and Safety guidance notes – commencing with Drug & Alcohol, Driving at Work, Violence and Aggression, Personal Emergency Evacuation Plans and Display Screen Equipment. The programme will continue until financial year end when all guidance notes will have been completed.
234. Buy-back from Schools for delivery of Health & Safety services during the academic year of 2017/18 has reached 85% and totals 132 schools.
235. The Corporate Health & Safety Audit Programme involving 29 Audit Managers has reached its conclusion. Action plans have been addressed and a final risk position will be shown via comparison graphs and a close down report.

Staffing Changes

236. As shown in **Table 11** overleaf, Cheshire East’s overall headcount and number of FTE employees increased slightly during the second quarter of 2017/18.

Table 11: Cheshire East Council Employee Headcount and FTE Figures

Directorate / Service	Employee FTE Jul-17	Employee FTE Sep-17	Employee Headcount Jul-17	Employee Headcount Sep-17
Corporate	752.7	758.2	872	878
Audit	7.2	7.3	9	9
B4B / Business Development	11.0	11.0	13	13
Business Management	20.0	20.0	21	21
Communications & Media	10.9	10.9	11	11
Customer Services	272.5	276.1	345	349
Finance & Performance	103.5	100.4	107	104
Human Resources	38.3	40.0	45	46
ICT	178.9	182.9	185	190
Legal & Democratic Services	91.7	91.9	117	117
Procurement	15.8	14.8	16	15
People	1630.7	1639.0	2188	2190
Adult Social Care and Health	866.8	865.0	1078	1074
Children's Services	762.9	772.0	1109	1114
Place	437.5	439.8	545	552
Growth and Regeneration	148.6	148.6	189	189
Infrastructure & Transport	49.8	53.0	51	54
Lifelong Learning	9.2	9.2	11	11
Planning and Sustainable Development	129.1	129.3	135	135
Rural and Green Infrastructure	98.8	98.7	157	162
Cheshire East Council Total	2822.9	2840.0	3598*	3615*

***Note:** The Chief Executive has not been included in any of the Directorate / Service information, but is counted in the overall Cheshire East Council headcount and FTE figures; similarly Executive / Directors and/or "Business Managers" will not appear in the "Service" totals but will appear in the overall "Directorate" figures. Employees with multiple assignments across services will appear in the headcount figures for each service, but will only be counted once in the total CEC headcount figure; where an employee has multiple assignments in the same service they will appear in the overall headcount figure only once for that service.

Agency workers

237. Agency workers provide a valuable component of the Council's workforce – providing short term cover, project work and flexible specialist skills to maintain service delivery in areas such as social services, ICT and other professional services. The table below provides a summary of active agency worker assignments in July and September 2017, and shows agency workers as a percentage of all workforce assignments, excluding casuals, active at the end of the specified month (*i.e. excluding assignments ending before the final day of the month*).

Table 12: Number and percentage of agency workers

	Number of C.Net agency worker assignments active at end of Jul 17	Number of C.Net agency worker assignments active at end of Sep 17	% of all workforce assignments on 31 Jul 17	% of all workforce assignments on 30 Sep 17
People	35	47	1.5	2.1
Place	5	6	0.9	1.0
Corporate Services	67	78	7.1	8.1
Cheshire East Council	107	131	2.8	3.4

Absence

238. At the end of quarter two (Apr-Sep) of 2017/18 absence levels overall were slightly lower than the same period in the previous three financial years. The Council's target absence rate for 2017/18 is 10 days lost per FTE employee; the Council's absence

rate was 11.14 days lost per FTE employee in the two previous financial years.

Table 13: Cumulative average days lost to sickness per FTE employee by financial year, since 2014/15 during quarter one and, where available, for the full financial year

Cheshire East (excluding Schools)	2014/15	2015/16	2016/17	2017/18
Cumulative absence – end quarter two	5.58	5.19	5.21	4.98
Full Financial Year Absence	11.97	11.14	11.14	

Voluntary Redundancies

239. The Council's voluntary redundancy scheme continues to support organisational change and the delivery of the planned programme of change in the Council Plan. The effective use of voluntary redundancy in this way enables the Council to achieve its planned savings and efficiencies and also helps to maintain good employee relations within the Authority and minimises the prospect of compulsory redundancy.

240. Ten people have left the Council under voluntary redundancy terms in quarter two, eight held posts within the management grades (Grade 10 or above). The total severance cost for all employees was £339,580 inclusive of redundancy and actuarial costs. Over the next five years, these reductions are estimated to save the Council over £2,145,814 (which is the combined accumulated costs of the deleted posts).

Appendices to Mid Year Review of Performance 2017/18

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Appendix 1 Cheshire East Council Strategic Outcomes



Appendix 2 Changes to Revenue Budget 2017/18 since First Quarter Review

	Quarter 1 Net Budget £000	Additional Grant Funding £000	Restructuring & Realignments £000	Quarter 2 Net Budget £000
PEOPLE				
Directorate	10,578	-	(13)	10,565
Children's Social Care	33,374	-	(289)	33,085
Education & 14-19 Skills	2,436	-	154	2,590
Prevention & Support	9,477	-	172	9,649
Adult Social Care Commissioning	67,477	-	(13)	67,464
Adult Social Care Operations	27,972	-	118	28,090
Public Health & Communities	2,813	-	(140)	2,673
	154,127	-	(11)	154,116
PLACE				
Directorate	(1,080)	-	-	(1,080)
Planning & Sustainable Development	2,518	60	(6)	2,572
Infrastructure & Highways	13,516	-	(1)	13,515
Growth & Regeneration	4,841	-	11,865	16,706
Rural & Cultural Economy	2,831	-	-	2,831
	22,626	60	11,858	34,544

	Quarter 1 Net Budget £000	Additional Grant Funding £000	Restructuring & Realignments £000	Quarter 2 Net Budget £000
CORPORATE				
Directorate	75	-	1,872	1,947
Client Commissioning :			-	
Leisure	2,393	-	(184)	2,209
Environmental	27,728	-	17	27,745
Customer Operations	9,500	-	(600)	8,900
Legal Services	7,581	-	(2,171)	5,410
Human Resources	2,540	-	(64)	2,476
Finance & Performance	3,202	-	2,741	5,943
Professional Services	14,452	-	(14,452)	-
ICT	5,838	-	(97)	5,741
Communications	616	-	(25)	591
	73,925	-	(12,963)	60,962
CORPORATE UNALLOCATED				
Corporate Unallocated	(1,116)	-	1,116	-
	(1,116)	-	1,116	-
TOTAL SERVICE BUDGET	249,562	60	-	249,622
CENTRAL BUDGETS				
Capital Financing	14,000	-	-	14,000
Corporate Contributions	1,163	-	-	1,163
Contribution to / from Reserves	(147)	-	-	(147)
	15,016	-	-	15,016
TOTAL BUDGET	264,578	60	-	264,638

	Quarter 1 Net Budget £000	Additional Grant Funding £000	Restructuring & Realignments £000	Quarter 2 Net Budget £000
CENTRAL BUDGETS FUNDING				
Business Rates Retention Scheme	(40,973)	-	-	(40,973)
Revenue Support Grant	(13,415)	-	-	(13,415)
Specific Grants	(17,784)	(60)	-	(17,844)
Council Tax	(191,056)	-	-	(191,056)
Sourced from Collection Fund	(1,350)	-	-	(1,350)
TOTAL CENTRAL BUDGETS FUNDING	(264,578)	(60)	-	(264,638)
FUNDING POSITION	-	-	-	-

Appendix 3 Corporate Grants Register

Corporate Grants Register 2017/18		Revised Forecast	Revised Forecast	Change	SRE / Balances
		FQR	MYR		(Note 2)
		2017/18	2017/18	2017/18	
	Note	£000	£000	£000	
SPECIFIC USE (Held within Services)					
PEOPLE					
Schools	1	152,173	150,340	(1,833)	
Children & Families		720	716	(4)	
Adult Social Care		9,022	9,022	-	
Communities		79,219	79,219	-	
Public Health		16,833	16,833	-	
Total		257,967	256,130	(1,837)	
PLACE					
Growth and Regeneration		1,157	1,157	-	
Planning and Sustainable Development		521	121	(400)	
Directorate		787	787	-	
Total		2,465	2,065	(400)	
TOTAL SPECIFIC USE		260,432	258,195	(2,237)	
GENERAL PURPOSE (Held Corporately)					
Central Funding					
Revenue Support Grant		13,415	13,415	-	
Total Central Funding		13,415	13,415	-	

Corporate Grants Register 2017/18		Revised Forecast	Revised Forecast	Change	SRE / Balances
	Note	FQR 2017/18 £000	MYR 2017/18 £000	2017/18 £000	(Note 2)
People - Directorate					
Extended Rights to Free Transport		123	123	-	
People - Children & Families					
Tackling Troubled Families		654	654	-	
Staying Put Implementation Grant		113	113	-	
People - Adult Social Care & Independent Living					
Independent Living Fund		917	917	-	
Adult Social Care Support Grant		1,457	1,457	-	
Place					
Adult Skills (Lifelong Learning)		706	706	-	
Lead Local Flood Authorities		14	14	-	
Neighbourhood Planning Grant for Local Planning Authorities		-	60	60	SRE
Corporate - Customer Operations					
Housing Benefit and Council Tax Administration		1,209	1,209	-	
NNDR Administration Grant		506	506	-	
Business Rates Revaluation 2017: S31 Grant Reimbursement			-	-	
Universal Support Grant		62	62	-	
Business Rates Relief Schemes: Payment of New Burdens 2017/18		12	12	-	
Discretionary Funding for Business Rates Relief 2017/18		-	378	378	Balances

Corporate Grants Register 2017/18		Revised Forecast	Revised Forecast	Change	SRE / Balances
	Note	FQR 2017/18 £000	MYR 2017/18 £000	2017/18 £000	(Note 2)
Corporate - Chief Operating Officer					
New Homes Bonus		8,254	8,254	-	
New Homes Bonus: Returned Funding Grant 2017/18		96	96	-	
Education Services Grant		678	641	(37)	Balances
Transitional Funding		2,974	2,974	-	
Transition to Individual Electoral Registration 2017/18		64	64	-	
Total Service Funding		17,839	18,240	401	
TOTAL GENERAL PURPOSE		31,254	31,655	401	
TOTAL GRANT FUNDING		291,686	289,850	(1,836)	

Notes

- 1 The Dedicated Schools Grant, Pupil Premium Grant, Sixth Form Grant and Other School Specific Grant from the Education Funding Agency (EFA) figures are based on actual anticipated allocations. Changes are for in-year increases/decreases to allocations by the DfE and conversions to
- 2 SRE - Supplementary Revenue Estimate requested by relevant service.

Appendix 4 Summary Capital Programme and Funding

Service	In-Year	SCE's	SCE's	Revised	Forecast Expenditure		
	Budget	Virements	Virements	In-Year			
	MYR	Reductions	Reductions	Budget	2017/18	2018/19	2019/20 and
	2017/18	2017/18	2017/18	2017/18	2017/18	2018/19	Future Years
	£000	£000	£000	£000	£000	£000	£000
People Directorate							
Adults, Public Health and Communities							
Committed Schemes - In Progress	111	-	-	111	111	833	-
New Schemes and Option Developments	-	-	-	-	-	-	-
Children's Social Care (Incl. Directorate)							
Committed Schemes - In Progress	109	-	-	109	109	277	-
New Schemes and Option Developments	-	-	-	-	-	-	-
Education and 14-19 Skills							
Committed Schemes - In Progress	9,128	-	-	9,128	8,309	5,429	1,763
New Schemes and Option Developments	1,693	-	-	1,693	1,721	22,637	-
Prevention and Support							
Committed Schemes - In Progress	250	-	-	250	250	266	-
New Schemes and Option Developments	-	250	1,125	1,375	1,375	450	-
Total People Directorate	11,291	250	1,125	12,666	11,875	29,892	1,763

Service	In-Year	SCE's	SCE's	Revised	Forecast Expenditure		
	Budget	Virements	Virements	In-Year			
	MYR	Reductions	Reductions	Budget			
	2017/18	During Quarter	2017/18	2017/18	2017/18	2018/19	2019/20 and
	£000	£000	£000	£000	£000	£000	Future Years
							£000
Place Directorate							
Infrastructure and Highways (inc Car Parking)							
Committed Schemes - In Progress	38,865	1,680	(313)	40,232	39,560	25,370	118,839
New Schemes and Option Developments	13,518	-	-	13,518	12,000	14,760	11,282
Growth and Regeneration							
Committed Schemes - In Progress	11,110	5,540	(1,452)	15,198	14,314	14,401	28,645
New Schemes and Option Developments	184	-	-	184	204	689	-
Rural and Cultural Economy							
Committed Schemes - In Progress	2,486	-	-	2,486	2,486	486	129
New Schemes and Option Developments	-	-	-	-	-	-	-
Total Place Directorate	66,163	7,220	(1,765)	71,618	68,564	55,706	158,895

Service	In-Year	SCE's	SCE's	Revised	Forecast Expenditure		
	Budget	Virements	Virements	In-Year			
	MYR	Reductions	Reductions	Budget			
	2017/18	2017/18	2017/18	2017/18	2017/18	2018/19	2019/20 and
	£000	£000	£000	£000	£000	£000	Future Years
							£000
Corporate Directorate							
Customer Operations							
Committed Schemes - In Progress	276	2,642	-	2,918	2,918	530	-
New Schemes and Option Developments	-	-	-	-	-	-	-
Finance and Performance							
Committed Schemes - In Progress	2,926	-	-	2,926	100	2,826	-
New Schemes and Option Developments	-	-	-	-	-	-	-
Professional Services							
Committed Schemes - In Progress	5,138	(5,138)	-	-	-	-	-
New Schemes and Option Developments	-	-	-	-	-	-	-
ICT							
Committed Schemes - In Progress	16,763	(2,642)	(20)	14,101	13,987	12,135	3,564
New Schemes and Option Developments	-	-	-	-	-	-	-

Service	In-Year	SCE's	SCE's	Revised	Forecast Expenditure		
	Budget	Virements	Virements	In-Year			
	MYR	Reductions	Reductions	Budget			
	2017/18	2017/18	2017/18	2017/18	2017/18	2018/19	2019/20 and
	£000	£000	£000	£000	£000	£000	Future Years
							£000
Client Commissioning - Environmental							
Committed Schemes - In Progress	11,675	119	-	11,794	11,994	323	150
New Schemes and Option Developments	1,650	-	-	1,650	1,050	3,150	9,400
Client Commissioning - Leisure							
Committed Schemes - In Progress	1,106	-	-	1,106	1,106	6,000	1,926
New Schemes and Option Developments	720	-	-	720	720	-	-
Total Corporate Directorate	40,254	(5,019)	(20)	35,215	31,875	24,964	15,040
Committed Schemes - In Progress	99,943	2,201	(1,785)	100,359	95,244	68,876	155,016
New Schemes and Option Developments	17,765	250	1,125	19,140	17,070	41,686	20,682
Total Net Position	117,708	2,451	(660)	119,499	112,314	110,562	175,698

Funding Sources	2017/18	2018/19	2019/20 and
	£000	£000	Future Years
			£000
Grants	36,746	55,947	89,250
External Contributions	6,646	5,918	41,936
Cheshire East Council Resources	68,922	48,697	44,512
Total	112,314	110,562	175,698

Appendix 5 Transfers from and to the Capital Addendum

Capital Scheme	Amount Transferred Q1 £	Amount Transferred Q2 £	Reason / Comment
Budgets Transferred from the Addendum to the Main Capital Programme			
Education and 14-19 Skills			
To Expand 'in borough' SEN placement Capacity (Feasibility)	(600,000)		Element moved to main programme to undertaken an expansion of Springfield Special School.
Prevention and Support			
Development of Hurdsfield Family Centre		(700,000)	Approved for transfer to main programme
Infrastructure and Highways (inc Car Parking)			
Middlewich Eastern Bypass Add	-	(1,500,000)	Approved for transfer to main programme
Northern Gateway Infrastructure	(2,955,500)	-	During the First Quarter, £2,955.5k has been transferred from the Addendum to the main programme as Crewe HS2 Hub Project Development
Growth and Regeneration			
Crewe Town Centre Regeneration	(295,936)	(24,659,064)	Approved for transfer to main programme
Total Budgets Transferred to Main Capital Programme	(3,851,436)	(26,859,064)	
Capital Budget removed from the Addendum			
Rural and Cultural Economy			
Playing Fields Strategy	-	(1,000,000)	Removed following mid year review of capital programme.
Total Capital Budget Removed from the Addendum	-	(1,000,000)	

Capital Scheme	Amount Transferred Q1 £	Amount Transferred Q2 £	Reason / Comment
Capital Budgets transferred from the Main capital Programme to the Addendum			
Growth and Regeneration			
Astbury Marsh Caravan Site Works		200,000	Moved to Addendum from main programme following mid year review of capital programme.
Gypsy and Traveller Sites		2,401,142	
Housing Development Fund		1,211,766	
Modular Construction (Gawsworth)		1,653,538	
Volumetric Construction (Redroofs/Hole Farm)		1,766,000	
Supplier Park		40,000	
Total Capital Budget Transferred to the Addendum	-	7,272,446	
Capital Budgets transferred from one Directorate's Addendum to another.			
Infrastructure and Highways (inc Car Parking)			
Handforth Garden Village (formerly known as A34 Corridor)	(15,500,000)		Moved to Growth and Regeneration Addendum, associated with NCGV. £6m moved from Growth & Regeneration Addendum.
North West Crewe (Leighton West)	6,000,000		
Growth and Regeneration			
Handforth Garden Village (formerly known as A34 Corridor)	15,500,000		Moved from Highways and Infrastructure Addendum, associated with NCGV.
Strategic Site Development	(6,000,000)		Moved to Highways and Infrastructure Addendum, as part of North West
Total Capital Budget Transferred between Directorates	-	-	
Net Change to the Addendum	(3,851,436)	(20,586,618)	

Appendix 6 Approved Supplementary Capital Estimates and Virements up to £250,000

Capital Scheme	Amount Requested £	Reason and Funding Source
Summary of Supplementary Capital Estimates and Capital Virements that have been made up to £250,000		
Supplementary Capital Estimates		
Total Supplementary Capital Estimates Requested	-	
Capital Budget Virements		
Education and 14-19 Skills		
Future Years Basic Need - Nantwich Primary schools - Kingsley Fields, Wilmslow and Congleton Areas	45,000	The initially budget for the Chelford Planning Area scheme was based of an average cost formula, following a detailed feasibility study, less funding is required to meet the scope of this project. The excess funds are being set aside for Future Years Basic Need projects.
Infrastructure and Highways (inc Car Parking)		
Gurnett Bridge Reconstruction	12,167	This virement from the Part 1 scheme is to cover two claims, a third is anticipated but the amount is not known at this time.
ICT		
Infrastructure Investment Programme (IIP)	20,356	Budget to be vired from Enable Citizens and Business Programme as closed at the end of 2016-17
Total Capital Budget Virements Approved	77,523	
Total Supplementary Capital Estimates and Virements	77,523	

Appendix 7 Request for Supplementary Capital Estimates and Virements above £250,000

Capital Scheme	Amount Requested £	Reason and Funding Source
Cabinet are asked to approve the Supplementary Capital Estimates and Virements above £250,000 up to and including £1,000,000		
Supplementary Capital Estimates		
Total Supplementary Capital Estimates Requested	-	
Capital Budget Virements		
Total Capital Budget Virements Requested	-	
Total Supplementary Capital Estimates and Virements	-	

Appendix 8 Request for Supplementary Capital Estimates and Virements above £1,000,000

Capital Scheme	Amount Requested £	Reason and Funding Source
Cabinet are asked to request Council to approve the Capital Virements and SCEs over £1,000,000		
Supplementary Capital Estimates		
Prevention and Support		
Childcare Sufficiency (Early Years)	1,125,307	New Scheme funded from grant provided by the DfE to enable nurseries to adapt there buildings to enable to provide 30 hours free childcare
Infrastructure and Highways (inc Car Parking)		
Safer Roads Fund	1,030,000	We have been successful in a bid for Department for Transport Safer Roads Funding for the A532 West Street, Crewe
Poynton Relief Road	12,638,423	To reflect the revised estimate of the scheme cost.
Total Supplementary Capital Estimates Requested	14,793,730	
Capital Budget Virements		
Education and 14-19 Skills		
Alsager Planning Area (Secondary Schools - 150 Places)	1,074,000	The intially budget for this scheme was based of an average cost formula, following a detailed feasibility study, additional funding is required to meet the scope of this project. The additional funds are been vired from grant set aside for Future Years Basic Need projects.
Total Capital Budget Virements Requested	1,074,000	
Total Supplementary Capital Estimates and Virements	15,867,730	

Appendix 9 Capital Budget Reductions

Capital Scheme	Approved Budget £	Revised Approval £	Reduction £	Reason and Funding Source
Cabinet are asked to note the reductions in Approved Budgets				
Infrastructure and Highways (inc Car Parking)				
A500 Widening at Junction 16	3,235,675	3,235,204	(471)	This project has now completed and the S106 which was the funding for the A471 is now being used against the A500 Dualling project.
Local Sustainable Transport Fund	1,286,191	1,243,017	(43,174)	
A34 Corridor	600,000	-	(600,000)	To be replaced as part of a revised scheme
S106 - Victoria Road, Macclesfield	23,000	458	(22,542)	} Project completed
S106 - Broken Cross Macc TM	50,000	3,023	(46,977)	
Growth and Regeneration				
Astbury Marsh Caravan Site Works	200,000	-	(200,000)	} Moved to Addendum following mid year review of the capital programme.
Gypsy and Traveller Sites	3,508,000	1,106,858	(2,401,142)	
Housing Development Fund	1,513,936	302,170	(1,211,766)	
Modular Construction (Gawsworth)	1,779,000	125,462	(1,653,538)	
Volumetric Contruction (Redroofs/Hole Farm)	1,792,000	26,000	(1,766,000)	
Supplier Park	40,000	-	(40,000)	
Total Capital Budget Reductions	14,027,802	6,042,192	(7,985,610)	

Appendix 10 Treasury Management

Counterparty Limits and Investment Strategy

1. The maximum amount that can be invested with any one organisation is set in the Treasury Management Strategy Report. The maximum amount and duration of investments with any institution depends on the organisations credit rating, the type of investment and for banks and building societies, the security of the investment. Generally credit rated banks and building societies have been set at a maximum value of £6m for unsecured investments and £12m for secured investments. Any limits apply to the banking group that each bank belongs to. Limits for each Money Market fund have been set at a maximum value of £12m per fund with a limit of 50% of total investments per fund. There is also a maximum that can be invested in all Money Market Funds at any one time of £50m. Due to their smaller size, unrated Building Societies have a limit of £1m each.
2. The limits in the Treasury Management strategy also apply to investments in foreign banks with a limit of £12m per country. There were no foreign investments held at 31st August 2017.
3. To maintain diversification of investments over a broader range of counterparties, where practical the Council is also investing with other Local Authorities and some unrated Building Societies on advice from our treasury advisors who are monitoring their financial standing in the absence of any normal credit rating.
4. The Council is also making use of some Variable Net Asset Value (VNAV) Money Market Funds which invest for a slightly longer duration than the standard money market funds but where the

rate of return can be quite variable. In the last two months these have returned 0.51% with some underlying capital growth.

5. Investment activity has been limited due to liquidity and the need to take temporary borrowing. All borrowings have been sourced from other Local Authorities. New borrowings are being taken on a month to month basis where the cost (including fees) is around 0.20%. This compares favourably with other forms of borrowing such as PWLB where the cost is around 1.20% for a one year loan.
6. **Chart 1** shows an analysis of the investments by counterparty type. A full analysis of the types of investment and current interest rates achieved is given in **Table 1** with the maturity profile in **Chart 2** which also shows the value of investments potentially subject to bail-in in the event of counterparty failure and those which are exempt from bail in requirements. A full list of current temporary borrowings is shown in **Table 2**.

Chart 1 – Current Investments by Counterparty Type

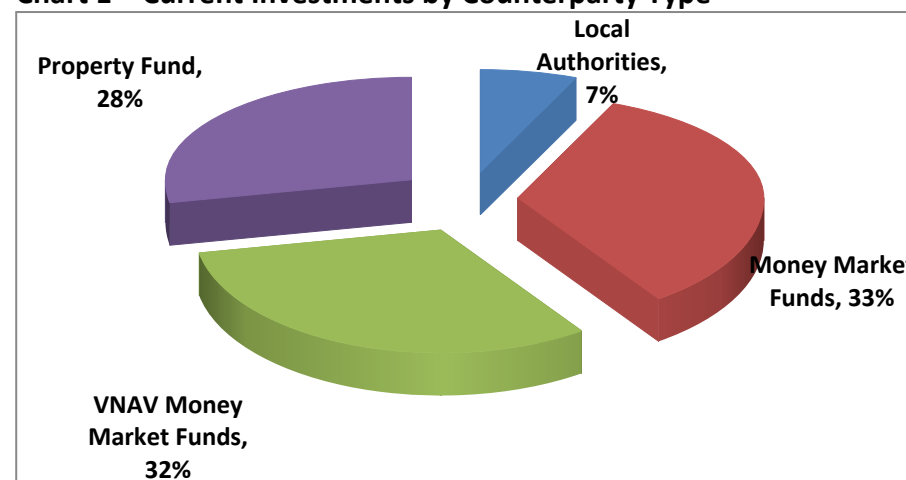


Table 1 – Types of Investments and Current Interest Rates

Instant Access Accounts		Average Rate %	£m
Instant Access Accounts		-	-
Money Market Funds		0.21	8.8

Notice Accounts	Notice Period	Average Rate %	£m
Money Market Funds (VNAV)	2 days	0.47	8.5

Fixed Term Deposits (Unsecured)	Start	Maturity	Rate %	£m
Lancashire County Council	02/12/2015	04/12/2017	1.00	2.0

Externally Managed Funds		£m
Property Fund		7.5

Summary of Current Investments		£m
TOTAL		26.8

Chart 2 – Maturity Profile of Investments

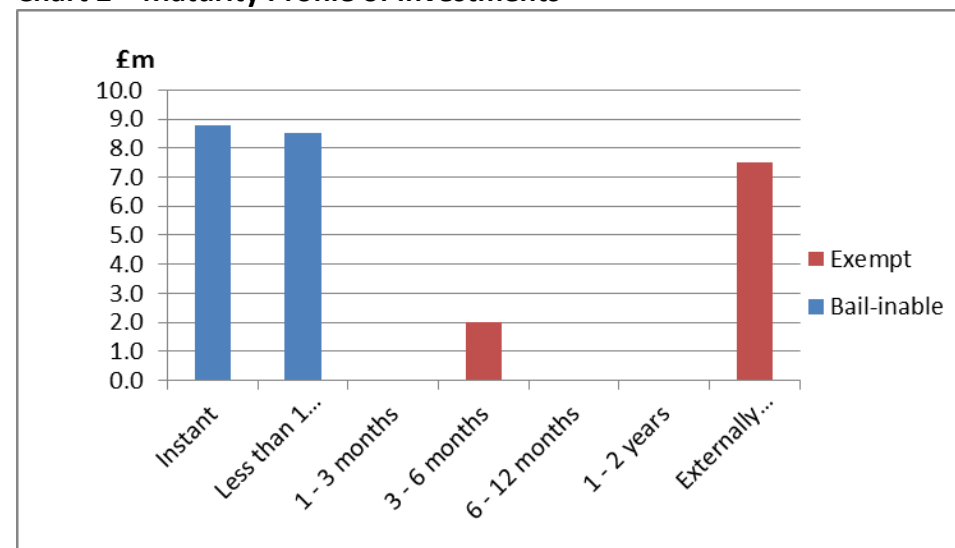


Table 2 – Current Temporary Borrowing

Lender	Start	Maturity	Rate %	£m
Basildon District Council	25/04/17	25/10/17	0.40	4.0
Royal Borough of Kensington & Chelsea	28/04/17	27/04/18	0.50	5.0
West Yorkshire Police	28/04/17	29/01/18	0.42	3.0
London Borough of Hammersmith & Fulham	28/04/17	27/04/18	0.50	5.0
East Riding of Yorkshire	28/04/17	31/10/17	0.40	5.0
West of England Combined Authority	28/04/17	28/09/17	0.34	3.0
London Borough of Havering	02/05/17	01/05/18	0.52	5.0
Somerset County Council	02/05/17	01/12/17	0.42	5.0
Middlesbrough Council	21/08/17	16/10/17	0.20	5.0
Middlesbrough Council	22/08/17	22/09/17	0.17	3.0
TOTAL				43.0

Appendix 11 Requests for Allocation of Additional Grant Funding

Service	Type of Grant	£000	Details
Place	Neighbourhood Planning Grant (General Purpose)	60	The conditions of grant mean that this funding could be used across the wider Spatial Planning area. This level of funding would be intended to support a number of Community Neighbourhood Plans across the borough.
Total		60	

Appendix 12 Debt Management

1. Sundry debt includes all invoiced income due to the Council except for statutory taxes (Council Tax and Non-Domestic Rates) for which the performance related data is contained within Section 2 of this report.
2. Annually, the Council raises invoices with a total value of approximately £70m. Around a quarter of the Council's overall sundry debt portfolio relates to charges for Adult Social Care, the remainder being spread across a range of functions including Highways, Property Services, Licensing and Building Control.
3. The Council's standard collection terms require payment within 28 days of the invoice date, however, services receive immediate credit in their accounts for income due. The Council uses a combination of methods to ensure prompt payment of invoices. Recovery action against unpaid invoices may result in the use of debt collectors, court action or the securing of debts against property.
4. The Revenue Recovery team (using their experience gained in collecting Council Tax and Non-Domestic Rates) engage with services to offer advice and assistance in all aspects of debt management, including facilitating access to debt collection/enforcement agent services (currently provided by Bristow & Sutor). In 2016/17 the team collected £3.8m on behalf of services.
5. After allowing for debt still within the payment terms, the amount of outstanding service debt at the end of quarter two was £8.5m. This is a increase of £1.5m since June 2017 mainly due to invoices raised by Adults and Public Health.

6. The total amount of service debt over six months old is £3.6m; provision of £3.7m has been made to cover doubtful debt in the event that it needs to be written off.

DEBT SUMMARY (as at 03 Sep 2017)

	Outstanding Debt £000	Over 6 months old £000	Debt Provision £000
People			
Adults, Public Health and Communities	5,478	2,816	2,844
Children's Social Care (Incl. Directorate)	182	21	21
Education and 14-19 Skills	323	2	2
Prevention and Support	23	1	1
Schools	82	8	2
Place			
Planning and Sustainable Development	103	43	43
Infrastructure and Highways (inc Car Parking)	636	229	229
Growth and Regeneration	516	256	256
Rural and Cultural Economy	25	13	13
Corporate			
Customer Operations	4	3	3
Legal & Democratic Services	139	-	-
Human Resources	57	15	15
Finance and Performance	4	3	3
Professional Services	206	18	18
ICT	355	4	2
Communications	-	-	-
Client Commissioning - Environmental	336	185	185
Client Commissioning - Leisure	11	1	1
	8,480	3,618	3,659

Appendix 13 Earmarked Reserves

Name of Reserve	Opening Balance 1 st April 2017 £000	Forecast Movement in 2017/18 £000	Forecast Closing Balance 31 st March 2018 £000	Notes
People				
Adults, Public Health and Communities				
PFI Equalisation - Extra Care Housing	2,060	165	2,225	Surplus grant set aside to meet future payments on existing PFI contract which commenced in January 2009.
Individual Commissioning - Provider Investment & Fees	450	(450)	-	Linked to the S256 contribution towards backdated fees, to be used for provider training.
Public Health	536	-	536	Ring-fenced underspend to be invested in areas to improve performance against key targets. Including the creation of an innovation fund to support partners to deliver initiatives that tackle key health issues.
Communities Investment	583	(345)	238	Amalgamation of promoting local delivery; grant support; new initiatives and additional funding from outturn to support community investment.
Fixed Penalty Notice Enforcement (Kingdom)	59	(59)	-	Surplus Fixed Penalty Notice receipts to be ring-fenced to provide a community fund to address environmental issues .
Transitional Funding - community cohesion	141	(71)	70	Community Cohesion Strategy and Action Plan
Children's Services				
Domestic Abuse Partnership	165	(26)	139	To sustain preventative services to vulnerable people as a result of partnership funding.
Early Intervention and Prevention Investment	984	(561)	423	To continue the planned use of the Early Intervention short term funding allocation agreed for two years from 2016/17.
Parenting Journey	60	(30)	30	The Parenting Journey is in conjunction with Wirral Community Trust Health Visiting Service to integrate Health Visiting, Early Years and Early Help assessments.
Transitional Funding-Developing the 'Cheshire East Way'	130	(105)	25	Delivering better outcomes for children and young people.
Transitional Funding-Increase in Establishment	386	(365)	21	Child Protection Social Workers
Transitional Funding-Independent Travel Training	150	(75)	75	Independent Travel Training

Name of Reserve	Opening Balance 1 st April 2017	Forecast Movement in 2017/18	Forecast Closing Balance 31 st March 2018	Notes
	£000	£000	£000	
Place				
Investment (Sustainability)	2,044	(2,019)	25	To support investment that can increase longer term financial independence and stability of the Council.
Planning and Sustainable Development				
Trading Standards and Regulations	75	(75)	-	Ongoing Trading Standards prosecution case on product safety
Air Quality	80	(40)	40	Provide funding for a temporary Air Quality Officer post for two years.
Strategic Planning	36	(36)	-	To meet potential costs within the Planning Service and Investment Service Structure.
Transitional Funding- air quality	79	(40)	39	Air Quality Management
Infrastructure and Highways				
Parking - Pay and Display Machines	100	(100)	-	Purchase of Pay and Display Machines.
Highways Procurement	276	(226)	50	To finance the development of the next Highway Service Contract.
Winter Weather	230	-	230	To provide for future adverse winter weather expenditure.
Growth and Regeneration				
Royal Arcade Crewe	500	(200)	300	To provide for future costs relating to the Royal Arcade including repairs an maintenance.
Legal Proceedings on land and property matters	150	(150)	-	To enable legal proceedings on land and property matters.
Skills & Growth	446	(446)	-	To achieve skills and employment priorities and outcomes.
Transitional Funding-Low Carbon Heat Growth Programme	51	(28)	23	Low Carbon Heat Growth Programme
Homelessness & Housing Options	200	(200)	-	To prevent homelessness and mitigate against the risk of increased temporary accommodation costs.
Rural & Cultural Economy				
Tatton Park	80	-	80	Ring-fenced surplus on Tatton Park trading account.

Name of Reserve	Opening Balance 1 st April 2017	Forecast Movement in 2017/18	Forecast Closing Balance 31 st March 2018	Notes
	£000	£000	£000	
Corporate				
Legal Services				
Insurance (Cheshire East & Cheshire County Funds)	4,039	(77)	3,962	To settle insurance claims and manage excess costs.
Transitional Funding-Child Protection Social Workers and Childcare Legal Support	225	(225)	-	Childcare Legal Support
Democratic Services				
Elections	123	100	223	To provide funds for Election costs every 4 years.
Finance and Performance				
Collection Fund Management	11,337	951	12,288	To manage cash flow implications as part of the Business Rates Retention Scheme. Includes liabilities that will not be paid until future years.
Financing Reserve	10,750	-	10,750	To provide for financing of capital schemes, other projects and initiatives.
Enabling Transformation	2,142	(1,815)	327	Funding for costs associated with service transformation; particularly in relation to staffing related expenditure.
Transitional Funding-External Funding Officer	181	(120)	61	External Funding Officer
Cross Service				
Trading Reserve	1,299	(200)	1,099	The Authority's share of ASDVs net surplus to be spent in furtherance of the ASDV's objectives.
Service Manager carry forward	3,017	(2,081)	936	Allocations for Cost of Investment or grant funded expenditure.
Revenue Grants - Dedicated Schools Grant	3,364	(2,785)	579	Unspent specific use grant carried forward into 2017/18.
Revenue Grants - Other	2,384	(629)	1,755	Unspent specific use grant carried forward into 2017/18.
TOTAL	48,912	(12,363)	36,549	

Notes:

1. Figures exclude Schools balances.

Appendix 14 Flexible Use of Capital Receipts Strategy 2017/18

1. The guidance on the flexible use of capital receipts issued under section 15(1) of the **Local Government Act 2003**, states that authorities may treat expenditure which is incurred in the design of projects that will generate on-going revenue savings in public services or that will transform service delivery to reduce costs or manage demand in future years for public service partners as capital expenditure.
2. It recommends that each authority should prepare a strategy that includes separate disclosure of the individual projects that will be funded or part funded through capital receipts flexibility and that the strategy is approved by full Council or the equivalent.
3. In the Medium Term Financial Strategy reported to Council on 23rd February 2017 it was reported that at present, the Council's 2017/18 budget does not rely on this flexibility to balance the revenue budget. If this opportunity would benefit the longer term financial stability of the Council then the quarterly reporting cycle will be used to raise awareness with members and seek appropriate Council approval based on the value for money associated with the approach.
4. The Mid Year Finance and Performance report now provides this update and requests a recommendation to Council to approve the revised approach to expenditure that meets the criteria and can be funded from available in year capital receipts.
5. The guidance by the Secretary of State states that:

The Direction makes it clear that local authorities cannot borrow to finance the revenue costs of service reform and can only use capital receipts from the disposals received in the years in which the flexibility is offered (for qualifying projects). The Direction also confirms that local authorities are not permitted to use their existing stock of capital receipts to finance the revenue costs of reform.
6. The Council has reviewed the Flexible Use of Capital Receipts guidance and identified potential expenditure that meets the eligibility criteria laid out in the guidance document, in that they are forecast to generate on-going revenue savings through reducing costs of service delivery.
7. Further details will be provided in future quarterly reports to Cabinet.

Appendix 15 Review of the Minimum Revenue Policy (MRP)

1. Introduction

- 1.1 The repayment and management of debt is frequently reviewed, to assess value for money and appropriateness, based on the current financial circumstances of the Council. The Council has posted underspends in the last 4 years to build up a capital financing reserve.
- 1.2 As the Council becomes more self sufficient, it also has to manage significant growth in demand led services, it is now more prudent to use annual income sources to support the direct cost of services.
- 1.3 The review of the Minimum Revenue Provision has identified that significant revenue funding can be used to support front line services without a significant impact on the lifetime costs of managing debt. The change in approach reflects a change in circumstances, and the opportunity to change the approach to financing debt has been made possible through prudent use of balances to date.

2. Background

- 2.1 Regulation 27 of the Local Authorities (Capital Finance and Accounting) (England) Regulations 2003, requires local authorities to charge to their revenue account for each financial year a Minimum amount to finance the cost of capital expenditure. Commonly referred to as MRP (Minimum Revenue Provision).

2.2 *Duty to make revenue provision*

27.—(1) During the financial year beginning on 1st April 2004 and every subsequent financial year, a local authority—

(a) shall charge to a revenue account a minimum amount (“minimum revenue provision”) for that financial year; and

(b) may charge to a revenue account any amount in addition to the minimum revenue provision,

in respect of the financing of capital expenditure incurred by the local authority in that year or in any financial year prior to that year.

- 2.3 The current policy, which has been applied since 2009, is as follows:

(a) **Supported Capital Expenditure** (applied to capital expenditure, pre 2008, which is supported by the Government through the Revenue Support Grant system). Revenue provision is charged at 4% of the previous year’s Supported Capital Financing Requirement (CFR). i.e., the balance of capital expenditure still to be financed.

(b) **Unsupported Capital Expenditure** (applies to capital expenditure, post 2008, under the Prudential system for which no government support is being given and is therefore self-financed). Revenue provision is made over the estimated life of the asset on a straight line basis.

- 2.4 The Council has the option under its current policy to apply the annuity method instead. This results in a consistent charge to Revenue for assets that provide a steady flow of benefits over their

useful lives. It is appropriate to set the annuity rate at estimated inflation. The percentage chosen corresponds with the Monetary Policy Committee's inflation target rate of 2%. MRP will increase by this percentage each year. This reflects the time value of money and can therefore be considered to be fairer on Council Tax payers as it produces a consistent charge as measured in real terms.

2.5 Once set at 2% the rate would not be adjusted annually on the basis of actual CPI as this could result in significant fluctuations in the amount of MRP charged in any one year. However, should a significant and sustained divergence develop between the actual rate of CPI and the target rate or the MPC's target for CPI be amended at any stage then it would be appropriate for the Council to reflect this in an adjusted annuity rate for new unfinanced capital expenditure.

2.6 CIPFA's Practitioners' Guide to Capital Finance in Local Government supports the use of the Annuity method on the basis that the MRP charge to Revenue takes account of the time value of money.

3. Supported Capital Expenditure

3.1 Consideration has been given to adopting an Annuity based calculation for MRP on the supported capital expenditure element of the CFR.

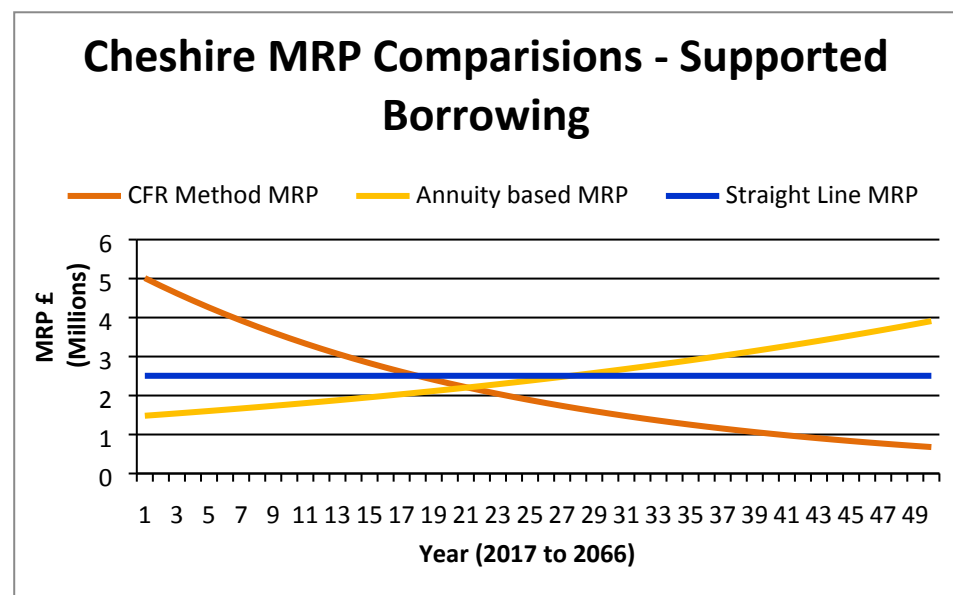
3.2 Under the 2% Inflation based Annuity method this element of the CFR would be fully financed in 50 years' time. This method can also be considered to be more prudent than the current methodology as it fully finances the capital expenditure over the given period of years.

3.3 Under the currently used CFR Method, MRP falls by 4% each year, giving the Council an inbuilt budgetary easing. In the 2% Annuity

method outlined above, MRP rises by 2% each year, giving the Council an inbuilt budgetary pressure each year which would need to be reflected in the MTFS.

3.4 Another option would be to use a straight line method and would result in the same amount of MRP being charged to revenue each year.

3.5 The impact on these three alternative methods on the revenue budget over the 50 year period is shown in the following chart.



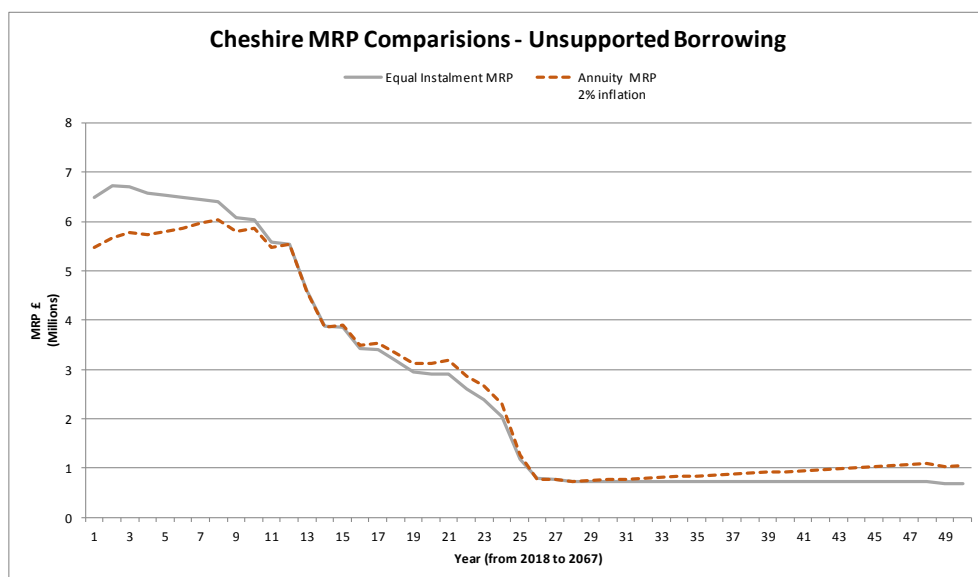
Current CFR Method – £5m charge in 2017/18, which reduces year on year until it, is fully repaid in Year 50 (2066).

Annuity based MRP – MRP of £1.5m charged in 2017/18 rising to £4m in Year 50.

Straight Line MRP – Consistent charge of £2.5m charged each year.

4. Unsupported Capital Expenditure

- 4.1 Consideration has been given to assessing the impact of adopting the Annuity method for the element of unsupported capital expenditure. The unsupported borrowing element of the CFR under the current methodology as at 31st March 2017 was £133m.
- 4.2 The Council's existing 2017/18 budget for MRP on unsupported capital expenditure up to 31st March 2017 using its current methodology would need to be £6.3m. Using the equivalent Inflation based calculations the MRP requirement would be £5.5m, resulting in a £0.7m saving on the revenue budget in 2017/18.
- 4.3 The same amount of MRP will be due to be paid over the 50 year period; the following chart demonstrates the spread of payments.



5. Unsupported Capital Expenditure – Retrospective application of annuity method

- 5.1 By applying the retrospective recalculation of its MRP on unsupported borrowing, this would provide an opportunity to charge a lesser amount to the revenue budget in the current financial year, and realise a budget saving of £1.9m (for the retrospective application) plus an in year saving of £0.7m, £2.6m in total.

5.2 Summary of financial implications

Supported borrowing	Annuity
2017/18 saving	£3.5m
2018/19 saving	£3.3m
2019/20 saving	£3.1m
2020/21 saving	£2.9m

Unsupported Borrowing	Annuity applied retrospectively
2017/18 saving	£0.7m + retrospective £1.9m Total saving = £2.6m
2018/19 saving	£0.7m
2019/20 saving	£0.7m
2020/21 saving	£0.6m

N.B. The figures quoted in this report are based on the 2017-20 Approved Capital Programme, subsequent additions to the capital programme to be funded by borrowing, will increase the charge for the unsupported borrowing element of MRP.

6. Recommendation

- 6.1 Following liaison with the Council's treasury management advisors, Arlingclose and discussion with Grant Thornton, the Council's external auditors, the Section 151 Officer is now recommending that the Council revise the approach to calculating the Minimum Revenue Provision (MRP) and implement the annuity method retrospectively for both the supported and unsupported elements of borrowing.
- 6.2 This revised approach delivers revenue savings in the short term but does not alter the overall liability for the financing of the capital programme. As the charts demonstrate, this proposal increases future years MRP charges in cash terms. However, the Council will seek to mitigate these future pressures through its longer term

financial strategies and the capital financing budget will be adjusted to reflect both the MRP changes and available capital resources, including the use of anticipated capital receipts.

- 6.3 This proposal is in accordance with the Capital Financing Regulations and an allowable option within our MRP policy. Grant Thornton have confirmed that they are comfortable with these decisions as lawful and that they do not cause an issue from a VfM perspective.
- 6.4 This recommendation has been formulated after careful consideration of the options available to the Council and after taking advice from the Council's treasury management advisors, and its external auditor. It has been reached with full regard to and is compliant with the Local Authorities (Capital Finance and Accounting)(England) Regulations 2003 (as amended). Accordingly it is considered to be a lawful and reasonable approach in all the circumstances.

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