Public Document Pack

Highways and Transport Committee

Agenda

Date:	**Thursday, 21st July, 2022**
Time:	**10.30 am**
Venue:	**The Capesthorne Room - Town Hall, Macclesfield SK10 1EA**

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 at the top of each report.

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

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

1. **Apologies for Absence**

   To note any apologies for absence from Members.

2. **Declarations of Interest**

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

3. **Minutes of Previous Meeting** (Pages 3 - 8)

   To approve as a correct record the minutes of the previous meeting held on 16 June 2022.

4. **Public Speaking/Open Session**

For requests for further information
Contact: Sarah Baxter
Tel: 01270 686462
E-Mail: sarah.baxter@cheshireeast.gov.uk with any apologies

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

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

5. **Notice of Motion 'Car Free Days and Parklets'** (Pages 9 - 14)

To receive a report in response to the notice of motion referred by Council.

6. **Winter 2021/22 End of Season Review** (Pages 15 - 46)

To consider a report this report updating Members on the implementation of the revised policy for the winter gritting route network in the Borough during the winter of 21/22, as well as outlining the amendments required for the coming 22/23 season.

7. **Annual Performance Review 2021/22** (Pages 47 - 80)

To consider a report updating Members on performance across Infrastructure and Highways services for the financial year 2021-22.

8. **On-Street Electric Vehicle Charging** (Pages 81 - 122)

To consider a report to seeking approval for the delivery of electric vehicle charging points that support residents who do not have the ability to charge their vehicle at home.

9. **National Bus Strategy - Enhanced Partnership Plan and Scheme** (Pages 123 - 212)

To consider a report updating Members on the progress towards making the Cheshire East Enhanced Partnership (EP) Plan and Scheme documents, and updating on the Department for Transport's (DfT) Local Transport Fund and Network Review process.

10. **Work Programme** (Pages 213 - 218)

To consider the Work Programme and determine any required amendments.

Membership: Councillors S Akers Smith, M Benson, C Browne (Chair), L Braithwaite, B Burkhill, L Crane (Vice-Chair), H Faddes, A Gage, L Gilbert, C Naismith, M Sewart, D Stockton and P Williams

CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Highways and Transport Committee** held on Thursday, 16th June, 2022 in the The Capesthorne Room - Town Hall, Macclesfield SK10 1EA

PRESENT

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

Councillors S Akers Smith, M Benson, L Braithwaite, B Burkhill, J Clowes (Substitute), H Faddes, A Gage, C Naismith, M Sewart, D Stockton and P Williams

OFFICERS IN ATTENDANCE

Mrs S Baxter (Democratic Services Officer), Mr C Hindle (Head of Infrastructure), Mr J David (Interim Director of Highways & Infrastructure), Mr R Hibbert (Head of Strategic Transport and Parking), Mrs S Oakden (Principal Accountant) and Mrs M Withington (Principal Lawyer)

1 **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor L Gilbert.

2 **DECLARATIONS OF INTEREST**

In the interest of openness in respect of agenda item 6-'Local Transport Development Plans - Tranche 2', Councillor P Williams declared that he was the Ward Councillor for Alsager, one of the Wards referred to within the report. It was noted that this declaration would apply to any Members on the Committee whose Wards also formed a part of Trance 2.

3 **MINUTES OF PREVIOUS MEETING**

RESOLVED

That the minutes of the previous meeting held on 13 April 2022 be approved as a correct record and signed by the Chair.

4 **PUBLIC SPEAKING/OPEN SESSION**

Mr Bratt attended the meeting and spoke on agenda item 5-Levelling Up Fund Bids for Nantwich Road, Crewe Station. His specific concerns related to the consultation process undertaken by the Council and the fact that the deadline for responses occurred after the publication date of the report. He asked questions in respect of whether or not there was any audit of the responses to check had the actual consultation responses

been properly analysed, when would they be published and when would the benefit to cost ratio estimate be published. He also queried how he could withdraw his support.

Mr C Hindle, the Head of Infrastructure gave a general response in relation to the concerns regarding the consultation process, however it was agreed that a written response would be provided to Mr Bratt's specific questions.

5 **LEVELLING UP FUND BIDS FOR NANTWICH ROAD, CREWE STATION**

Consideration was given to a report on the Council's approach to developing Levelling Up Fund bids for Crewe which sought the Committee's support to prepare round 2 constituency and LTA bids in order to bring forward the Nantwich Road enhancement schemes, linked to the Crewe Hub.

Members welcomed the bids coming forward. It was considered that the plans would improve accessibility to Crewe station for cycling and public transport as well as being a key component in providing a better link between Crewe station and the town centre.

Concerns were raised that Cheshire East was considered a priority three by central government for levelling up when there were areas within Crewe that were in the top 10% of the country for deprivation. Representations had been made by officers to redetermine the priority allocated but had not been heeded by government which was felt to be disappointing.

It was commented that the Council needed to have future business cases ready to be submitted when further funding became available, in particular the business case regarding the access between Crewe town centre and grand junction retail park.

RESOLVED (Unanimously)

1.That the Director of Highways and Infrastructure be authorised to submit both a constituency and Local Transport Authority Round 2 Levelling Up Bid for the Nantwich Road enhancement schemes.

2.That it be noted a local financial contribution of at least 10% of the estimated scheme costs would be required for each bid that was successful.

6 **LOCAL TRANSPORT DEVELOPMENT PLANS - TRANCHE 2**

Consideration was given to a report seeking the Committee's approval for the second set of Local Transport Development Plans, which had been prepared as part of the Council's transport strategy framework.

Members supported the production of a number of Local Transport Development Plans however it was commented that the expectations of residents needed to be carefully managed. In addition it was felt important that there was a synergy between Council departments in order to ensure that the projects being prepared were in conjunction with the relevant service areas which would enable opportunities to be maximised.

A further comment was made that the plans were a 'wish' list and required more focus in order for the Council to achieve its purpose of maintaining roads.

The Chair advised that the government's approach was to encourage local authorities to put forward the most innovative schemes, as a result the reality was that the Council did need to develop documents like those being considered today in order to ensure the Council was ready to bid when those opportunities came forward.

RESOLVED

1.That the Local Transport Development Plans as in Appendices A – F, which would become part of the Council's policy and programme planning framework for transport be approved.

2.That it be noted individual projects in any Local Transport Development Plan would be subject to programming of the annual highways and transport capital budgets. Projects would be progressed only after funding had been agreed and subject to all necessary scheme design and development works, including consultation with stakeholders.

3.That the Interim Director of Highways & Infrastructure be authorised to update the first tranche of Local Transport Development Plans, as approved at Committee in March 2022, to take account of Government's confirmation that no additional Bus Service Improvement Plan funding would be available to the Council (see paragraph 2.4 of the report).

7 **HIGHWAYS & TRANSPORT BUDGETS 2022/23**

The Committee received the report which determined the allocation of the approved budgets for 2022/23 to the Highways and Transport Committee.

RESOLVED (Unanimously)

1.That the decision of the Finance Sub-Committee to allocate the approved capital and revenue budgets, related policy proposals and earmarked reserves to the Highways and Transport Committee be noted.

2.That the supplementary estimates already approved as set out in Appendix B, Tables A, B and C of the report be noted.

3.That the supplementary estimates set out in Appendix B, Table D of the report be approved.

4.That the supplementary capital estimates set out in Appendix B, Table E of the report be approved.

5.That the capital budget virements set out in Appendix B, Table F of the report be approved.

6.That the financial reporting timetable as set out in Appendix C of the report be noted.

8 **APPOINTMENTS TO SUB-COMMITTEES, WORKING GROUPS, PANELS, BOARDS AND JOINT COMMITTEES**

Consideration was given to a report on the membership of the Public Rights of Way (PRoW) Committee.

RESOLVED

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

Conservative:3
Labour:2
Independent:2

(2)That the terms of reference attached as appendix one to the report be noted.

(3)That the names of those Members to sit on the Pubic Rights of Way Sub Committee will be submitted to the Head of Democratic Services an Governance.

9 **WORK PROGRAMME**

Consideration was given to the work programme.

Mrs S Baxter, the Democratic Services Officer advised of the following amendments to the work programme:-

- The Vehicle Restraint System Strategy and Skid Resistance Strategy as complimentary documents were to be presented for approval within the Speed Management Strategy report – September 2022. The title would be updated to reflect this amendment.

- The updated Asset Management Policy, Asset Management Strategy, Highway Infrastructure Asset Management Plan and Resilient Network Strategy to form a single report seeking approval of these interrelated policies. It was noted that the approval of the documents was important in relation to evidencing the Council's self-assessment to level 3 with the DfT i.e. securing maximum amount of additional maintenance funding. Officers were in the

process of assessing whether a report would come to either the November 2022 or January 2023 meeting.

Whilst the inclusion in the work programme of the review of the Ward Member Budget scheme was welcomed, concerns were raised that the deadline for the approval of all submitted schemes was 30 June 2022. It was requested that officers be asked to consider extending the deadline.

The Chair agreed to liaise with officers to see if this request could be accommodated and that a written response on this matter would be emailed to all Members of the Committee.

RESOLVED

That the amendments to the work programme be approved and that the Chair of the Highways and Transport Committee seek officers advice with regard to the request to extend the 30 June 2022 deadline in relation to the approval of ward member budget schemes.

The meeting commenced at 10.00 am and concluded at 11.43 am

Councillor C Browne (Chair)

This page is intentionally left blank

Agenda Item 5

Cheshire East Council

Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	21 July 2022
Report Title:	Notice of Motion 'Car Free Days and Parklets'
Report of:	Tom Moody, Director of Highways & Infrastructure
Report Reference No:	HT63/22-23
Ward(s) Affected:	All

1. Purpose of Report

1.1. This report responds to the Notice to Motion raised at Council relating to the opportunities for town or parish councils and local communities to promote initiatives, as part of World Car Free Day, entitled "Car Free Days and Parklets".

1.2. This report outlines actions required to address the issues raised by the Notice to Motion to Council in February 2022, where Council resolved that the matter be referred to the appropriate Committee.

2. Executive Summary

2.1. This paper proposes the preparation of a short Communications Plan that will raise awareness of the relevant procedures for town and parish councils to promote a local car free event, including creation on temporary parklets, as part of World Car Free Day. This approach will ensure all relevant information requested in the Notice of Motion is made available to promoters in one place.

3. Recommendations

Highways and Transport Committee is recommended to endorse the proposed response to the Notice of Motion, which will be made available on the Council's highways webpage.

4. Reasons for Recommendations

4.1. Much of the information that is referred to in the Notice of Motion is already available on the Council's web pages but to assist with any future applications or requests for this information, it will be summarised in the form of a concise Communications Plan to be shared with town/parish councils and community groups. This report addresses the points raised in the Notice to Motion.

4.2. These recommendations align with the Council's Corporate Plan aim of being an open council that has the objective of supporting sustainability initiatives within our communities.

5. Other Options Considered

5.1. There are no other options to be considered, in the interests of being open the information requested under the Notice of Motion to Council will be provided on the Council's webpages.

6. Background

6.1. World Car Free Day is an annual event when, all around the world, towns and cities take the opportunity to allow people to experience streets that are free of motor traffic. It's a great chance to re-imagine our streets around people. This year, World Car Free Day is to take place on 22nd September 2022. In the UK, the event is championed by the transport charity Living Streets and further information is available on their web site at https://www.livingstreets.org.uk/about-us/our-work-in-action/world-car-free-day

6.2. Parklets – informal miniature parks – are one opportunity where local communities can experience what happens when parking spaces are changes into spaces for community use with the provision of benches, seats and planters etc. Parklets have been uses successfully as temporary features during demonstration projects such as World Car Free Day (see web link above). They can be created during the temporary road closures that may be introduced for World Car Free Day to demonstrate the potential alternative uses of road-side parking spaces. Parklets are an option for such events though they are not essential and the merits of parklets need to be assessed locally on a case-by-case basis.

6.3. At Council on 24th February 2022, a Notice of Motion relating to the second round of consultation was raised by Cllr. Suzie Akers-Smith and seconded by Cllr. Denis Murphy.

6.4. The Notice of Motion proposed that:

6.4.1. *The Council's Corporate Plan Green Priority of a thriving and sustainable place supports economic growth in the high street and encourages more*

people to use their cars less and walk and cycle more especially for short journeys into and out of the town or village centre. Car Free Days and Parklets are a way of achieving this ambition as set out in the attached document (see links below).

6.4.2. *Council therefore requests that a communications plan be developed, explaining how residents and communities across the towns and villages are able to host a car free day and to introduce parklets within the high street for businesses before World Car Free Day on the 22nd September 2022.*

6.5. Permits and Licenses

6.5.1. Any car free days would require a Temporary Traffic Regulation Order (TTRO) to legally close the street to moving traffic and parking. Initially, promoters should liaise with Cheshire East Highways by sending their proposal to Cheshireeastraffic@cheshireeasthighways.org. This will ensure that event planning can be informed by other activities on the local road network such as maintenance works or utility equipment repairs.

6.5.2. Proposals can have a wide range of potential implications for other road users, including emergency services and public transport operators, therefore each case must be considered on its own merits. Consideration will need to be given to any impacts on people with disabilities, potentially requiring an Equalities Assessment to be completed. Impacts on any businesses using spaces for loading/servicing, as well as the loss of general parking provision are other factors to bear in mind. Event promoters should be able to demonstrate that they have consulted any affected business premises or residents and that there is general community support for the event.

6.5.3. The costs for a TTRO are approximately £1,100 (excluding the costs of traffic management equipment e.g. signs, barriers, etc). The actual costs for any event can be estimated on a case-by-case basis to assist event promoters. The Council will consider foregoing administration costs where events are clearly of a wider community or environmental benefit.

6.5.4. To provide a TTRO for a specific date, a minimum of 8 weeks notice to Cheshire East Highways is required to ensure statutory notices can be successfully made to cease the use of the area for traffic and parking.

6.5.5. A Temporary TRO does not grant consent for any structure to be placed on the highway as part of creating a parklet. The Council's existing policy in relation to Alfresco Pavement Licences is the relevant procedure for the approval of any parklets that fall within the extent of the adopted highway.

6.5.6. Proposals to install seating, tables, canopies and barriers for a seating area can, at the present time, be considered via the Temporary Pavement Licence process introduced under the Business and Planning Act 2020. Applications for this type of licence are free of charge currently. Issues to

be considered when considering a pavement licence application include visibility for pedestrians and other road users, the safety of people using seating area, adequacy of barriers providing protection from vehicles, ensuring measures are in place for management of the space and insurance cover.

6.5.7. Currently, Temporary Pavement Licences issued under the Business and Planning Act 2020 can be issued to 30th September 2022. Legislation does not allow such licences to be issued beyond that date. With this second form of pavement licence the additional consent requirements are more complex.

6.5.8. For any parklet required after 30th September 2022, the local highway authority may permit structures – seating etc - via a Pavement Cafe Licence which relies on the Highways Act. The charges for a license application under this process are set out at: https://www.cheshireeast.gov.uk/pdf/highways/highwayslicensing/2022-23-highways-fees-and-charges.pdf.

6.5.9. This guidance will be updated should legislation change in ways that affect the options for licensing post-30th September 2022.

6.5.10. Finally, should a World Car Free Day event (or similar) propose the sale of food or drink for public consumption, additional permits may needed from the Council's Regulatory Services commercialservices@cheshireeast.govuk.

6.5.11. In cases where alcohol is to be served or entertainment provided, promoters should examine whether this requires any additional licences from the Council's Licensing Service licensing_CE@cheshireeast.gov.uk.

6.5.12. Committee will see that the procedures for arranging and hosting an event, such as a Car Free Day, are complex and every case will have different considerations. That does not mean a successful event cannot be achieved through the close cooperation between an event promoter – such as a Town or Parish Council – and the relevant services within Cheshire East Council.

6.5.13. The main elements of this guidance have been summarised in a short note that has been made available to Town and Parish Councils as well as hosted on Cheshire East Councils website. This guidance will be updated periodically to ensure future World Car Free Day events can be planned effectively by local communities.

7. Consultation and Engagement

7.1. It is essential the event promoters actively engage with the local community that is expected to host an event, such as one as part of World Car Free Day. This will ensure that practical considerations such as access to properties, deliveries and access for vulnerable or disabled persons can be fully considered during development of the event plan. Cheshire East Council would expect promoters to be able to demonstrate that there is general support for the event in the host community as part of the licensing process.

7.2. By working with the relevant Council departments to get all necessary consents in place, event promoters will best ensure that statutory notification / consultation procedures are complied with e.g. notification of road closures to the Emergency Services, public transport operators and other users through the TTRO procedures.

8. Implications

8.1. Legal

8.1.1. There are no direct legal consequences of this report.

8.1.2. Each proposed event will need to be compliant with the closure, permits and licence processes identified in paragraph 6.5, as assessed on a case by case basis.

8.2. Finance

8.2.1. A modest amount of staff time is required to prepare the Communications Plan and update the Council's webpages. This will be covered through existing highway revenue budgets.

8.2.2. It is assumed that the budget for specific events will be considered on a case-by-case basis, with the promoter being responsible for ensuring an adequate budget is in place.

8.3. Policy

8.3.1. There are no policy implication as a result of this response to the Notice of Motion.

8.4. Equality

8.4.1. There are no equality implications as a result of this response to the Notice of Motion.

8.4.2. Equalities impacts of any proposed events will need to be assessed on a case-by-case basis.

8.5. Human Resources

8.5.1. There are no Human resource implications as a result of this Notice of Motion.

8.6. Risk Management

8.6.1. There are no risk management implications as a result of this Notice of Motion.

8.6.2. Risks arising from any proposed events will need to be assessed on a case-by-case basis.

8.7. Rural Communities

8.7.1. There are no rural communities' implications as a result of this Notice of Motion.

8.8. Children and Young People/Cared for Children

8.8.1. There are no Children and Young People/Cared for Children implications as a result of this response to the Notice of Motion.

8.9. Public Health

8.9.1. There are no public health implications as a result of this response to the Notice of Motion.

8.10. Climate Change

8.10.1. There are no climate change implications as a result of this response to the Notice of Motion.

8.10.2. Committee will note that raising awareness of World Car Free Day within Cheshire East is likely to make a positive contribution to improving public awareness of initiatives relating to Travel Behaviour Change, Place-making and the Global Climate Challenge.

Access to Information	
Contact Officer:	Richard Hibbert, Richard.hibbert@cheshireeast.gov.uk 07866 157324
Appendices:	
Background Papers:	Notice of Motion to Council 24th February 2022, "Car Free Days and Parklets" – Proposed by Cllr Suzie Akers-Smith, Seconded by Cllr Denis Murphy. http://moderngov.cheshireeast.gov.uk/ecminutes/documents/s92377/Notices%20of%20Motion.pdf

Agenda Item 6

Cheshire East Council

Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	21 July 2022
Report Title:	Winter 2021/22 End of Season Review
Report of:	Tom Moody, Director of Highways and Infrastructure
Report Reference No:	HT/56/22-23
Ward(s) Affected:	All Wards

1. Purpose of Report

1.1. Further to the Highway Winter Service mid-season review paper that was presented at the March Highway and Transport Committee, this report updates members on the implementation of the revised policy for the winter gritting route network in the Borough during the winter of 21/22. It outlines the amendments required for the coming 22/23 season.

2. Executive Summary

2.1. To accord with the Code of Practice on "Well Managed Highway Infrastructure" (WMHI) and to comply with its duty as Highway Authority, it is important that the Council has an up to date Winter and Adverse Weather Policy, including a prioritised gritting network based on clear, evidence based criteria.

2.2. In October 2021 the Council implemented new winter gritting routes, following a lengthy process of development and consultation.

The current winter service gritting routes can be found via the below link and are denoted via black and white lines.

https://maps.cheshireeast.gov.uk/ce/webmapping?&e=378220.01&n=364472.00&layers=TN_S_Gritting2021_LINE_CURRENT&s=250000.00&bm=road

2.3. This paper details conditions experienced over the winter of 2021/22, together with information gathered around the success and issues experienced during the season.

2.4. The report seeks approval to the proposed changes to the winter service for 2022/23.

2.5. The Committee should note that there is a separate and independent review process ongoing relating to ANSA delivering winter services for Town Councils. This does not form part of the recommendations included in this report. The Committee should also note that the delivery of winter gritting by third parties will not be permitted.

3. Recommendations

That the Highways and Transport Committee resolve that:

3.1. To approve the following amendments to the winter treatment network for implementation from the start of the 2022/23 winter season onwards:

- The inclusion of Coole Lane, Audlem into the treated network.
- The inclusion of Brook Street, Macclesfield into the treated network.

3.2. To delegate authority to the Director of Highways and Infrastructure in consultation with the Section 151 Officer to approve entering into funding agreements with Town and Parish Councils in relation to winter gritting 'top up' funded routes as described in paragraphs 7.19 to 7.21 and Appendix 2 of this report, to be implemented for the 2022/23 winter season.

3.3. Delegates authority to the Director of Highways and Infrastructure to make minor operational changes to the Winter & Adverse Weather Policy, Adverse Weather Plan and roads included in the treated network, with any changes being subsequently reported to the Highways and Transport Committee.

4. Reasons for Recommendations

4.1. The Code of Practice WMHI recommends that 'All aspects of the Winter Service Plan, including service delivery arrangements, should be **reviewed annually** in consultation with key stakeholders to take account of changing circumstances.' As such the Council has undertaken an end of season review to evaluate any changes that are required for the 22/23 season. An annual operational review will be undertaken at the end of each winter season.

5. Other Options Considered

5.1. The Council could choose not to undertake an end of season review; however, this would not align with the principles of Well Managed Highway Infrastructure and the Council's adopted Winter Gritting Policy.

5.2. It is not considered that there are any other options other than those set out within this report.

6. Background

6.1. Cheshire County Council (CCC) was previously responsible for delivering winter maintenance services across the whole of the county until its abolition in 2009. The gritting routes were aligned to its policy. During this time, CCC operated from area offices based broadly on the then Borough boundaries. Although each office operated to the same policy, they were managed independently and governed through area highway committees. Over the years many roads were added to the gritting routes. The main mechanism for adding roads was through requests made to senior officers by stakeholders, including elected members. There was no formal process or risk assessment. The total length of treated network increased substantially during this time.

6.2. Cheshire East Council continued to operate this inherited policy and its associated gritting routes. During a review carried out in 2016 it was found that approximately 203 km of roads on the gritting routes did not meet the (then existing) CCC policy. Some of these roads were treated as a result of bus routes changing with no subsequent amendments being made to the gritting routes.

6.3. In 2016 the previous industry code of practice "Well Maintained Highways" was replaced by WMHI. WMHI was developed by UK Roads Liaison Group (UKRLG) to provide guidance and recommendations on best practice for highway authorities. WMHI recommended a shift from defined, prescriptive guidance to a risk-based approach. WMHI covers all aspects of highway maintenance, including winter service.

6.4. WMHI recommends that a network hierarchy is developed, categorising roads in order of their importance, meaning that the more important roads in the Borough are prioritised. This approach has been used in the development of the new winter service routes. It is important when defending any possible future claims from road users that the Council can demonstrate it is carrying out its duty as a highway authority reasonably by adopting and following clear service policies which comply with the WMHI Code of Practice.

6.5. In February 2020, the Council's Cabinet considered a paper containing proposals relating to the Highway Safety Inspection Policy, Code of Practice for Highway Safety Inspections, Winter and Adverse Weather Policy, Adverse Weather Plan and the Cheshire East Highway Resilient Network Strategy.

6.6. In respect of the winter gritting routes, every road in the Borough was scored using criteria in an evaluation matrix, with the highest scoring roads being included in the network of routes.

6.7. That Cabinet decision was called in and following a further round of consultation and subsequent amendment of the winter service routes, the proposals were implemented.

6.8. Following final approval of the winter treatment network, a route optimisation process was carried out to define the most efficient and cost effective vehicle routes for the gritting treatment. The main criteria used in this process were the location of the depots, the capacity of vehicles and length of time to undertake standard treatments on the particular types of road in the approved network, using recommended spread rates. This process then defined the requirement for the number and size of vehicles. A total of 16 routes were defined, with 7 to be operated from Wardle and 9 from Macclesfield. The final part of this process was to ensure the availability of sufficient suitably trained drivers, create individual routes for each vehicle and load these routes into the GPS satellite tracking and automated gritting systems for each vehicle and to carry out a series of familiarisation runs prior to the start of the season.

Treatments

6.9. Table 1 below provides a summary of the precautionary treatments (gritting) undertaken during the 21/22 winter season which ran from 01/10/2021 to 30/04/2022.

6.10. The Council undertake precautionary treatments after carrying out detailed weather forecasting that considers factors such as air temperature, dew point, humidity, precipitation, cloud cover and road surface temperature. These factors determine the time of gritting, the salt spread rates and if any second runs are required if conditions deteriorate, or if rain or snow occurs for example.

6.11. The weather doesn't always behave as forecasted. Table 1 indicates in the last column the number of instances where the forecast temperature did not occur, even though all forecasting information pointed towards a gritting run being required. This situation is not desirable, due to the costs involved, but it can often be a very marginal call with the importance of road safety weighing heavily in the decision making process.

Domain	No of routes	No of treatments (gritting runs)	No of treatments days	Treatment days when frost/ice did not occur

High East (Macc)	2	117	88	6
East (Macc)	7	56	50	3
South (Wardle)	7	50	44	5

Annual Operational Review

6.12. As part of the annual review of the Council's Adverse Weather Plan, at the end of each winter season an operational review of the winter service is undertaken in order to identify operational issues that have occurred through the winter season.

6.13. This review includes assessment of the accuracy of forecasts, fleet performance, staffing issues, driver feedback regarding the practicality of operating the routes and other wider issues.

6.14. This year's review concluded:

- That the forecast accuracy and level of service provided by the forecaster was good.
- The fleet of 18 gritters experienced no major issues with regards to lack of availability due to breakdowns.
- Due to the impact of Covid 19, shift patterns needed to be changed mid-season to form operational bubbles and to increase resilience within the winter service team.
- There were a number of roads where occasional difficulties were encountered gritting due to parked vehicles.

6.15. The roads that experienced issues with parked cars were:

- Stanley Road, Knutsford
- King Street, Knutsford
- Brocklehurst Avenue, Macclesfield

These roads will continue to be on the treatment routes; however, it should be noted that due to the difficulties parked vehicles can cause, treatment may not always be possible.

6.16. This review forms part of a wider review which is undertaken annually to understand any issues that have occurred on the network or changes in the network that may require amendments to the treatment routes. This part of the review has focused on roads that have been removed from the treated network.

Service Requests and Correspondence

6.17. A total of 340 service requests relating to winter service have been received from members of the public, town and parish councils, ward members and the police between 1st October 2021 and 30th April 2022. This correspondence has been received via email and phone calls to the contact centre.

6.18. A broad analysis has been undertaken of the 340 service requests that have been received, 136 relate to grit bins (largely the replenishment of salt), 15 were from the police, of which 6 related to issues on roads removed from the treatment network and 92 were from the general public related to a few roads removed from the treated network.

6.19. There are a small number of locations which have generated multiple enquiries. Comments regarding these roads are generally that as they are no longer gritted, they have become icy and dangerous, with some reports of road traffic collisions and vehicles leaving the road.

6.20. Enquiries have also been received from town and parish councils requesting permission to grit parts of the highway network using private, third party contractors. These requests have been considered but not permitted as that approach would lead to gritting of the network which is outside the boundaries of the approved policy. These private arrangements could not comply with the operational requirements (e.g., forecasting / standby / equipment) to be able to deliver a service which complied with the Council's policy. The Council delivers a 24 hour a day, 7 day a week service that can deliver multiple treatments at controlled spread rates. Non-delivery to these standards could leave the Council open to liability issues as the highway authority has ultimate responsibility for the network.

Incidents

6.21. As can be seen in the summary of winter treatments table above, there have been at least 39 days on which road surface temperatures were forecast to fall below freezing and actually did, and hence gritting operations took place.

6.22. Information regarding Incidents on the network has been gathered from a number from a number of sources:

- Police Stats 19 Data
- Contact with the Police
- Fire Service incident responses
- Anecdotal evidence from newspapers and contact centre reports

6.23. Stats 19 Data is police data on road accidents and is a standardised national format. The Stats 19 Data records injury accidents only. The Council receive regular updates on this data. An analysis of the official Stats 19 Data shows that between 01/10/2021 and 31/03/2022 12 collisions occurred on the

highway network that were attributed to ice, only 1 of these is recorded to have occurred on a road removed from the treated network, this occurred on:

- 02/12/2021 - Coole Lane, Audlem

6.24. Cheshire Fire and Rescue have responded that they don't hold any records of the road conditions when they respond to incidents; however, an analysis of their incident response webpage shows that they attended 3 incidents on roads removed from the treaded network when icing conditions may have occurred. These occurred on:

- 28/11/2021 - Long Lane, Wettenhall
- 07/01/2022 - Warmingham Lane, Middlewich
- 13/01/2022 - Coole Lane, Audlem

6.25. A review of the contact centre information shows:

- 29/11/2021 – 4 car accident Church Lane, Odd Rode
- 29/11/2021 –2No accidents Coole Lane, Audlem
- 29/11/2021 – Report of 2No accident on Long Lane, Wettenhall
- 29/11/2021 – Report of accident Twinnies Road, Wilmslow
- 29/11/2021 – Report of accident on Woodcock Lane, Odd Rode
- 02/12/2021 – Police reported accident Coole Lane, Audlem
- 02/12/2021 – Police reported 2 accidents on Groby Road, Crewe
- 03/12/2021 – Report of accident on Long Lane, Spurstow
- 02/12/2021 – Report of accident Marthall Lane, Marthall
- 02/12/2021 – Report of accidents on Winsford Road, Cholmondeston
- 07/01/2022 – Report of accident on Warmingham Lane, Middlewich
- 07/01/2022 – Police closed Coole Lane, Audlem
- 13/01/2022 – Police report of accident on Childs Lane, Sandbach
- 13/01/2022 – Police report of accident on Coole Lane

A further correlated summary of these incidents can be found in Appendix 2

7. Consultation and Engagement

7.1. In order to align with the recommendations contained in WMHI the Council developed a new Winter Service Policy and Adverse Weather Plan.

7.2. Following a two stage consultation and approval process that ran between 2018 and 2020 the new treatment routes were introduced in readiness for the 2021/22 winter season.

7.3. The following sections set out the consultation that has followed as part of the end of season annual review process.

End of Season Member Engagement

7.4. In line with the recommendations set out in the Committee paper dated 2nd March 2022, in addition to the annual operational review, there was a commitment to engage with Members, it was decided that the most appropriate way to do this was via one-to-one meetings. It should be noted that this one-to-one meeting process isn't a core part of the annual operational review.

7.5. On the 26th of April 2022 emails were distributed to two groups of Members from the Interim Head of Highways (see Appendix 1).

7.6. The first email was sent to Members where roads in their wards had been referred to in correspondence with the service since the introduction of the new gritting routes. This correspondence may have included enquiries, service requests, correspondence, complaints, MP letters, FOI requests and member enquires. The Members in this group were invited to one-to-one meetings between 9th and 27th May. Copies of the risk assessment sheets for the roads or sections of which had been highlighted in correspondence were provided ahead of the meetings.

7.7. The second email was sent to Members where no issues had been received regarding winter service in their ward. This outlined that the service was undertaking an end of season review and that no issues had been reported in their ward. This group of members weren't invited to attend a meeting.

7.8. In order that the risk assessment scoring was as transparent as possible officers also included a refreshed Winter Maintenance Risk Assessment Scoring Methodology which now included a number of worked examples. This can be found at the below link:

https://www.cheshireeast.gov.uk/pdf/highways/well-managed-highway-infrastructure/winter-risk-assessment-methodology.pdf

7.9. 20 Members, across 17 wards, attended a meeting to discuss the winter service within their respective ward. During the engagement sessions a number of issues were highlighted and as a result a number of road lengths were re-assessed against the scoring matrix.

7.10. Following the conclusion of the exercise, each Member that attended a session received a written response to the points they raised, including actions for the Service to address where appropriate.

Proposed Amendments to the Network

7.11. As a result of analysis of accident data, following consultation with the Road Safety Team and our Legal Services Department, Coole Lane Audlem is to be added back into the treated Network.

7.12. As a result of the re-analysis of the gradient of Brook Street in Macclesfield, this section of road is now eligible for inclusion as it's risk assessment score is above the minimum threshold.

7.13. Subject to the approval of the associated recommendation the above roads will be included for the 22/23 winter season.

7.14. It is not proposed to remove any roads from the winter gritting routes through this review, including those associated with changes to bus routes. A full route re-assessment which will consider this in detail will be undertaken as part of the annual operational review, following the 2022/23 winter season.

7.15. The Service is also looking to amend the secondary gritting routes which are implemented during periods of long and severe winter weather when main routes are clear and resources are available. These amendments will look to encompass some of the roads that have been removed from the treated network.

Winter Communication Plan

7.16. A Winter Service Communication Plan is currently being developed in readiness for the 2022/23 season. This will help to familiarise road users with the winter treatment network and will include the following;

- All Member engagement session prior to start of the winter season with planning already underway.
- Highways Newsletter edition in October to include an article specifically on winter maintenance and links to guidance documents.
- Provide electronic variable messaging signs at selected locations across the untreated network from late September.
- Letter drop to addresses on selected roads across the untreated network.
- Social media posts in advance of and during the winter season providing guidance to drivers.
- Update webpage to make this succinct and specific to the current gritting routes.
- Regular updates via Gov Delivery on treatments during the winter season and any forthcoming periods of inclement weather.

End of Season Town and Parish Council Engagement

7.17. Again, in line with the content of the March 2022 Committee paper officers have been undertaking a viability appraisal of 'top up' winter gritting funding from Town and Parish Councils. Prior to more detailed dialogue the initial stage of this was to confirm the following;

- The level of interest in such 'top up' funded routes.
- The constraints within which any such service could be offered.
- The scale of the additional lengths of highway network that those Councils interested would wish to have gritted.
- A high level estimated cost of this additional work.

7.18. To enable this on the 22nd April 2022 emails were sent from the Interim Head of Highways asking Town and Parish Council's to indicate if they would like to procure additional gritting in their area via the Council. This was in the form of a simple survey which ran until Friday 27th May 2022, a copy of which is included in Appendix 2 of this report**.**

7.19. Any agreed 'top up' funding would be subject to a series of conditions which would then be set out in a funding agreement between Cheshire East and the Parish or Town Council in question. This includes a minimum 3 year funding commitment. Through this funding agreement the Town and Parish Councils will commit to funding some elements of gritting that is undertaken by CEC.

7.20. As a result 6 councils responded with an expression of interest and 7 councils formally declined. It should also be noted that a small number of councils decided to reserve their position, due to having settled budgets for 2022/23, and hence may consider funding top up routes for the 2023/24 winter season.

	Yes	**No**	**No response**	**Total**
Town	3	2	7	12
Parish	3	6	87	96

Table 1: Summary of Survey Responses

7.21. In summary the additional 'top up' funding would reintroduce 20.75km of highway network back into the winter gritting network, at an estimated cost of circa £30k per annum. It should be noted that additional lengths may need to be added to ensure continuity of treatment. This has necessitated a further round of discussions with the Town and Parish councils and will likely result in variation of the above figure. This would be funded direct by the Parish and Town Councils involved.

7.22. Following the return of the survey officers have held follow on engagement meetings with the interested Town and Parish Councils, to discuss the specifics of their service asks and any operational issues related. These

sessions also provided an opportunity to discuss the formal agreement which would be required to contract these services.

7.23. Noting the above it is intended that the top up funded routes will be added for the 2022/23 winter season.

Notice of Motion

7.24. A Notice of Motion has been submitted to Council on 20/07/22 relating to the winter service routes. A response to the Notice of Motion can be found in Appendix 4 of this report.

8. Implications

8.1. Legal

8.1.1. The statutory basis for winter service in England and Wales is Section 41 of the Highways Act 1980 (as amended). Section 41(1) states:

"(1) The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty to maintain the highway.

(1) (A) In particular, a highway authority are under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice."

8.1.2. This duty is not absolute given its qualification of "reasonably practicable". What is "reasonably practicable" has not been defined in statute. "Reasonably practicable", as traditionally interpreted, is a narrower term than "physically possible" and implies that a computation must be made in which the quantum of risk is placed in one scale and the sacrifice, whether in money, time or trouble, involved in the measure necessary to avert the risk is placed in the other; and that, if it be shown that there is a gross disproportion between them, the risk being insignificant in relation to the sacrifice, the person upon whom the duty is laid discharges the burden of proving that compliance was not reasonably practicable. Caselaw has also determined that Local Authorities should not take an overly restrictive to this test, especially during extreme and unforeseen weather events. In addition, the Traffic Management Act 2004 placed a network management duty on all local traffic authorities in England. It requires Authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving. In meeting the duty, Authorities should establish contingency plans for dealing promptly and effectively with unplanned events, such as unforeseen weather conditions, as far as is reasonably practicable.

8.1.3. The Winter and Adverse Weather Policy along with the Adverse Weather Plan and Winter Risk Assessment Methodology and Scoring Matrix determine which roads will form the Winter Treated Network. The Council are under a general duty to keep these documents under review. In

accordance with the Winter and Adverse Weather Policy "consideration will be given to addressing winter conditions on areas of the public highway which are not included on the treated network".

8.1.4. The Winter and Adverse Weather Policy also states "…the Council will work in partnership with the Town and Parish Councils, and supply chain partners to arrange for snow clearance work on local roads and in town centre areas".

8.1.5. Section 150 of the Highways Act 1980 puts a separate duty on the highway authority to clear snow from the highway, but only if it is causing an obstruction.

8.1.6. This report proposes that funding agreements are entered into with local Town and Parish councils to introduce roads to the treated network that would not meet the Council's Winter Service Policy. This report proposes that funding agreements are entered into with local Town and Parish councils to treat roads that aren't included within the treated network and that as such would not meet the criteria set out in the Council's Winter Risk Assessment Methodology and Scoring Matrix. Any such agreements would therefore introduce roads that have not been selected in accordance with the Winter Risk Assessment Methodology and Scoring Matrix but instead by the local Town or Parish council providing the funding. In line with paragraph 3.6 of the Council's Winter and Adverse Weather Policy and Winter and Adverse Weather Plan. This creates a Partnership Network of roads that are outside of the Council's Winter Risk Assessment Methodology and Scoring Matrix but are treated to the same standards as the core treatment network.

8.1.7. Acting in accordance with the Winter and Adverse Weather Policy, Winter and Adverse Weather Plan and Winter Risk Assessment Methodology allows the Council to defend claims made against it. Any deviation from decisions made on a consistent, risk-based approach that can be adequately evidenced carries a degree of additional risk to the Council.

8.1.8. The level of additional risk will be determined by the extent of the deviation from the Winter and Adverse Weather Policy, Adverse Weather Plan and Winter Risk Assessment Methodology. For example, a deviation could weaken the Council's ability to defend claims made against it or have an impact on the Council's insurance renewal position.

8.1.9. It is therefore recommended that, before the funding agreements with the Town and Parish councils are entered into, the Service seek additional advice on the extent of any additional risks the funding agreements may expose the Council to and how to mitigate those risks.

8.2. Finance

8.2.1. For the 22/23 winter season, the cost of adding additional milage to the winter treatment routes, as a result of operational issues identified through the end of season review, will be covered by the existing Well Managed Highway Infrastructure Earmarked Reserve which contains C.£230k. For the subsequent seasons, savings will have to be found in other highways revenue budget areas.

8.2.2. Additional mileage added as a result of agreements between Town and Parish Councils for 'top up' funded routes will be covered in future years by virtue of formal legal agreements and as such the Town and Parish Councils will be responsible of the costs.

8.3. Policy

8.3.1. The recommendations in this report align with industry guidance and see the Winter and Adverse Weather Policy and Plan kept up to date.

8.4. Equality

8.4.1. This report sets out the results of an annual review of the winter gritting routes, a process which aligns with the recommendations of Well Managed Highway Infrastructure and as such the Winter & Adverse Weather Policy 2020 approved by Cabinet (report of 04/02/2020(105)). There are no changes to the adopted policy itself and as such the associated Equality Impact Assessment undertaken at the time of approval remains valid.

8.5. Human Resources

8.5.1. There are no human resource implications of the paper.

8.6. Risk Management

8.6.1. The recommendations of this paper help the council to address its statutory duties under the Highways Act 1980 and also follow the best practice identified by the industry guidance document Well Managed Highway Infrastructure (2016).

8.7. Rural Communities

8.7.1. There are no rural communities impacts of this paper

8.8. Children and Young People/Cared for Children

8.8.1. There are no Children and Young People/Cared for Children implications of this report

8.9. Public Health

8.9.1. There are public health implications of this report

8.10. Climate Change

8.10.1. The slight increase in network length and salt usage will result in a slight increase in the carbon footprint of the service.

Access to Information	
Contact Officer:	Matthew Davenhill, Contract Asset Manager Matthew.davenhill@cheshireeast.gov.uk 01260 371026
Appendices:	Appendix 1 – Details of Member Engagement exercise Appendix 2 – Details of Town and Parish Council Engagement exercise Appendix 3 – Accident Correlation Summary Appendix 4 – Notice of Motion to Council on 20/07/2022
Background Papers:	2nd March 2022 Highways and Transport Committee Highway Winter Service Mid-Season Review

Appendix 1 – Member Engagement

Sample email inviting Members to 121

Dear Councillor…….

At the meeting of the Highways and Transportation Committee held on 2nd March 2022, consideration was given to a report updating the Committee on the implementation of the revised winter gritting route network in the Borough. The report outlined that a review of the winter service would be undertaken at the end of the season to understand any issues that may have occurred in its implementation. An amendment to the recommendations of the report was approved requiring that the end of season review is undertaken in consultation with ward Members. It was also resolved that a report be presented to a future Highways and Transport

Committee which responds to the points raised by the Committee and which provides detailed analysis of the impacts of the new routes, with consideration being given to the requirement for any amendments to the routes. At present this is being targeted for the July 2022 Committee.

Subsequently, the 21/22 end of season winter service review and analysis of the new gritting routes is currently being undertaken. As part of this review, all engagements with the service including enquiries, service requests, correspondence, complaints, MP letters, FOI requests and member enquires have been considered. All roads identified through this engagement have been listed and the risk assessment scores reviewed.

The service has received engagement via one or more of the methods mentioned above and the documents attached to this email are the risk assessment scores for the roads identified in your ward.

I would like to offer you the opportunity to discuss these assessments with the team, should you wish to do so. Colleagues will be holding maximum 45 minute meetings between Monday 9th and Friday 27th May inclusive, as per the attached calendar, slots to be allocated on a first come first served basis. Please confirm your interest by return email to iandh@cheshireeast.gov.uk and an MS Teams invite will be issued.

To make the scoring process more transparent we have also refreshed the Winter Maintenance Policy Methodology and Scoring Matrix document, including some worked examples, which can be found here webpage

Please also note that we have issued every Town and Parish Council with a short survey to capture interest in a potential “top up” winter gritting service. The results of this survey alongside any recommendations will be considered as part of the same paper to Highways and Transport Committee.

Kind Regards,

Tom Shuttleworth | Interim Head of Highways

| Cheshire East Council | tom.shuttleworth@cheshireeast.gov.uk

Attachments to email – Example Risk Assessment

Congleton__Dunnocksfold Road__Alsager__UY739_B

Road Number	UY739_B	Road Name	Dunnocksfold Road		
Highway Area Group	Congleton	Parish/Town	Alsager		
USRN	9100397	X-point	378285.3057	Y-point	355684.9436
Road classification	Unclassified	Section Length	920	metres	Secondary Distributor
Add to precautionary route?	YES				

Cheshire East Council Highways

	Score	Mitigating Factors
Emergency Services	0	
Public Transport Hubs	100	Scheduled Bus Route CAT 1
Education Establishment	0	
Locality Resilience	0	
Local Infrastructure	0	
Manufacturing & Industrial Centres	0	
Rural Communities	0	
Topological Features	0	
Existing or Prevailing Climate Conditions	0	
Co-ordination with Adjacent Highway Authorities	0	
Total	100	

Following the risk assessment carried out in accordance with the Defined Methodology, this length of highway (on the Cheshire East Highway Network) MEETS THE THRESHOLD for inclusion on the Winter Treatment Network

Additional Comments:

Email to Members not Invited to a meeting.

Dear Councillor,

At the meeting of the Highways and Transportation Committee held on 2nd March 2022, consideration was given to a report updating the Committee on the implementation of the revised winter gritting route network in the Borough. The report outlined that a review of the winter service would be undertaken at the end of the season to understand any issues that may have occurred in its implementation. An amendment to the recommendations to the report was approved requiring that the end of season review is undertaken in consultation with ward Members. It was also resolved that a report be presented to a future Highways and Transport Committee which responds to the points raised by the Committee and which provides a detailed analysis of the impacts of the new routes, with consideration being given to the requirement for any amendments to the routes. At present this is being targeted for the July 2022 Committee.

Subsequently, the 21/22 end of season winter service review and analysis of the new gritting routes is currently being undertaken. As part of this review and as per the agreed methodology, all engagements with the service including enquiries, service requests, correspondence, complaints, MP letters, FOI requests, member enquires etc. are being considered. All roads identified through this engagement have been listed and the risk assessment scores reviewed.

Members for wards where roads have been identified in the 2021/22 winter season have been contacted, issued with this risk assessment and have been offered the opportunity to discuss. This process has not identified any reference to roads in your ward. Please however do be reassured that as per the policy at the end of each future winter season a full operational review of the gritting network will be undertaken.

Please also note that we have issued each of the Town and Parish Councils with a short survey to capture interest in a potential 'top up' winter gritting service. The results of this survey alongside any recommendations will be considered as part of the same paper to Highways and Transport Committee.

Kind Regards,

Tom Shuttleworth | Interim Head of Highways
| Cheshire East Council | tom.shuttleworth@cheshireeast.gov.uk

Working for a brighter future together

Appendix 2 – Details of Town and Parish Council Engagement Exercise

Sample email sent to all Town and Parish Councils

Dear All,

During the winter of 2021/22, Cheshire East Borough Council implemented new winter gritting routes. These routes were developed following the introduction of the new highway maintenance guidance document Well Managed Highway Infrastructure (WMHI) and as such the routes were developed following the guidance in WMHI. The new routes involved new roads being added to the treatment network and also roads which no longer achieved a minimum risk based score being removed.

On the 2nd March 2022 the Council's Highways and Transport Committee considered a paper which outlined the end of season review that is being undertaken to understand the success of the new routes and any amendments that may be required. As part of this paper there was a proposal to engage with the Town and Parish Councils in the Borough to understand if they would like to fund additional 'top up' gritting in their areas.

The attached survey proforma and supporting information pack is the start of this engagement and outlines the conditions that would be associated with the purchase of additional top up gritting, together with a calculation of the approximate costs of this service based on data inputted. I would like to bring to your attention the following key points;

- Timing of implementation of any gritting routes will be subject to the levels of interest expressed in the 'top up' service.
- The estimated cost calculator is based on an assumed level of take up. Final standing costs and costs per treatment will be indicated once the initial level of interest has been ascertained. Therefore these should be considered as a guide for costs in year 1 of the service.
- The final costs will be subject to annual inflationary increases over the minimum service period.
- A legal agreement will be required which will set out within it a minimum Duration of Service.

Please can you complete the attached form and return it to the email address iandh@cheshireeast.gov.uk **by no later than 5pm on Friday 27th May.** If no response is received then it will be assumed that the Council in question does not wish to take part in any potential winter gritting 'top up' scheme. The results of the survey together with any recommendations will be included as part of a forthcoming report to the Council's Highways and Transport Committee.

Hopefully this is self explanatory however should there be any questions please email us at iandh@cheshireeast.gov.uk and we will respond within 3 working days.

Kind Regards,

Tom Shuttleworth | Interim Head of Highways
| Cheshire East Council | tom.shuttleworth@cheshireeast.gov.uk

Working for a brighter future together

Attached Background Information: Survey Proforma

Cheshire East Council Highways

Parish and Town Council - Winter Maintenance Service Request - Survey 2022

Organisation Name: | **Total Estimated Annual Cost:** £ -

Compiled by: | **Total Distance (km):** 0.00

Does the Council wish to commit to CEC providing a winter miantenance service?

In making this commitment please refer to the conditions on the second worksheet "Conditions of Service

If answer to the above is yes, please complete the following table, guidance notes below.

Guidance Notes (please also see presentation provided)

1 - Please only populate fields where highlighted green, all other cells are locked

2 - The cost per route calculates automatically and is **for guidance only**.

3 - The cost is based on an average of 65 gritting runs per year (assumes average of last 3 years)

4 - Fixed costs are charged at £725/km

5 - Operational costs are charged at £8.47/km/gritting run

6 - Total estimated cost is shown in cell F8

7 - For calculation of distances please use the following - https://maps.cheshireeast.gov.uk/ce/webmapping

Road Name	From	To	Distance (km)	Cost (£ / year)
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -
				£ -

Attached Background Information: Survey Proforma (continued)

Conditions of Service	
The costs to the Town and Parish Councils have been calculated with consideration given to:	
1	**Scope:** the Service is offered on the following basis; a. Pre-treatment by gritting to prevent the formation of frost and ice on road surfaces b. Pre-treatment to be carried out at the same time as the rest of the network c. Spread rates to be determined by the Winter Duty Officer d. Multiple treatments as required by weather conditions. e. Snow clearance is dealt with under the Council's Severe Weather Plan and prioritises main routes in the borough. Snow clearing will not be carried out on the additional roads until all other routes are clear and resources are available.
2	**Minimum Service duration:** There will be a requirement for a legal agreement which will set out within a minimum service duration (minimum 3 years). This is due to the requirement to acquire further fleet and plant to deliver the expanded scope of Service. This minimum service duration will be finalised upon confirmation of level of interest from the Town & Parish Councils.
3	**Contract:** A simple legal agreement to cover costs recovery will be required between Cheshire East Council and the respective Town / Parish (format to be confirmed by CEC)
4	**No. Of Treatments:** Based on recent observed figures a typical winter season results in 65 treatments on similar roads on the highway network; however the costs of the actual number of treatment will need to be met by the Town / Parish council.
5	**Service Costs:** upon receipt of all expressions of interest a final cost analysis will be undertaken and each of the Town/Parish Councils will receiev an updated cost for year 1 of the Service, with an explanation of any differences.
6	**Inflation:** in line with CEC's Highways Contract inflation will be applied to all costs as appropriate, for budgetting purposes assume that this is 3-5% per annum over the minimum Service duration as set out above.
7	**Implementation:** subject to the level of interest from Town/Parish Councils will directly dictate when the Service can commence.

Attached Background Information Continued

Winter Service Review
Town and Parish Council Top Up Scheme

Supporting Information

April 2022

Working for a brighter future together

UNCLASSIFIED

Cheshire East Council

Town and Parish Council Top Up

Considerations;

- Additional roads not on gritting routes – pre treatment only
- Roads would not meet the council's Winter Service Policy
- Will require additional drivers and vehicles
- Fixed costs as well as operational costs
- Minimum service duration commitment required
- Need for route optimisation
- Risks to existing core service provision for CEC
- Need to understand actual appetite from Town/Parish Councils and the scale of the ask for this service

Working for a brighter future together

UNCLASSIFIED

Cheshire East Council

Survey of Interest

- Invitation to all T & PC to complete survey
- Request to identify roads Councils would like to be included
- Survey to be issued w/c 25th April, return by Friday 27th May (5 weeks). Results of survey to be included in forthcoming Committee paper
- Proforma calculates approximate cost of Service
- Requirement to commit to the Conditions of Service stated.
- Timing of implementation will very much depend on level of interest from Town/Parish Councils

Costs

- Fixed costs include:
  - Provision and maintenance of vehicles, Facilities, Driver standby, Duty staff, Training, Weather stations, Forecasting

    Currently £725 per km
- Operational costs include:
  - Drivers, Supervisors and duty staff, Fuel, Salt, Washing off

    Currently £8.47 per km
- Potential Additional Costs:
  - Provision of extra vehicle(s)
  - Recruitment of drivers
  - Route optimisation

Appendix 3 – Accident Correlation Summary

The below table shows a list of incidents that have been reported to the Council through a number of channels:

Stats 19 Data: This information has been provided by the Road Safety Team and runs from October 2021 to the end of March 2022.

Police: This information is taken from Confirm and shows the dates when the Police reported accidents/road closures to the contact centre.

Fire: This information is taken from the Cheshire Fire and Rescue incident feed on their website and shows when they attended accidents on the network.

News Article: This shows the dates of accidents reported in local news papers.

Public: This shows the dates of accidents reported by the public to the contact centre.

NOTE: The below table attempts to cross reference accident dates in order to reduce double counting.

The dates in the below table align with CEC winter treatment actions

Road Name	Stats 19	Police	Fire	Public
Long Lane Wettenhall			28/11/2021	28/11/2021
Long Lane Wettenhall				29/11/2021
Long Lane Spurstow				03/12/2021
Church Lane Oddrode				29/11/2021
Coole Lane				29/11/2021
Coole Lane				29/11/2021
Coole Lane	02/12/2021	02/12/2021		
Coole Lane		07/01/2021		
Coole Lane		13/01/2022	13/01/2022	
Grobe Road		02/12/2021		
Grobe Road		02/12/2021		
Warmingham Lane		07/01/2022	07/01/2022	
Marthall Lane				02/12/2021
Twinnies Road				29/11/2021
Winsford Road Cholmondestone				02/12/2021
Woodcock Lane Odd Road				29/11/2021
Childs Lane Sandbach		13/01/2022		
Congleton Road Smallwood				13/01/2022

Appendix 4 – Notice of Motion to Council on 20/07/22 and Response

COUNCIL – 20 JULY 2022

NOTICE OF MOTION
Submitted to Council in Accordance with the Council Procedural Rules

1 Review of Winter Service (Gritting) Programme Assessment Criteria
Proposed by Councillor Rob Moreton

Background

Cheshire County Council (CCC) was previously responsible for delivering winter maintenance services across the whole of the county until its abolition in 2009. During a review carried out in 2016 it was found that approximately 203 km of roads on the gritting routes did not meet the existing CCC policy.

In 2016 the previous industry code of practice was replaced by “Well Managed Highways Infrastructure”, developed by UK Roads Liaison Group (UKRLG) and recommended a shift from defined, prescriptive guidance to a risk-based approach, categorising roads in order of importance.

The Council undertake precautionary treatments after carrying out detailed weather forecasting that considers factors such as air temperature, dew point, humidity, precipitation, cloud cover and road surface temperature.

During the 2021/22 Winter Season, there were 88 treatment days carried out in the High East (Macclesfield), a further 50 treatment days in the East (Macclesfield) and 44 treatment days in the South (Wardle).

An operational review of the winter service is undertaken annually, in order to identify operational issues that have occurred. In addition, the Highways Service may also look to amend the secondary gritting routes which are implemented during periods of long and severe winter weather.

As part of an operational review following the 2021/22 Winter Season, 20 Members of Cheshire East Council, across 17 wards, attended a meeting to discuss the winter service within their respective wards.

Six Town & Parish Councils have formally expressed interest in procuring additional gritting services. In summary the additional 'top up' services requested by these Town & Parish Councils would reintroduce 20.75km of highway network back into the winter gritting network.

Notice of Motion

Council resolves that: prior to carrying out the next planned operational review of the Winter Service (Gritting) Programme for the 2022/23 season and in advance of any changes to secondary gritting routes, the scoring assessment criteria and threshold for inclusion in the Winter Service (Gritting) Programme should also be reconsidered.

Response

In 2020 the Council approved the adoption of a new Winter Service Policy and Adverse Weather Plan. The new Policy and Plan align with the recommendations contained in the sector guidance document 'Well Managed Highway Infrastructure: A Code of Practice' (The Code) which was published in 2016. The Code recommends the adoption of a risk based approach to the delivery of highway services, with a move away from the previous prescriptive approach recommended in earlier codes of practice.

To implement the recommendations of The Code, each road in the Borough has been scored and ranked in accordance with a methodology and scoring matrix developed to assess a wide variety of risk factors including road hierarchy, location, use, gradient, inclusion on bus routes, proximity to shops, emergency services, transport hubs and employment centres. This ensures a consistent approach to the delivery of winter services across the Borough.

An operational review of the winter service is undertaken annually, in order to identify operational issues that have occurred. These annual reviews also consider whether there is any evidence of issues having occurred in the Borough that require amendments to the treated network. It is therefore considered that the above process is sufficient to address any risks and issues that arise.

Any amendments to the scoring matrix or alteration to the threshold for inclusion would also require funding and dependant on the outcome require a further route optimisation process and hence the likely need to acquire additional fleet, along with the recruitment of additional staff. This funding would have to be provided by a reduction of other revenue led highway maintenance activities.

Similar to the previous policy development process a full review of the risk assessment scoring matrix would take around 18 months to two years from commencement through to implementation and is considered would require further wider consultation and a number of visits to Committee to seek approvals to progress.

In summary, the previous policy development process undertaken was robust and subject to a series of consultations prior to the policy being adopted. It includes an annual review process to address changes to the highway network and as a core part considers additional data and intelligence in proposing any changes. Also, the Highways Service only has a finite level of resource, which considering the existing demands on the service is already stretched. Should a further review of the winter service be initiated, a significant amount of officer time will have to be diverted from other vital tasks, reducing the departments performance and increasing risk to the Council.

This page is intentionally left blank

Agenda Item 7

Cheshire East Council

Working for a brighter future together

Highways & Transport Committee

Date of Meeting:	21 July 2022
Report Title:	Infrastructure & Highways Department – Annual Performance Review
Report of:	Tom Moody, Director of Infrastructure & Highways Services
Report Reference No:	HT61/22-23
Ward(s) Affected:	All wards

1. Executive Summary

1.1. This report gives an update on performance across Infrastructure and Highways services for the financial year 2021-22.

2. Recommendations

2.1. That the Committee note and comment on the performance of these services

2.2. That the Committee note the on-going work of the Highways Service to support delivering the Council's Brighter Futures customer strategy.

3. Reasons for Recommendations

3.1. To update the Highways and Transport Committee as to the performance of the Infrastructure and Highways Department's services for the 2021/22 year in full.

4. Other Options Considered

4.1. Not applicable.

5. Background

5.1. The Infrastructure and Highways Department is responsible for advising the Council on key policy areas, notably the Local Transport Plan and Local Plan, and is responsible for delivering front line customer facing services, related statutory functions and major projects and programmes. These include all highway services, strategic transport, parking, active travel, public transport, HS2 and major transport projects.

5.2. The Cheshire East Council Corporate Plan 2021-25 sets out our vision for an open, fairer, greener Cheshire East with three broad aims to be an open and enabling organisation; a council which empowers and cares about people, and a thriving and sustainable place. The Infrastructure and Highways Department contributes to several the priorities under the theme of "A thriving and sustainable place":

- A great place for people to live, work and visit
- A transport network that is safe and promotes active travel
- To be carbon neutral by 2025

5.3. Highway Services

Corporate Plan 2021-25: Key priorities	
Priority	Aim
A transport network that is safe and promotes active travel	Safer and well-maintained roads

5.3.1. **Appendices 1 and 2** contain information on service performance to date with the delivery of revenue and capital funded activities and projects for 2021/22 and on the Performance Management Framework which measures key outputs of the Highways Service Contract with Ringway Jacobs.

The information is presented in dashboard format, with key budgetary and progress information presented in each case, with any issues of note highlighted by exception on each sheet.

These reports are a key part of the monthly contract monitoring processes undertaken by the Council's client team with Cheshire East Highways as the service delivery partner.

5.3.2. For the majority of 2021/22 the service operated within the additional constraints and challenges posed by the pandemic which impacted in a number of areas, in particular with reduced supply chain resource and material supplies. In a small number of areas and projects this has contributed to increased costs and delays to commencement and/or completion. Recent events in the Ukraine, a global increase in the prices of construction materials and more local competition for a limited pool of subcontract resource has added to this pressure. It should however be noted that against this backdrop the performance of the service has continued to be strong throughout.

5.3.3. Over the course of the last 6 months the highways service has developed a refreshed Service Improvement Plan to ensure that more effective ways of working continue to be developed and implemented. This continues to

include delivering significant improvements to customer experience as part of the Council's Brighter Futures Transformation Programme.

5.3.4. As part of this the Highways Service have implemented the following;

5.3.4.1. Published a monthly newsletter in April 2022, now distributed to over 900 recipients (as at 13th July), providing updates on delivery, forthcoming events and social value initiatives.

5.3.4.2. A new easier to navigate and more informative annual work programme formats, now updated each month to show progress.

5.3.4.3. Launched a Members, Town and Parish Council customer satisfaction survey in April, with an action plan now being developed using the feedback received. It is intended that this survey is repeated annually.

5.3.4.4. Held a Engagement Day on 4th July at Crewe Alexandra's stadium, where 38 Members attended and were able to watch demonstrations, talk with officers around service priorities and constraints and give feedback on their key issues.

5.3.4.5. Relaunched the Fix My Street system as the principal way of contacting the Service with asset related enquiries. This includes a new user guide, and training sessions being planned for Members, Town and Parish Councils.

5.3.5. The refreshed Service Improvement Plan also places a focus around the need to improve service quality assurance and demonstrate value for money through the highways term services contract. The Council are currently progressing the recruitment of a number of new roles to add resilience and additional expertise to the client team, with one of these roles being dedicated to quality assurance. In preparation for the recruitment process to conclude an independent consultant has been appointed to develop a client led annual audit plan. This plan will focus on key risk areas as well as those where the Council intends to invest most money into its highway network.

5.3.6. The A51 drainage and carriageway reconstruction project to address embankment stability alongside the canal at Wardle was completed on time and within budget despite the impact of Covid throughout the majority of 2021.

5.3.7. A review has commenced on the Speed Management Strategy which included a public consultation, attracting over 916 responses. A report will be brought back to Committee in September to approve the new strategy.

5.3.8. In terms of challenges, an increasing number of category 1 defects (potholes) were observed across the network where safety repairs are required. As reported previously this is a direct result of a reduction in capital investment in highway maintenance, which with the continued increase in inflation and a 4 year Department for Transport grant settlement now known will continue to decrease in real terms.

5.3.9. In 2021/22 the investment in category 1 defects was increased from £1.4m to £2.1m therefore enabling a total of 27,474 potholes to be filled, an

increase of 12,053 over the previous year. As per the budget paper it is proposed to continue this increased level of investment into 2022/23. It is anticipated that the Council's now confirmed additional £19m over 3 years capital investment into its highway network will go some way to alleviating this issue.

5.3.10. There is increasing pressure around general tree maintenance works. The Council recently developed an organisation wide Tree Risk Management Strategy (TRMS) covering all its tree stock and this included trees on the highway. A pilot to inform a highway specific tree safety inspection code of practice which ties into the TRMS is currently being delivered and largely funded from a corporate allocation. It is anticipated that the new code of practice will be implemented in the 23/24 financial year and the pilot will help to determine the budget requirements moving forward.

5.3.11. The 2021/22 winter maintenance season was the first where a revised gritting network was implemented. A review of the impact of the new winter gritting network has been completed and is contained at agenda item 6.

5.3.12. Alongside the delivery of the new salt barn at Wardle depot in readiness for the new season a further project is now underway to replace the same at Macclesfield Depot as well as exploring wider investment in the Councils highways depot assets to ensure service delivery can be optimised. It is expected that the new salt barn will come online in readiness for the 2023/24 winter season.

5.4. Infrastructure Services

Corporate Plan 2021-25: Key priorities	
Priority	Aim
A transport network that is safe and promotes active travel	Successful delivery of the major infrastructure programme

5.4.1. **Appendix 3** contains information on service performance on the delivery of the major transport scheme capital programme.

The information is presented in dashboard format, with key budgetary and progress information presented in each case, with any issues of note highlighted by exception on each sheet.

5.4.2. These reports are a key part of the monthly monitoring processes undertaken by the project teams. The information is the latest available prior to the drafting of this report. All projects have continued to work within the additional constraints and challenges of the pandemic which has impacted on working practices for each scheme.

5.4.3. Congleton Link Road was opened in April last year. It is the largest project ever delivered by the Council. Although delivered through the period of

the pandemic, construction was complete on budget, with only a minimal delay, thanks to the excellent partnership working with the contractor.

5.4.4. The construction of Poynton Relief Road has continued throughout the period with the achievement of several key milestones and it remains on its original programme for opening towards the end of 2022.

5.4.5. Work has now commenced on site with a major highway scheme at North West Crewe to support housing development, whilst scheme development has continued on the Middlewich Eastern Bypass and A500 Dualling schemes to support a strategic employment site and deliver housing and strategic access to Crewe and the HS2 Hub Station respectively, all as set out in the Local Plan and in line with the Plan's objectives.

5.5. HS2 Programme

Corporate Plan 2021-25: Key priorities	
Priority	Aim
Thriving urban and rural economies with opportunities for all	Successful delivery of the Crewe HS2 Programme.
A transport network that is safe and promotes active travel	To protect residents and minimise the impacts of the HS2 line of route on our environment

5.5.1. This service is responsible for the Council's response to the national High Speed Rail 2 project in accordance with the Council's priorities. This includes leading the Council's response to the line of route proposals for HS2 Phases 2a and 2b by responding to HS2 and DfT consultations and the petitioning process to ensure they deliver the maximum levels of environmental mitigation and compensation in accordance with Government policy. Once the phases become Acts of Parliament the service manages the Council's relationship with HS2 Ltd, and its contractors, as the scheme is constructed to ensure that HS2 undertake delivery of the scheme in accordance with the hybrid Bill and related undertaking and assurances.

5.5.2. The service is also responsible for maximising the local benefits of the delivery of this national project within the towns of Crewe and Macclesfield by developing and delivering complementary packages of access improvements for all modes of transport, including active and public transport options and supporting more sustainable end-to-end travel. In addition, the service works to secure key HS2 commitments from Government to achieve a better Crewe hub solution.

5.5.3. The HS2 service also manages the Council's key relationships with wider strategic rail partners in addition to HS2 Ltd including Network Rail, Transport for the North, North Midlands Growth Corridor and Growth Track

360 to ensure that plans and strategies that impact the borough are aligned.

5.5.4. In January 2022, the Phase 2b Hybrid Bill was deposited in Parliament. The Phase 2b Hybrid Bill is seeking the powers to construct and operate the section of the route between Crewe and Manchester.

5.5.5. In February 2022, Full Council resolved to petition the Phase 2b hybrid bill, as the Council did against the Phase 2a Hybrid Bill. Petitioning the Bill provides the opportunity for the Council to seek changes to the Bill or enhanced mitigations to seek a better outcome for Cheshire East.

5.5.6. The Council is preparing to submit a written petition following the Bill having its second reading, expected later this year, with the possibility of an appearance before a select committee.

5.5.7. A planning application for enhancements to Nantwich Road Bridge, outside of Crewe station entrance, is being prepared for submission later this year and a pre-planning public consultation exercise was held between April and June this year to help shape the plans.

5.5.8. The Nantwich Road Bridge enhancements are a key element to the Council's wider Crewe hub proposals with early benefits offered to Crewe and the Borough through an accelerated delivery.

5.6. Parking Services

Corporate Plan 2021-25: Key priorities	
Priority	Aims
To increase parking provision close to local transport hubs	• Broadway Meadow multi-storey car park (MSCP) • Complete Local Transport Plan parking reviews

5.6.1. Business case work for Broadway Meadow MSCP has been completed. A report on the opportunities arising at this site will be considered by the Council's Economy and Growth Committee later this year.

5.6.2. A borough-wide review of parking provision has been undertaken, which will be used to inform further assessments across the borough, including the car park charging strategy. A set of proposals were debated at Highways Committee in September 2021 without agreement. Further work is necessary to produce a more holistic and equitable approach to parking management across the borough, which is expected to be taken forward on a town-by-town basis as part of the next Local Transport Plan review.

5.6.3. The Civil Enforcement Teams has seen a considerable increase in reported incidents of anti-social behaviour since the lifting of lockdown restrictions earlier in the year. The team continues to work closely with the police in responding to reports.

5.6.4. Recruitment and retention of Enforcement Officers is an increasing pressure on the Parking Service. Local employers and businesses recovering from the pandemic are actively recruiting to roles that may be considered more appealing or less challenging than the work of the parking enforcement teams. The Council faces on-going challenges to retain a full complement of trained Civil Enforcement Officers in order to protect communities against illegal / irresponsible parking.

5.6.5. Enforcement polices for the Parking Service – Civil Enforcement officers have been prepared / updated which we approved by the Highways and Transport Committee in November 2021.

5.6.6. The Council's Annual Monitoring Report 2019/20 was the overall national winner of this year's national Promoting Awareness of Civil Enforcement through Reporting (PACER) Awards.

5.6.7. The use of the Council's car parks has increased steadily through the year during the different levels of restrictions through the pandemic. Since the removal of restrictions levels of demand has levelled off at around 88% of pre-pandemic levels, with revenues reduced by a similar factor. Growth in card and phone payments has been part of the recovery, up by 37%, with cash payments down by circa 20%. The service is constantly monitoring usage and revenue to determine what impact this could have on income and budget setting next financial year. At current levels of use a covid-related impact could be around £1.4million.

5.7. Strategic Transport

Corporate Plan 2021-25: Key priorities	
Priority	Aims
Investment in electric vehicle infrastructure in our key service centres	Secure supplier and install charging points in Cheshire East car parks

5.7.1. The Borough-wide Electric Vehicle Charging Infrastructure Strategy was approved at Highways Committee in July 2021.

5.7.2. A bid to Government's On-Street Electric Vehicle Charging programme has been prepared, with proposals for the installation of public charging points to serve users in Alsager, Congleton, Crewe, Knutsford, Middlewich,

Macclesfield, Nantwich and Sandbach. The scope of this bid was closely aligned to the requirements of the Office for Zero Emission Vehicles guidance. It is expected that further bids to the fund will be prepared in future years.

5.7.3. Work to identify a partner to supply, install and manage EV infrastructure is on-going and will be the subject of a further report to Highways Committee.

5.7.4. Local Transport Development Plans have been developed for all Principal Towns and Key Service Centres. These have been reported to Highways and Transport Committee in March/June and they now form part of the Council's strategic infrastructure planning framework for transport.

5.8. Walking and Cycling

Corporate Plan 2021-25: Key priorities	
Priority	Aims
To promote uptake of cycling in our local service centres	• Installation of cycle storage facilities in Cheshire East car parks • Invest in new cycle routes and improve existing ones • Prohibit parking in existing cycle lanes
More residents to use walking routes	• Promote existing routes and nature trails • Create new walking routes between service centres

5.8.1. Temporary cycle facilities have been trialled through deployment of Covid Emergency Active Travel funding in 8 locations. Community views on 5 on-road schemes have been mixed and, following analysis of consultation responses, these schemes have been removed on expiry of the relevant Temporary Traffic Orders. Three experimental town centre cycle access schemes which allow cyclists to access pedestrian priority areas in Crewe, Congleton and Macclesfield are still being monitored to inform a decision on the future arrangements in late Autumn 2022.

5.8.2. Cycling infrastructure schemes are being implemented in accordance with the Councils adopted Local Cycling & Walking Improvement Plans. The Wilmslow Station – Royal London scheme was completed and is now open. Work continues on the Crewe – Leighton – Nantwich Greenway scheme.

5.8.3. Government announced additional funding through the Active Travel Programme which is being used to develop schemes at Manchester Rd, Wilmslow and Manchester Road, Tytherington. Consultations have taken place on these Active Travel schemes with feedback informing on-going work to deliver the schemes.

5.8.4. Sustrans awarded funding to support improvement of the Middlewood Way scheme at Black Lane, Macclesfield, which is part of the National Cycle Network linking Macclesfield to Bollington. Consultations have taken place on the Black Lane proposals which received favourable responses overall. Work to deliver this schemes is continuing.

5.8.5. The Council has been successful in a bid to Government for a Social Prescribing Pilot Project with Public Health to promote cycling in Crewe. Work with colleagues from Public Health and the NHS has completed a business case and delivery plan, which will be reported to Highways Committee in July 2022.

5.8.6. The Council has engaged and promoted Bike and Walk to School Days, through liaison with local schools. Engagement with promotional events and training sessions has been positive as people are seeking opportunities to improve health and well-being post-pandemic. Capacity funding has been secured as part of pandemic recovery measures which is being used for training and promotional events offered to schools and businesses.

5.9. Public Transport

Corporate Plan 2021-25: Key priorities	
Priority	Aims
To improve the speed and efficiency of public transport and encourage more residents to make fewer car journeys	• Feasibility studies into the creation of rapid transit routes connecting existing infrastructure with key employment site
To reduce areas of the borough not served by public transport	• Submit proposals to Rural Transport Fund • Quality bus partnerships with operators and town councils
To encourage an increase in the use of public transport (especially buses)	• Operators work together to share real time information • Bus routes planned to provide multi-modal connectivity

	• Cheshire East bus app developed

5.9.1. The pandemic has significantly reduced the use of local public transport and this has affected the ability to develop plans for rapid transit initiatives. Current monitoring indicates that ridership overall is at 70% to 75% of pre-pandemic levels, making the commercial operating environment very challenging.

5.9.2. Throughout the pandemic, most if not all the local public transport network has been heavily impacted by social distancing and changes in travel behaviour. The Council and local operators have relied on Covid Bus Service Support Grant and latterly Covid Bus Recovery Grant to maintain services. Government has announced the final component of Covid recovery funding, known as Local Transport Fund, which is intended to cover revenue deficits on services to 5th October 2022. Cheshire East has been allocated £382,682 from the Local Transport Fund.

5.9.3. The Council published its first Bus Service Improvement Plan (BSIP), in response to the National Bus Strategy. Our first BSIP has been produced in consultation with operators and stakeholders. The BSIP was submitted to Department for Transport on 31 October 2021 in accordance with the Government's programme. On 5th April 2022, Department for Transport informed the Council that it would be receiving no additional funding in response as part of the BSIP process.

5.9.4. Following a successful funding bid to Government, the new Rural Mobility Fund service "Go Too" commenced operations on 4th October 2021, serving the rural areas to the south and west of Nantwich. Patronage levels and customer feedback have been building steadily on Go-Too, although the service has been subject to short term pressures owing to staff availability during recovery from the pandemic.

5.9.5. Work to prepare an Enhanced Quality Partnership with the bus industry has continued. Statutory consultations on the proposed Partnership agreements have taken place in May and June, with the outcomes informing the next steps. Subject to satisfactory consultation outcomes, this a Partnership Agreement is expected to be in place by 1st September 2022. Government has indicated that this arrangement will be a pre-requisite for future funding awards for local bus.

6. Implications

6.1. Legal

6.1.1. There are no legal implications arising from this report.

6.2. Finance

6.2.1. The financial implications of changes in performance requirements or responding to current performance levels will be provided in separate Finance Review reports to the Committee."

6.3. Policy

6.3.1. The report sets out how the department is contributing to the Cheshire East Council Corporate Plan 2021-25.

6.4. Equality

6.4.1. There are no equalities implications arising from this report.

6.5. Human Resources

6.5.1. There are no human resources implications arising from this report.

6.6. Risk Management

6.6.1. The performance reporting process provides opportunities for the Council to identify and focus on areas for improvement to support achievement of its strategic ambitions. Timely performance reporting mitigates risk of the Council not achieving its outcomes by providing the opportunity to review outputs, identify trends and areas for improvement, and introduce corrective and/or preventative actions wherever necessary to address areas of poor - or under – performance.

6.7. Rural Communities

6.7.1. There are no implications for rural communities arising from this report.

6.8. Children and Young People/Cared for Children

6.8.1. There are no implications for children and young people arising from this report.

6.9. Public Health

6.9.1. There are no implications for public health arising from this report.

6.10. Climate Change

6.10.1. There are no implications for public health arising directly from this report.

Access to Information	
Contact Officer:	Tom Moody, Director of Infrastructure & Highways Services tom.moody@cheshireeast.gov.uk
Appendices:	Appendix 1 - Performance Framework - Highway Service Contract Appendix 2 - Highways Contract – Revenue and Capital Programmes Appendix 3 - Infrastructure Service – Capital Programme
Background Papers:	None

This page is intentionally left blank

2021/22 Highways Contract Performance

Cheshire East Council

Cheshire East Highways 2021/22 Performance Management Framework (page 1 of 6)

Indicator Reference	Indicator Name	Indicator Type	Reporting Frequency	Description of Indicator	Target	Indicator Owner	Service Manager	Jan-22	Feb-22	Mar-22	Q4 Reporting	Cumulative Result	Commentary
Sign off													
Council Priorities													
1.1	Social Value	Service Indicator	Quarterly	This indicator measures the Social Value of the Ringway Jacobs contract. The monetary value can be compared against other Ringway Jacobs contacts and is also of interest by Cheshire East Council when the Council are is reporting on their levels of Social Value. Ringway Jacobs use 'The Social Profit Calculator' which is the only nationally accredited social profit calculator within the UK accredited by Social Value UK and Social Value International.	N/A	Carla Woolridge	Ian McLellan			£5,598,419		£26,848,353	This performance indicator is reported quarterly. The Social Profit Calculator is used by Ringway Jacobs is reporting a social value for Cheshire East Highways. The calculator has approximately 60 categories of data that can be input to generate the overall social value (monetary) score. These categories are wide ranging from information about apprenticeships, training and jobs created to killed seriously injured SI reduction and health safety / wellbeing to community events etc.
1.2	Recycling (Landfill)	Strategic Performance Indicator	Quarterly	This indicator measures the percentage of waste which is diverted from landfill. This percentage can be compared against other Ringway Jacobs contracts and could also be of interest to the Council in line with the 2025 carbon neutral aspirations	95%	Mark Bowers	Saleem Saeed			100%		100%	Within Q4, 4,063.13 tonnes of waste was either recycled or diverted from landfill. Zero tonnes have been sent to landfill. This was made up of 3,166.8 tonnes recycled and 896.33 tonnes diverted from landfill.
1.3	Carbon Reduction within Highways Service Depots	Strategic Performance Indicator	Quarterly	This indicator measures the energy usage (diesel usage for vehicles (Fleet) / electricity for depots and offices / waste data) within the Highway Service	< / = 434.44 tonnes	Mark Bowers	Saleem Saeed			166 tonnes		518 tonnes	In Q4 there was a total of 166 tonnes of carbon produced (106 tonnes from Brunswick Depot and 59.7 tonnes from Wardle Depot).
1.4	Carbon Reduction Programme - Traffic Signs and Bollards (over 2 years)	Strategic Performance Indicator	Monthly	This indicator measures the number of traffic signs and bollards replaced with either LED or solar as part of the Carbon Reduction Programme. This is year 1 of a 2-year programme. Within year one, the target is to replace 2,050 signs and bollards	2,050 signs and bollards	Sarah Hemmings	Simon Davies	87	0	420	507	526	An Early Warning Notice was submitted in November 2021 stating that the original target was unachievable due to resource issues and delays in receiving materials. This, plus the impact of Covid, delayed the programme start. However, the programme is still on track to meet the original two-year target of 4,100. A Performance Information Notice has been submitted.

OFFICIAL

2021/22 Highways Contract Performance

Cheshire East Council

Cheshire East Highways 2021/22 Performance Management Framework (page 2 of 6)

Indicator Reference	Indicator Name	Indicator Type	Reporting Frequency	Description of Indicator	Target	Indicator Owner	Service Manager	Jan-22	Feb-22	Mar-22	Q4 Reporting	Cumulative Result	Commentary
Sign off													
Asset Management													
2.1	Condition of Principal Roads	Strategic Performance Indicator	Annual	This indicator identifies the percentage of principal roads (A road carriageways) where maintenance should be considered	4%	Luke Phillips	Gary Mallin			3%		3%	From this years surveys it was identified that 3% of principal roads (A road carriageways) should be considered for maintenance.
2.2	Condition of Non-Principal Roads	Strategic Performance Indicator	Annual	This indicator identifies the percentage of non-principal roads (B & C road carriageways) where maintenance should be considered	5%	Luke Phillips	Gary Mallin			5%		5%	From this years surveys it was identified that 5% of non-principal roads (B and C road carriageways) should be considered for maintenance.
2.3	Condition of Unclassified Roads	Strategic Performance Indicator	Annual	This indicator identifies the percentage of unclassified roads where maintenance should be considered	12%	Luke Phillips	Gary Mallin			13%		13%	From this years surveys it was identified that 13% of unclassified roads should be considered for maintenance, within the 1% tolerance level.
2.4	Condition of Footways	Strategic Performance Indicator	Annual	This measure identifies the percentage of footways where maintenance should be considered	32%	Luke Phillips	Gary Mallin			32%		32%	From this years surveys it was identified that 32% of footways should be considered for maintenance.
2.5	Safety Inspections	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the distance (in kilometres) of safety inspections carried out to timetable	11,213km	Luke Phillips	Gary Mallin	955.95	822.84	838.82	2,617.61	11,027.11km	Within year the whole network (11,184Km) did receive programmed safety inspections, of which 11,027.11km (98.5%) of the inspections were completed within timeframe. This is due to the transition of the current inspection frequencies to be in line with the new risk based approach code of practice for safety inspections the new total length to be inspected is 11,184 not the 11,213 predicted at the start of the financial year.
2.6	Category 'Emergency' Defects	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the restoration of the highway network to a safe condition within timeframe (1 hour between the hours of 7am and 5pm and 1.5 hours outside those working hours) following on from any non-traffic-signal emergencies. Due to the nature of the activity, this measure is reported as a percentage successfully attended and made safe within timeframe. This activity is in line with Well Managed Highway Infrastructure Code of Practice.	100% cumulative	John Tickle	Simon Davies	98.25%	96.77%	98.21%	97.74%	96.76%	In March there were 112 non traffic-signal-emergency calls, of which 110 were attended and made safe within the timeframe. So far within year, a total of 1,382 non-traffic-signal emergencies were reported of which 1291 (96.8%) were attended and made safe within timeframe.

OFFICIAL

2021/22 Highways Contract Performance

Cheshire East Council

Cheshire East Highways 2021/22 Performance Management Framework (page 3 of 6)

Indicator Reference	Indicator Name	Indicator Type	Reporting Frequency	Description of Indicator	Target	Indicator Owner	Service Manager	Jan-22	Feb-22	Mar-22	Q4 Reporting	Cumulative Result	Commentary
Sign off													
Asset Management													
2.7	Category 1-2H defects (2 - 5 working day)	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the repair of any Category 1 and 2H defects within timeframe (Cat 1 Defects made safe by the end of the second full working day and Cat 2H Defects made safe by the end of the fifth full working day). This indicator measures maintaining the highway network in a safe condition for all users and to reduce the potential for successful claims against the authority for non-compliance with statutory obligations. Due to the nature of the activity, this measure is reported as a percentage successfully attended and made safe within timeframe. This activity is in line with Well Managed Highway Infrastructure Code of Practice.	100% cumulative	Tom Branton	Simon Davies	98.3%	100%	97.6%	98.63%	98%	In March 4,340 Category 1 - 2H defects were identified, of which 4,236 defects were attended and repaired within timeframe. So far within year, a total of 36,692 Category 1 - 2H defects were identified, of which 35,837 (98%) were attended and made safe within timeframe.
2.8	Category 2M defects (20 working day)	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the repair of any Category 2M defects within timeframe (20 working days). This indicator measures maintaining the highway network in a safe condition for all users and to reduce the potential for successful claims against the authority for non-compliance with statutory obligations. Due to the nature of this activity, this measure is reported as a percentage successfully attended and made safe within timeframe.	100% cumulative	Tom Branton	Simon Davies	98.5%	100%	100%	99.5%	96%	In March 20 Category 2M defects were identified, of which 20 defects were attended and repaired within timeframe. So far within year, a total of Category 2M defects were identified, of which 973 (96%) were attended and made safe within timeframe.
2.9	Number of annual sample inspections of utility works successfully completed	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the number of sample inspections of utility works completed in year. The target is based on 30% of the number of inspections completed in the previous three financial years. The 30% is broken down into 10% of inspections whilst works are in progress, 10% of inspections within 6 months of reinstatement and 10% inspections within 3 months preceding the end of the guarantee period. This approach is in line with national guidance and ensures compliance with the requirements of New Roads and Street Works Act (NRSWA).	2236	Jamie Kilgannon	Simon Wallace	69	346	190	605	2,401	In year a total of 2,401 utility work inspections have been completed. By the end of March, 2,401 inspections were due to be completed so this activity as achieved 100% completion.

OFFICIAL

2021/22 Highways Contract Performance

Cheshire East Council

Cheshire East Highways 2021/22 Performance Management Framework (page 4 of 6)

Indicator Reference	Indicator Name	Indicator Type	Reporting Frequency	Description of Indicator	Target	Indicator Owner	Service Manager	Jan-22	Feb-22	Mar-22	Q4 Reporting	Cumulative Result	Commentary
Sign off													
Asset Management													
2.10	Condition of Structures - Average	Strategic Performance Indicator	Annual	This indicator measures the average condition ration for Cheshire East Highways structural assets. The target of 89% is considered as good to very good in accordance with Chartered Institute of Public Finance and Accountancy (CIPFA)	89%	Rachel Rathbone	Ian McLauchlan			91%		91%	The Average Bridge Condition Index at the end of March 2022 is 91 (see below screenshot of the desktop) see attached the guidance document for calculating BCI, taken from BridgeStation
2.11	Structures - Principal Inspections	Service Indicator	Monthly	This indicator measures the number of structure principal inspections undertaken this year in line with the 2021 business plan.	100	Rachel Rathbone	Ian McLauchlan	72	91	100	28	100	100% have been completed onsite by the end of March 22, of which 100% have been input in to BridgeStation. Total number of 100 principal inspections.
2.12	Structures - General Inspections	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the number of general inspections undertaken for all highway structures within the prescribed frequencies. 360 general inspections are due to be completed within the 2021/22 financial year.	360	Rachel Rathbone	Ian McLauchlan	30	30	69	129	400	In year a total of 400 general inspections were completed within the prescribed timeframe. Therefore this activity has met its target for 2021/22
2.13	Condition of Street Lighting - Structural	Strategic Performance Indicator	Quarterly	This indicator measures the percentage of Street Lighting structural columns which are identified as in a good condition from inspections undertaken as part of the 6 year cycle. Inspections are carried out as part of Highway Infrastructure Asset Management Plan.	95% of all street lighting columns inspected within year will be assessed as in a good condition	Sarah Hemmings	Simon Davies			91%		91%	5,978 structural inspections out of 6,560 were assessed as good condition requiring no further action at the time of the inspection. This equates to 91%

OFFICIAL

2021/22 Highways Contract Performance

Cheshire East Council

Cheshire East Highways 2021/22 Performance Management Framework (Page 5 of 6)

Indicator Reference	Indicator Name	Indicator Type	Reporting Frequency	Description of Indicator	Target	Indicator Owner	Service Manager	Jan-22	Feb-22	Mar-22	Q4 Reporting	Cumulative Result	Commentary
Sign off													
Asset Management													
2.14	Condition of Street Lighting - Electrical	Strategic Performance Indicator	Quarterly	This indicator measures the percentage of the street lighting columns electrical components which are identified as in a good condition from inspections undertaken as part of the six year cycle. Inspections carried out as part of Highway Infrastructure Asset Management Plan.	95% of all street lighting columns inspected within year will be assessed as in a good condition	Sarah Hemmings	Simon Davies			82%		82%	5,408 Electrical inspections out of 6,560 were assessed as in good condition. This equates to 82%
2.15	Condition of Traffic Signals - Average	Service Indicator	Quarterly	This indicator measures the average condition of the Traffic Signal asset.	100%	Jason Hole	Simon Davies			83.11		83.16%	This is a new measure and this year data will be gathered to establish the actual condition of the traffic signals asset. The data collected this financial year will allow for this measure to be considered as a Strategic Performance Indicator in the next financial year, like all of 'Condition of' performance indicators. £500k of additional DfT funding is to be used to target recognised obsolete systems and as part of next year's Business Planning stage a focussed programme of repairs will be developed based on findings from this year's testing programme.
2.16	Emergency Response - Traffic signal emergencies	Operational Performance Indicator (Fee related)	Monthly	This indicator measures the response time to attend to any traffic signal related emergencies within 2 hours of logging onto the Traffic Signal system. timeframe Due to the nature of the activity, this measure is reported as a percentage successfully attended within timeframe.	100%	Jason Hole	Simon Davies	100%	100%	100%	100%	100%	In March 22 emergency responses were attended within timeframe. So far within year, a total of 207 traffic-signal emergencies were reported, of which 207 (100%) were attended to within timeframe.

OFFICIAL

2021/22 Highways Contract Performance

Cheshire East Council

Cheshire East Highways 2021/22 Performance Management Framework (page 6 of 6)

Indicator Reference	Indicator Name	Indicator Type	Reporting Frequency	Description of Indicator	Target	Indicator Owner	Service Manager	Jan-22	Feb-22	Mar-22	Q4 Reporting	Cumulative Result	Commentary
Sign off													
Customer													
3.1	Customer Satisfaction with Highways Service	Strategic Performance Indicator	Annual	This indicator monitors the customer satisfaction within the Highway services by utilising the national NHT survey	46%	Rebecca Marshall	Susan Shaw					44%	The results of this years NHT report show a slight decline in the percentage satisfaction from 2020 to 2021. A comparison report against the previous years NHT results is currently being finalised.
3.2	Customer Journey Analysis	Service Indicator	Monthly	This indicator measures monthly audits completed within the Highway service. The audit involves a random sample of enquiries being examined and our current processes challenged as a way to understand and improve our customer's journeys and experiences	75%	Karen Ryder	Simon Davies	53.5%	47.5%	54.8%	52%	52%	In line with the Council's Brighter Future Together Customer Experience Workstream, 10 customer journeys (enquiries) are randomly selected each month and are audited as a way to understand and improve on the service's customer experience. Each individual audit is scored out of 200, equating to a monthly cumulative score out of 2,000. The findings from these audits have been a valuable in identifying areas for improvement. Work to improve customer satisfaction within the service is ongoing and it is expected that the scores from the audits will improve as further changes are made.

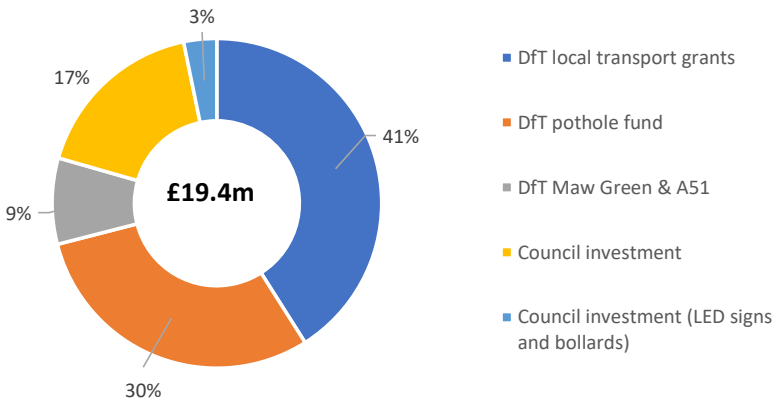
- **Strategic Performance Indicator (SPI)**
  Strategic indicators monitor the health and direction of the Highways Service Contract and inform decisions relating to the Service Period. Achievement / non-achievement of these indicators have contractual implications.

- **Operational Performance Indicator (OPI)**
  Operational indicators measure the effective delivery of the Highways Service Contract and determine the Performance Element of the Fee

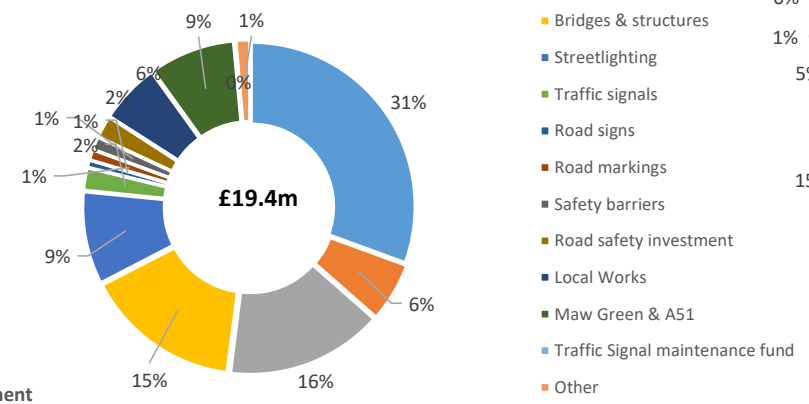
- **Service Indicator (SI)**
  Service indicators are used to monitor performance and provide useful management information. They may be used to agreeing future amendments to the Performance Indicators

Highways Capital Works

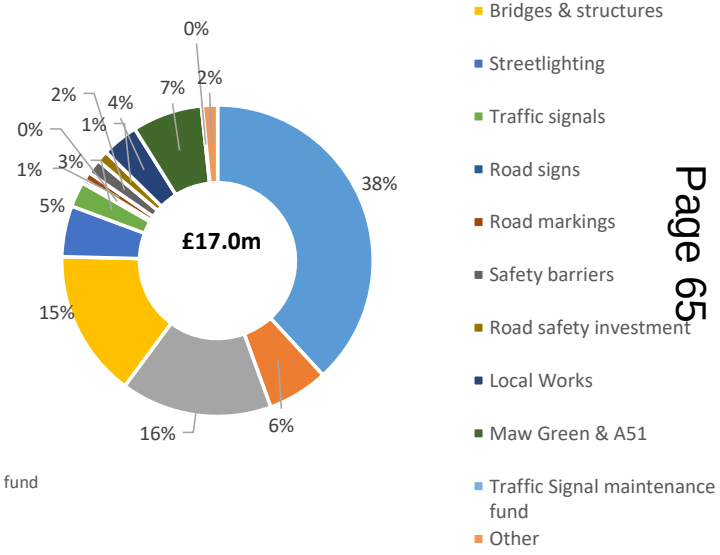
Highways capital funding by funding source



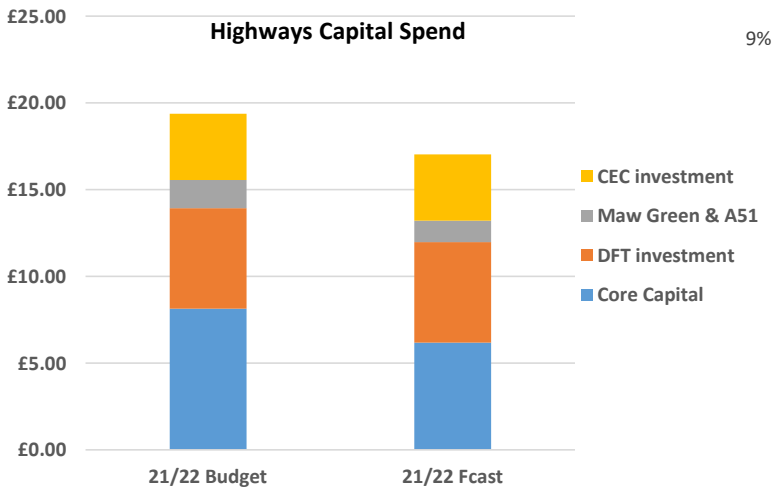
Highways capital works - budget



Highways capital works - actual spend to date



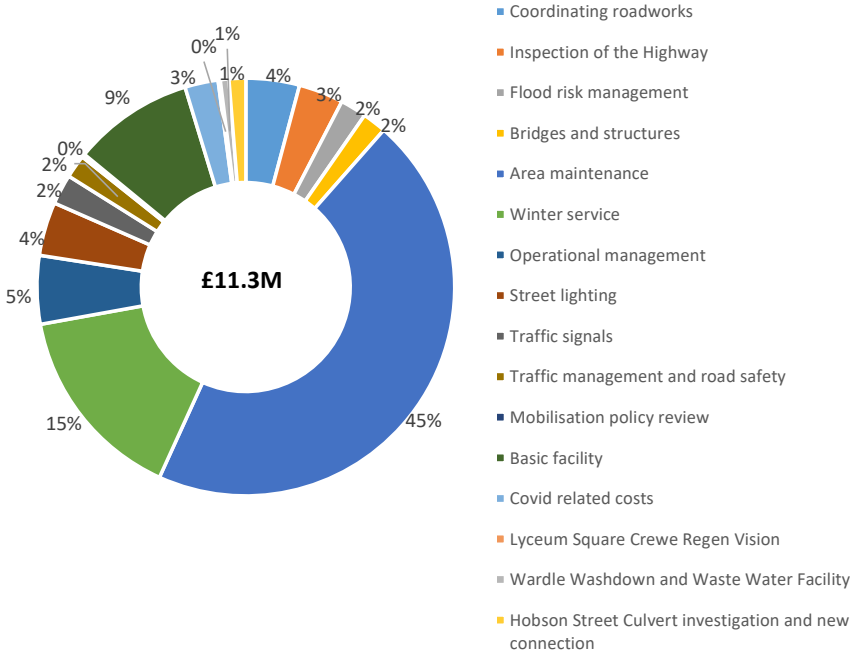
£m's



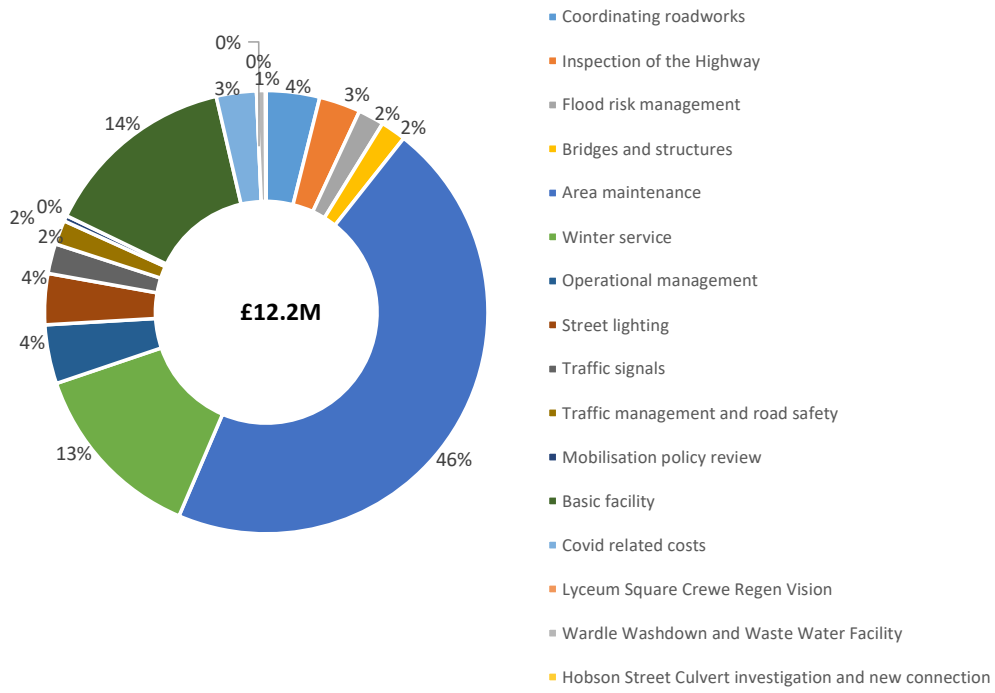
OFFICIAL

Highways Revenue Works

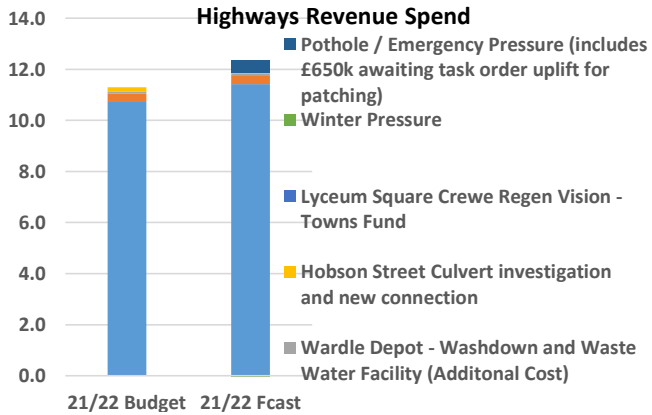
Highways Core Revenue budget by spend category



Highways revenue actual spend to date



£m's



Please note;
The figures above account only for spend via the Highways Contract, not inclusive of Client team costs.
That the overspend observed in the above figures was offset against an increase in income and hence provided an overall balanced budget position at the end of the year.

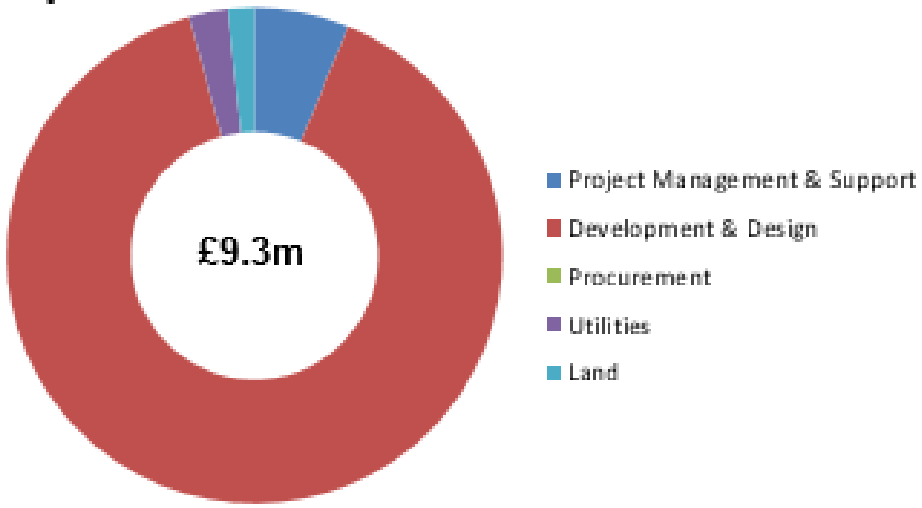
OFFICIAL

Appendix 3 - Infrastructure

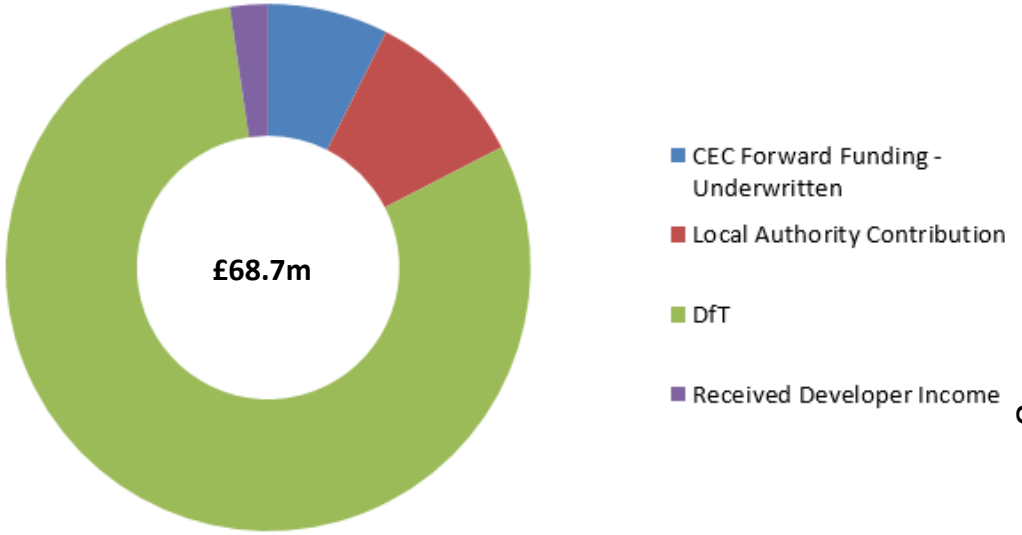
Delivery of major capital projects and smaller scale schemes

A500 Dualling

Actual Spend

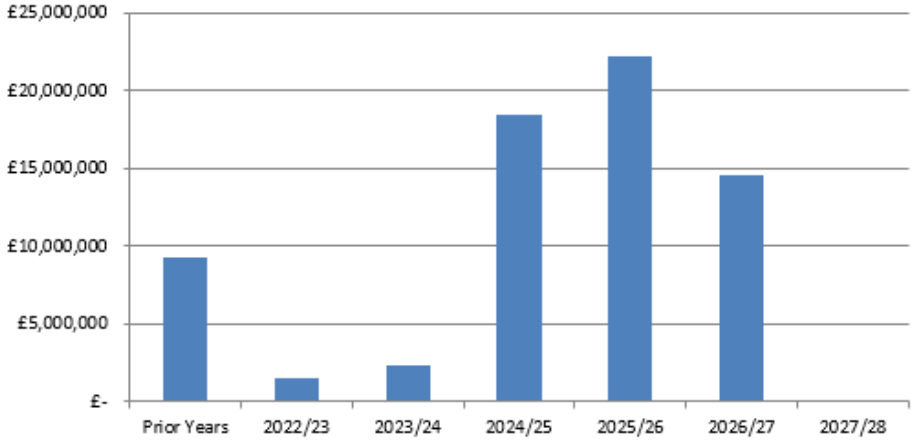


Funding



Forecast Spend

Total Scheme Estimate
£68.7m



Milestones

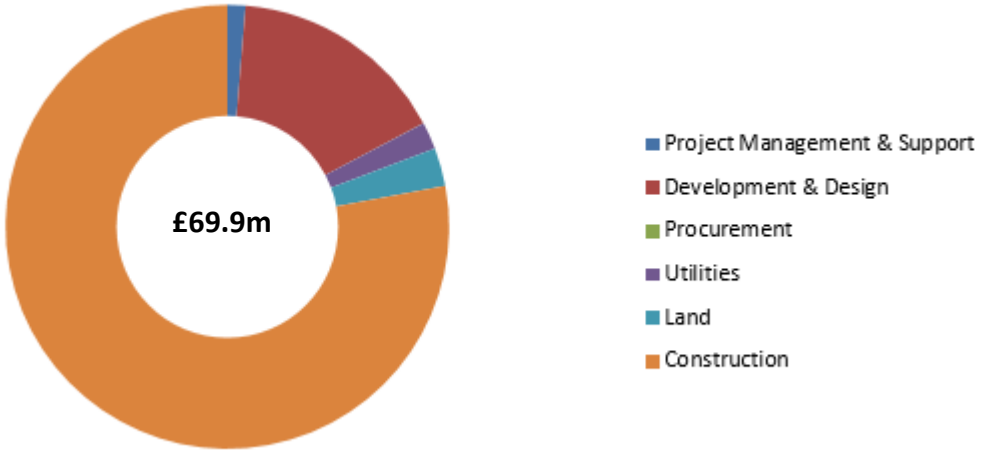
- Planning application submitted -July 2018 Approved - April 2019
- Balfour Beatty appointed D&B Contractor - Early 2019
- Revised planning application made - April 2020
- DfT programme entry - July 2020
- Design completed - March 2022
- Planning determination - Summer 2022
- Publish CPO - Autumn 2022
- Submit FBC to DfT - Late 2023
- DfT approve FBC - Mid 2024
- Start construction - Autumn 2024
- Completion - Late 2026/ Early 2027

Issues

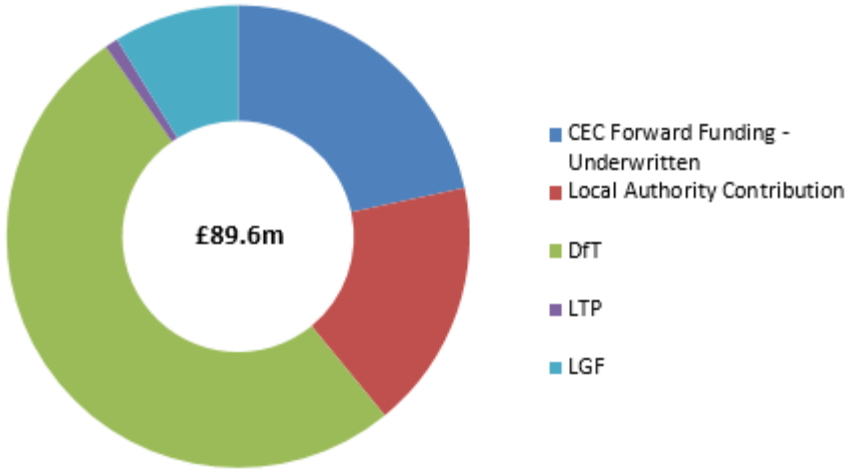
- Publication of CPO/SRO orders
  - Agreement with landowners
  - Committee Approval
- Mainline Pipeline Ltd fuel pipeline protection scope and methodology
- Determination of revised Planning Application
  - Minor planning revisions in consultation

Congleton Link Road

Actual Spend

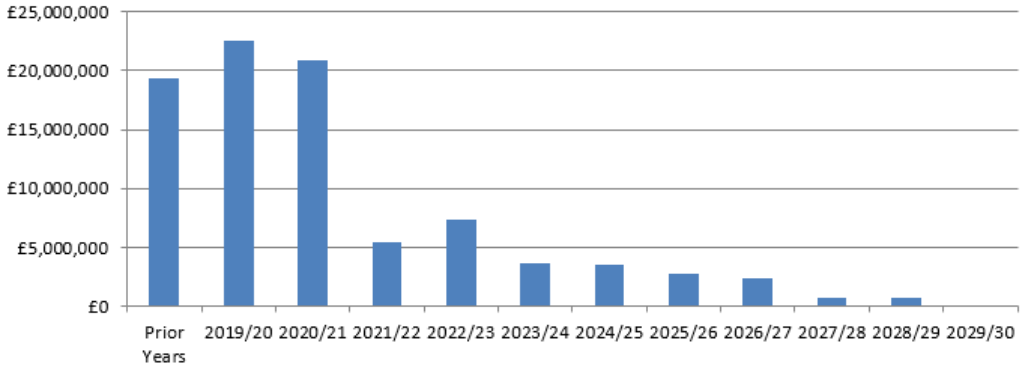


Funding



Forecast Spend

Total Scheme Estimate: £89.6m



Milestones

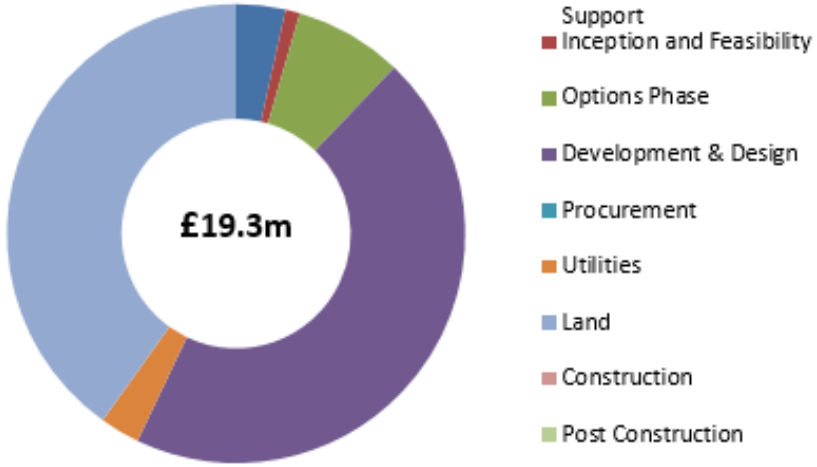
- Preliminary Investigation and Scoping - February '13
- Planning Approval - July '16
- Public Inquiry into CPO - May '17
- Secretary of State Decision on CPO orders - February '18
- Submission of Full Approval Application to DfT - June '18
- Final Draft Funding Approval - August '18
- Start of Works - October '18
- Completion of Works - April '21
- Scheme Brought into Public Use - April'21

Issues

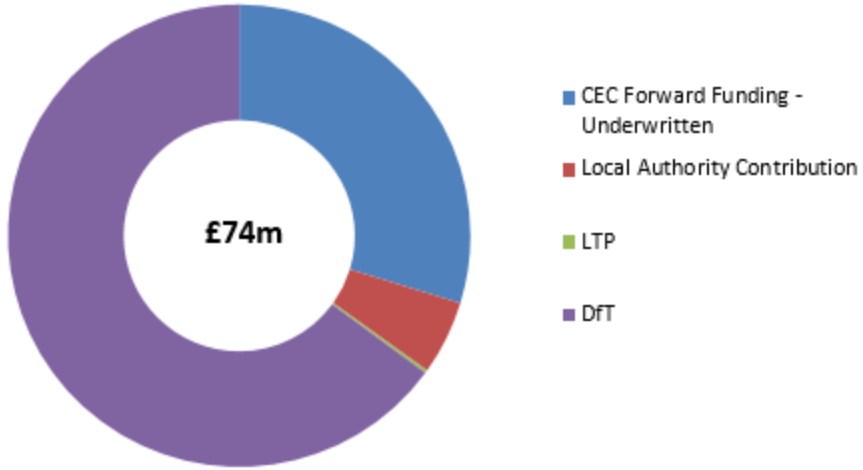
- None to report

Middlewich Eastern Bypass

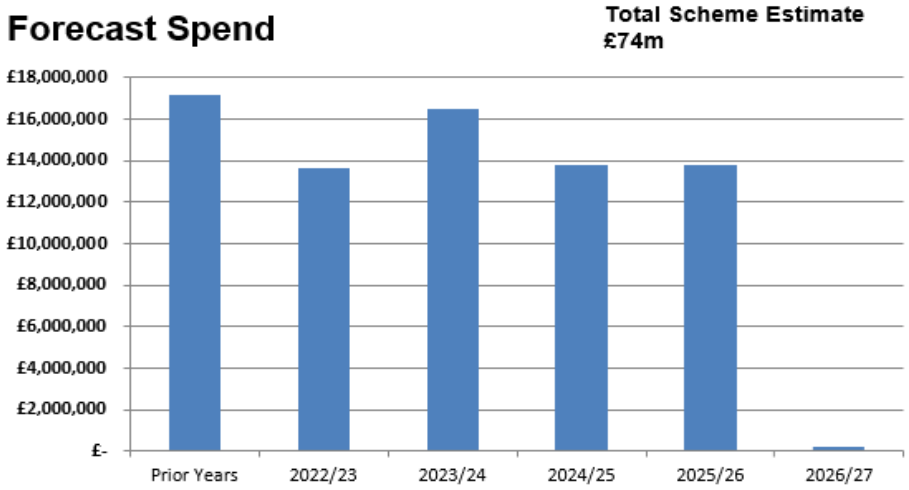
Actual Spend



Funding



Forecast Spend



Milestones - Assumes a public inquiry

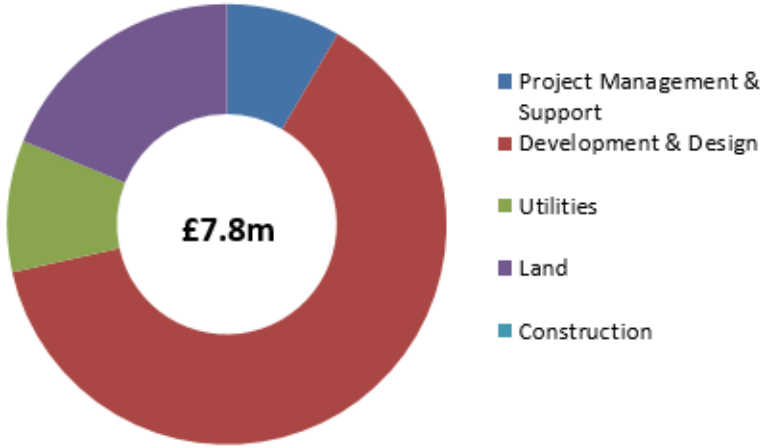
- Feasibility stage – May ‘16
- Informal Consultation – Sept ‘16
- Preferred Route Selection – Nov ’16
- Production of the OBC – March ‘17
- Planning Application Made – Nov ‘18
- Planning Permission Granted – July ‘19
- Procurement – tender returns – Jan ‘19
- Submission of Full Approval Application to DfT – July ‘23
- Approval of FBC from DfT – Oct ‘23
- Start of Works – Jan ‘24
- Completion of Works – Dec ‘26
- Scheme brought into Public Use e.g. Opening Date – Jun ‘26

Issues

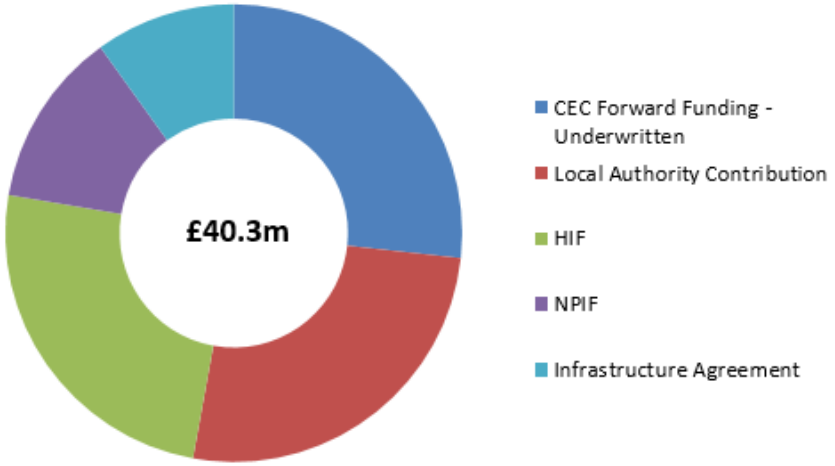
- Land owner has denied access to their land south of Cledford Lane for the purpose of constructing the advance works. The only access point is now over the railway RRAP.
- RRAP & Habitat construction programme.
- Delayed CPO.

North West Crewe Package

Actual Spend

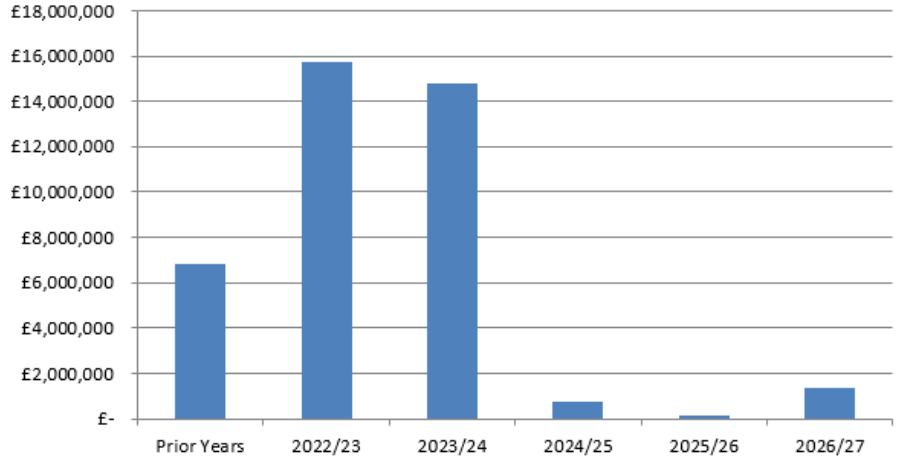


Funding



Forecast Spend

Total Scheme Estimate £40.3m



Milestones

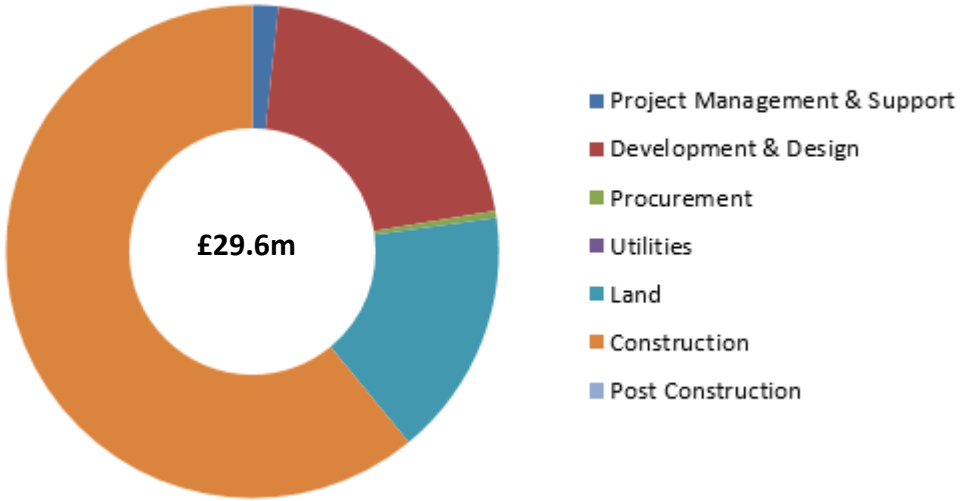
- Public Consultation – Mar ‘18
- Planning Application Submitted – Dec ‘18
- Planning Application Approved – Mar ‘19
- Construction Starts – May ‘22
- Road Opening – Dec ‘23

Issues

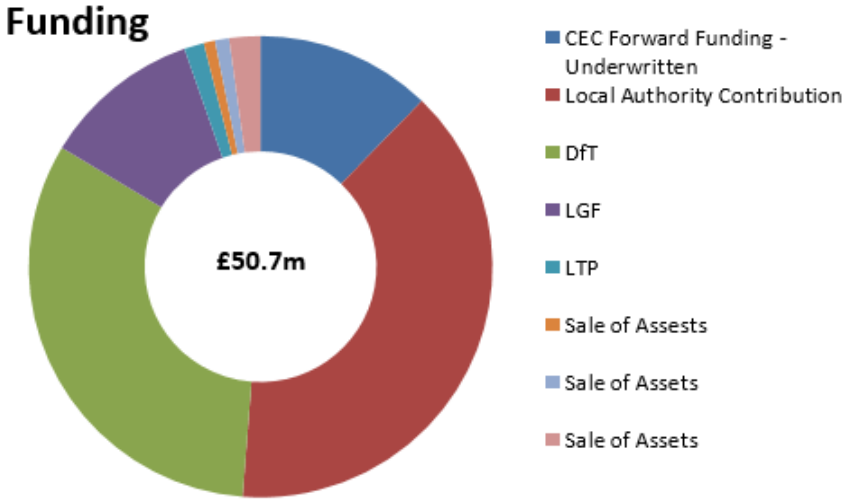
- Delayed developer planning approvals has impacted the construction programme.
- Overall budget being monitored carefully due to construction inflation.

Poynton Relief Road

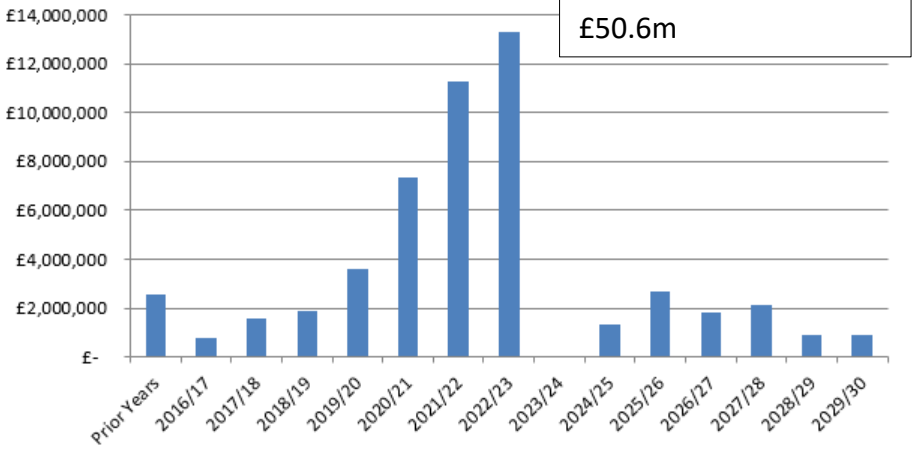
Actual Spend



Funding



Forecast Spend



Milestones

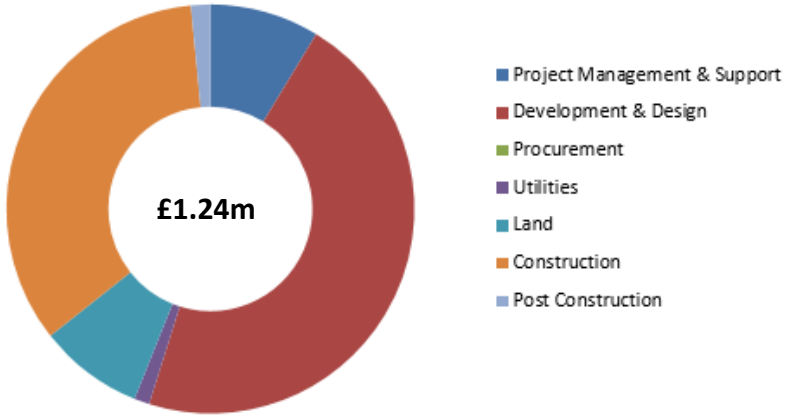
- Preliminary Investigation and Scoping - September '13
- Planning Approval - July '16
- Public Inquiry into CPO - November '18
- Secretary of State Decision on CPO orders - February '19
- Submission of Full Approval Application to DfT - October '19
- Final Draft Funding Approval - March '20
- Start of Works - August '21
- Completion of Works - November '22

Issues

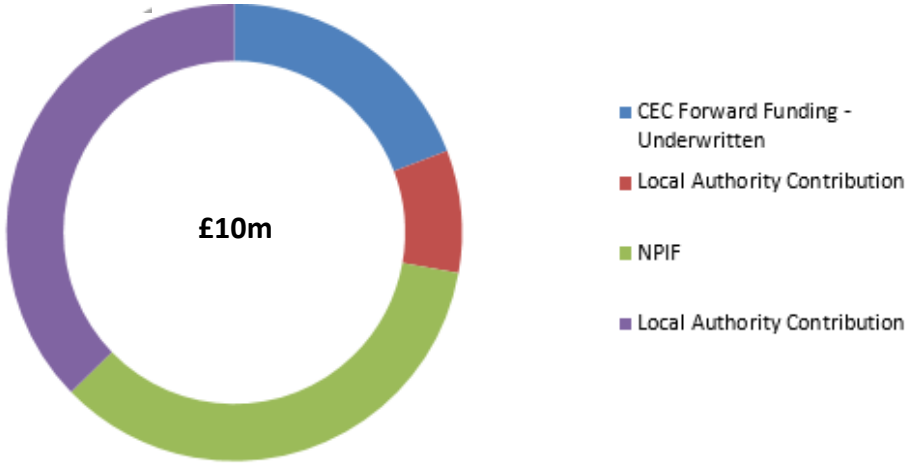
- No new issues to update.

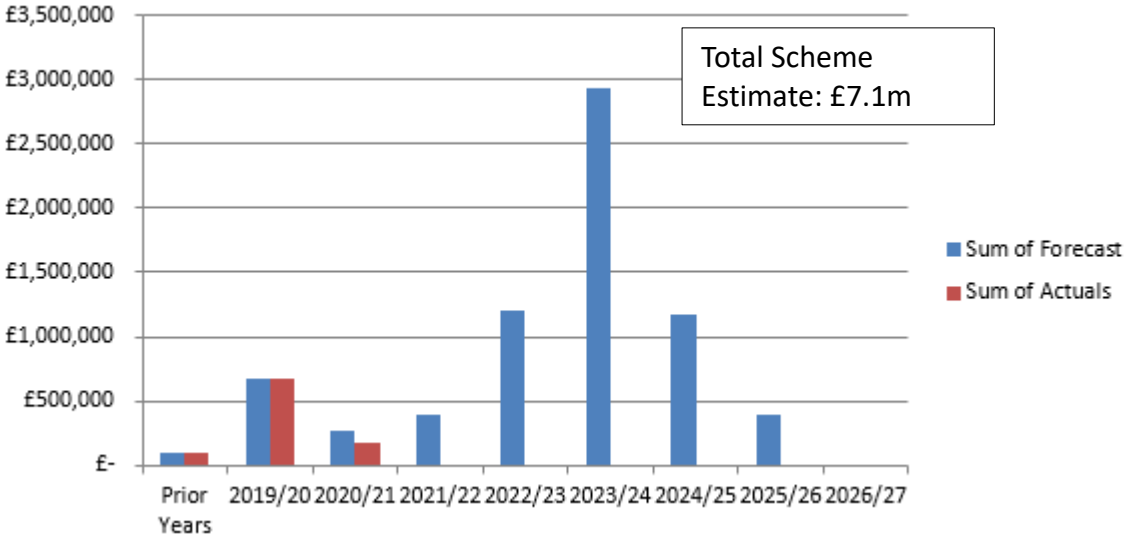
Flowerpot Junction inc. Mill Lane and Silk Road

Actual Spend



Funding





Milestones – Date assume no Public Inquiry

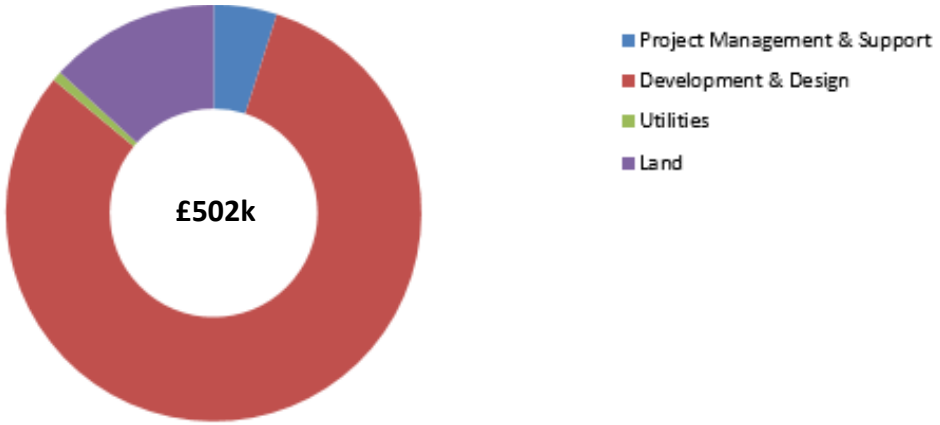
- Prelim design/assessment – April '19
- Detailed design – August '20
- Construction start – October '23
- Construction complete – April '24

Issues

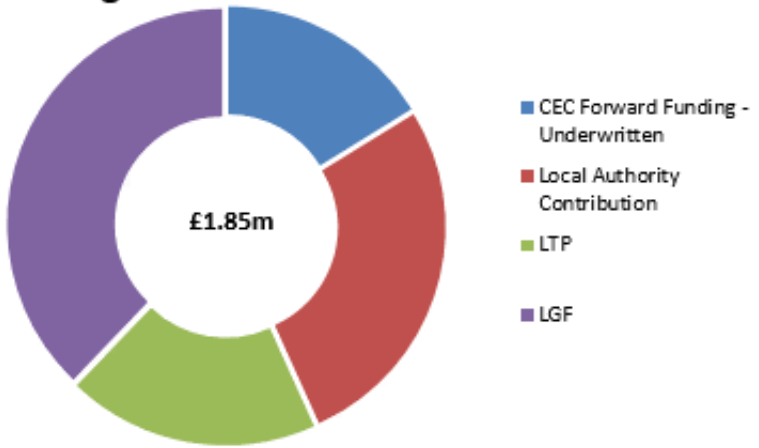
- A CPO is required to overcome the issues with land acquisition and the unregistered land. A Section 19 notice is also required for the public open space land required for the highway improvement.
- CPO and SRO requires Committee approval (provisionally September 2022 committee). Additional work and time are required to prepare the CPO, SRO, Statement of Reasons and Committee report.
- Design amendments are required to overcome issues in the SRO for the replacement private means of access.

Crewe Walking and Cycling Scheme

Actual Spend

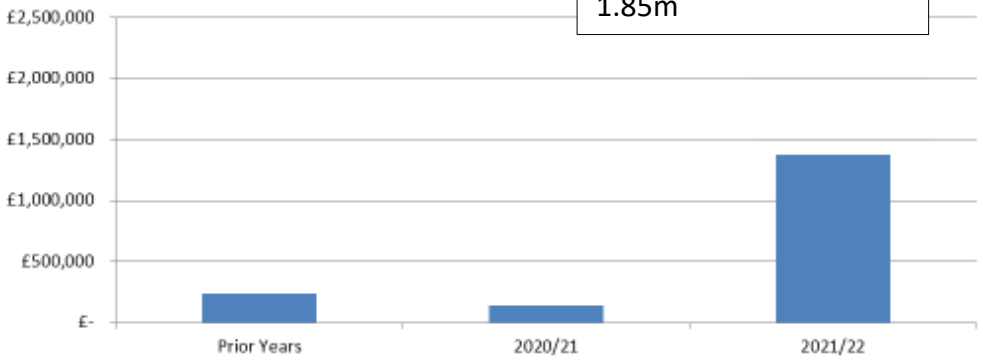


Funding



Forecast spend

Total Scheme Estimate: 1.85m



Milestones

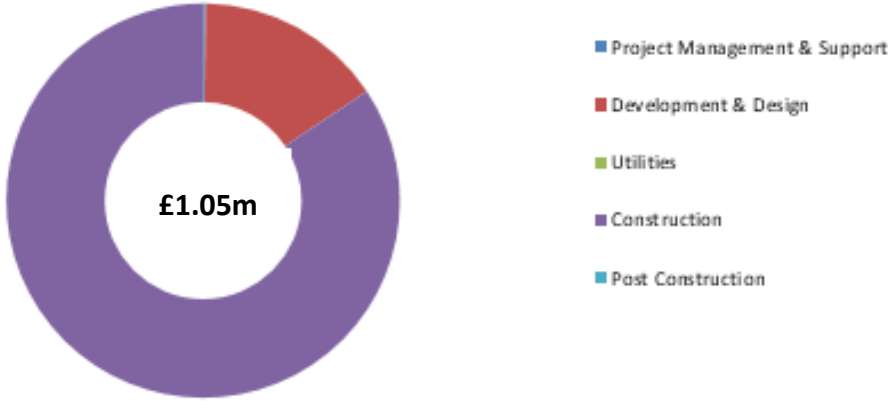
- Phase 1A (Boulderstones Bridge section) design complete - May '22
- Phase 2 detailed design complete – May '22
- Phase 2 RSA Stage 2 – Aug '22
- Land acquisition complete – Aug '22
- Construction commence – Nov '22
- Construction completion – May '23

Issues

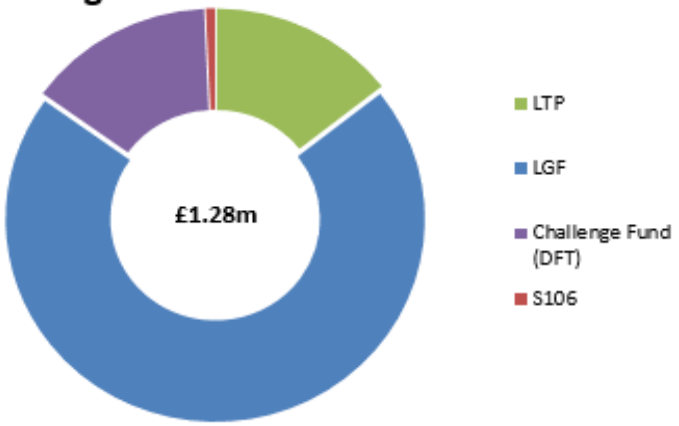
- Delay to land acquisition due to protracted negotiations with land owners has pushed out construction timescales to Winter 22/23.
- Construction price inflation may affect budget – detailed costings work currently being undertaken.

Wilmslow Walking and Cycling Scheme

Actual Spend

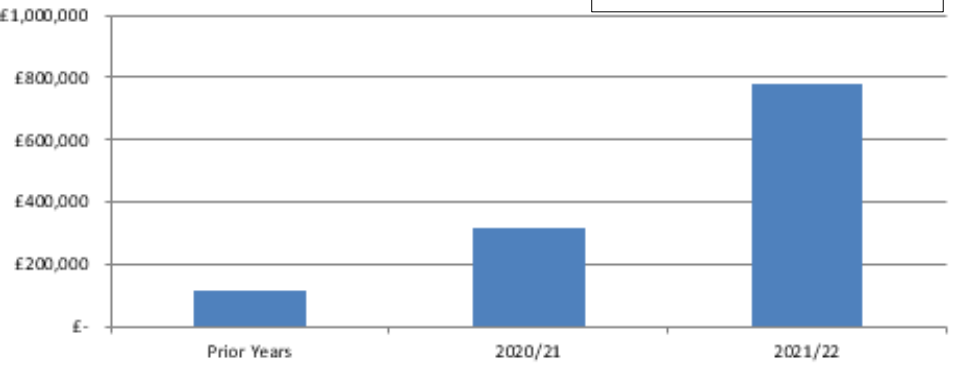


Funding



Forecast spend

Total Scheme Estimate: £1.2m



Milestones

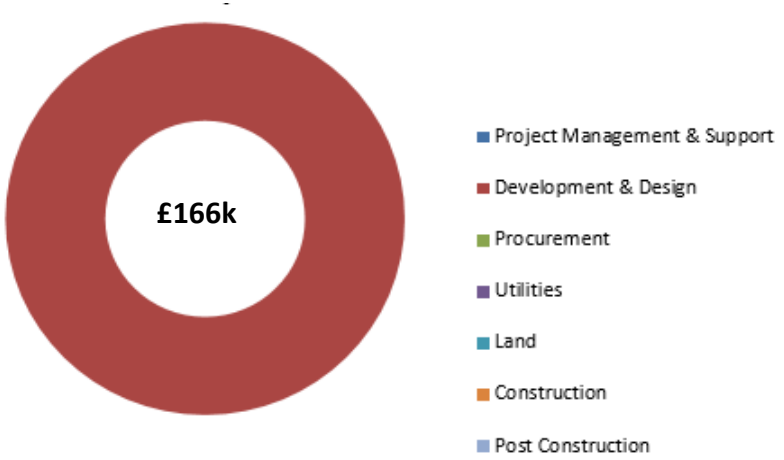
- Stage 2 detailed design complete – Oct '20
- Target cost submission – Dec '21
- Construction commencement – Jan '21
- Contract completion - April '21

Issues

- Further works required due to issues raised at Road Safety Audit Stage 3.

Future High Street Fund – Flag Lane Link

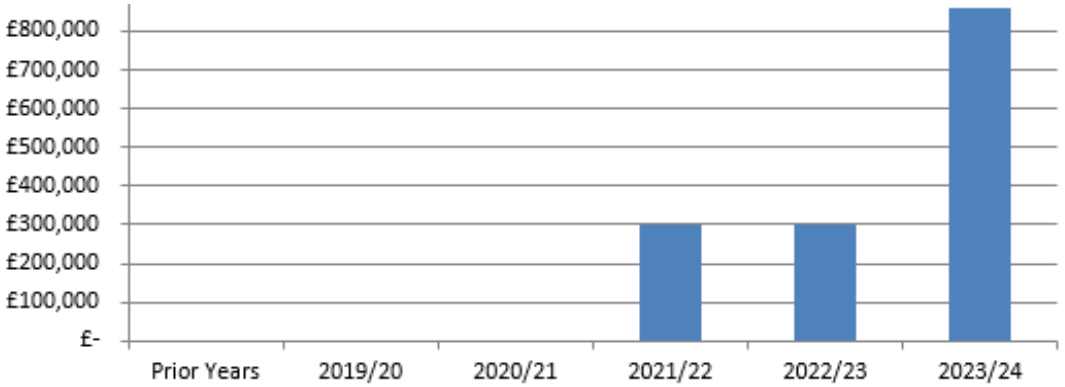
Actual spend



Funding

Forecast spend

Total Scheme Estimate: £1.4m



Milestones

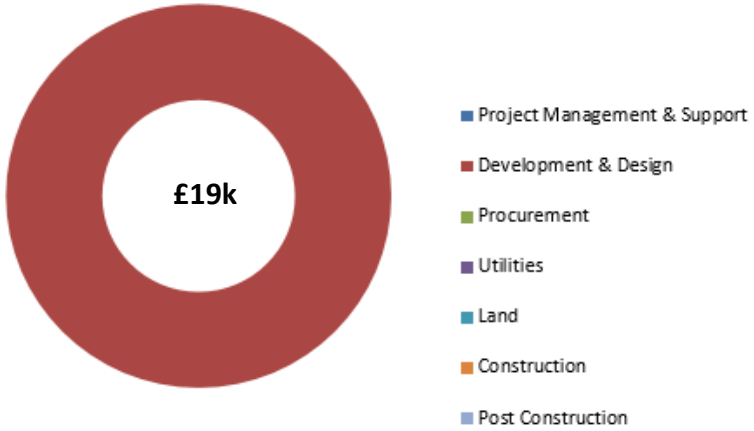
- Start on Site Summer '22

Issues

- None, possible option to explore one-way system on Delamere Street, which would allow improved cycling provision

Future High Street Fund - Earle Street Link enabling works

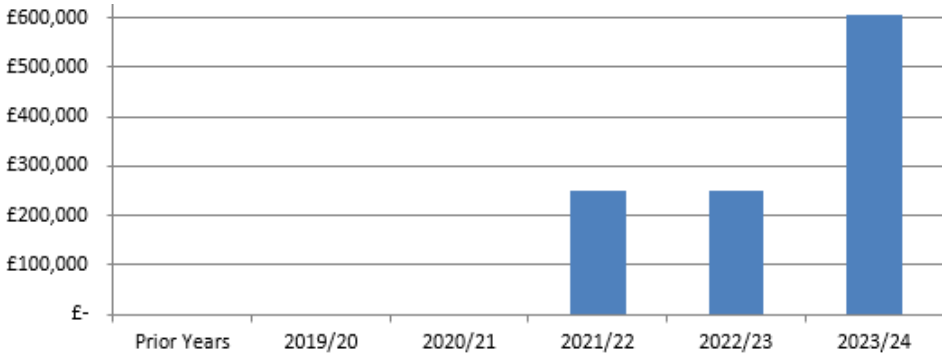
Actual spend



Funding

Forecast spend

Total Scheme Estimate: £1.1m



Milestones

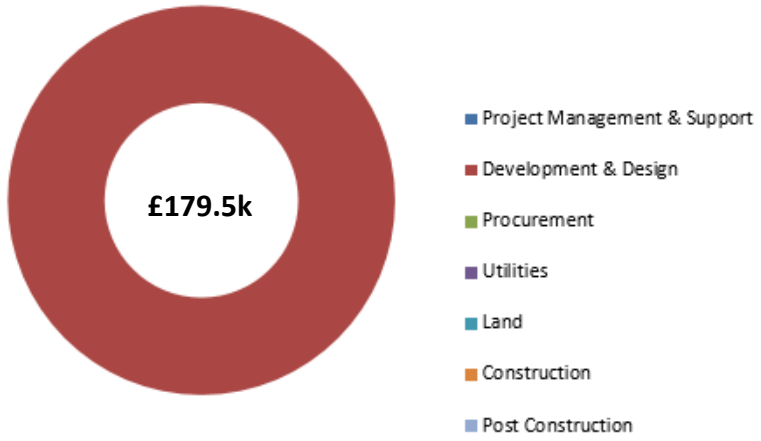
- Feasibility work on new footbridge to be complete Summer '22

Issues

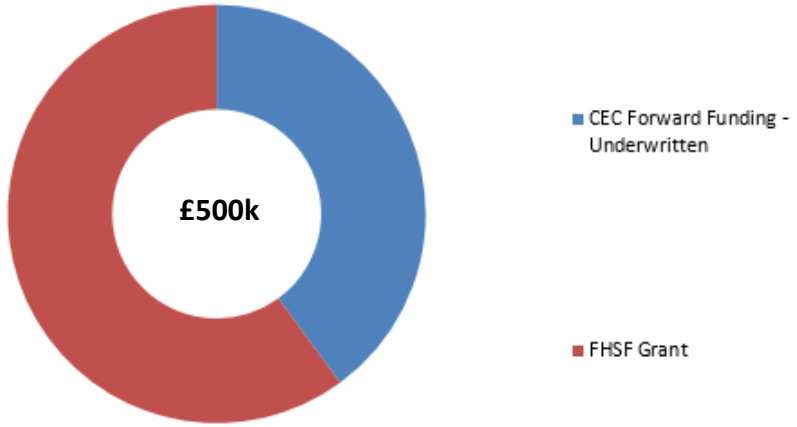
- Looking to resolve Network Rail signalling issues and possible conflict with new bridge

Future High Street Fund - Adaptive Signals & South Street Widening

Actual spend

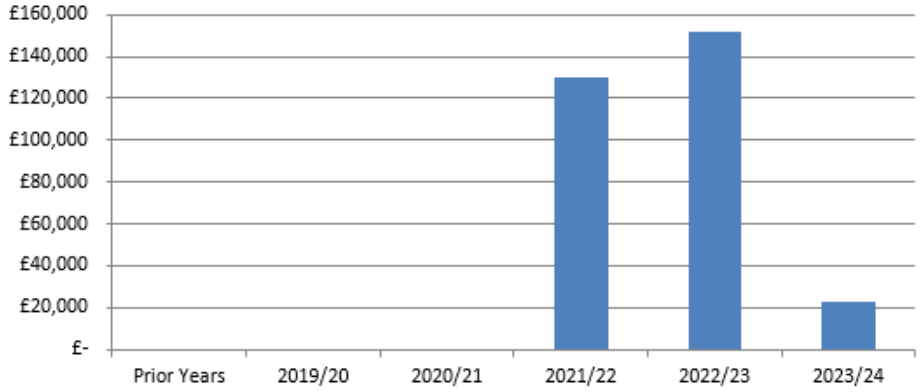


Funding



Forecast spend

Total Scheme Estimate: £0.5m



Milestones

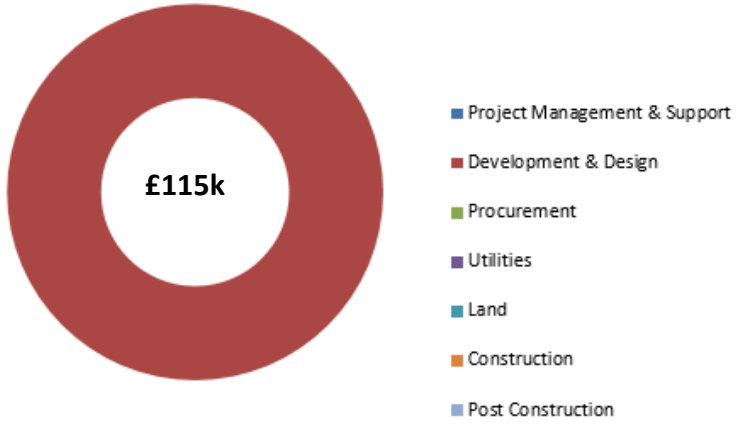
- To be fully installed by Summer '23

Issues

- None

Future High Street Fund - Southern Gateway

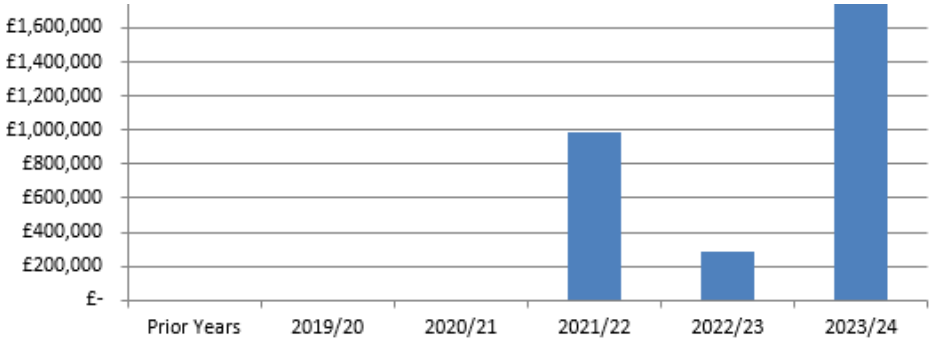
Actual spend



Funding

Forecast spend

Total Scheme Estimate: £3m



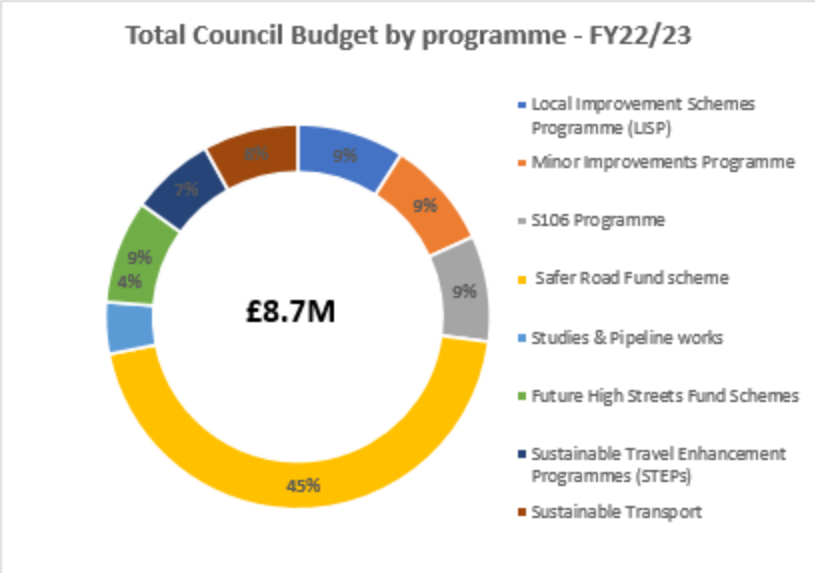
Milestones

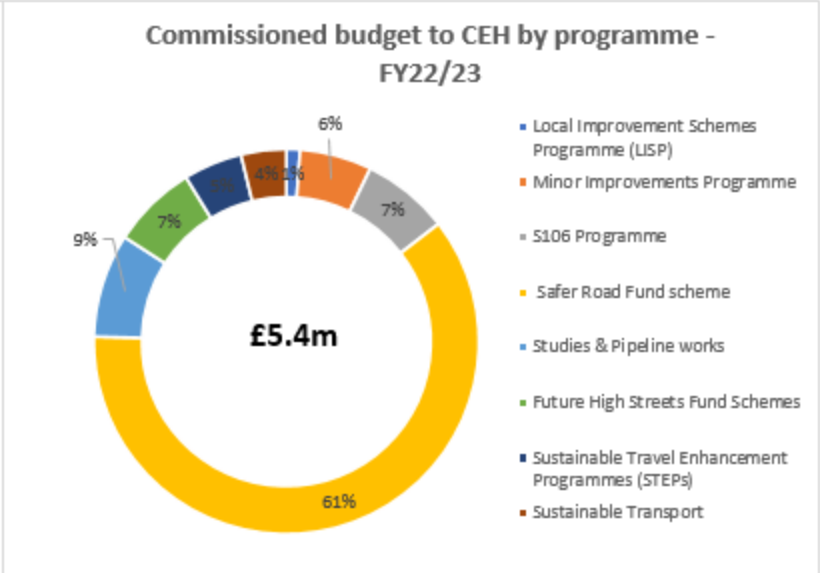
- Public Engagement on options – Spring '22
- Submission of Planning Application – Autumn '22
- Construction – March '24

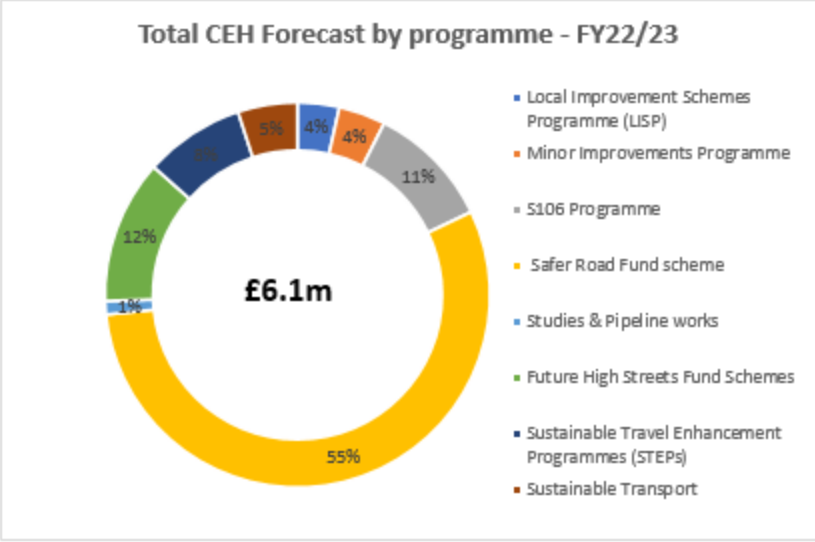
Issues

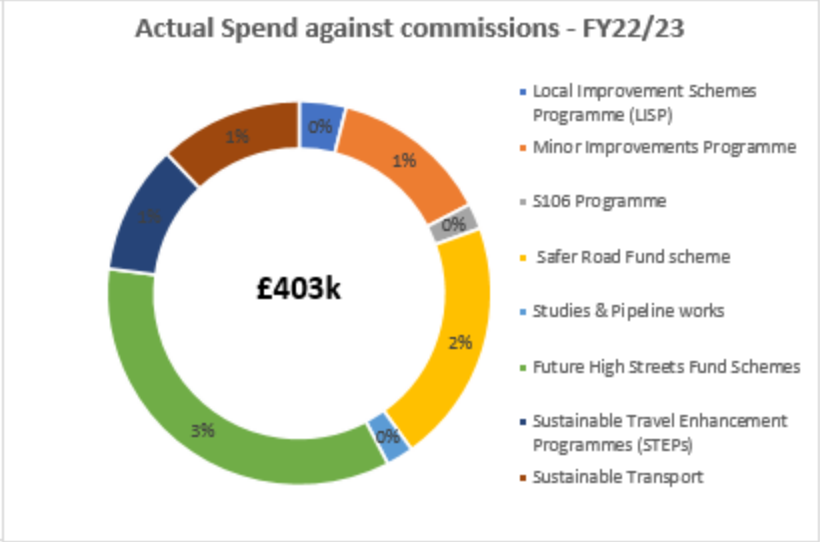
- Land not yet acquired – may need to go via the CPO route

Smaller Scale Schemes









Agenda Item 8

Cheshire East Council

Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	21 July 2022
Report Title:	On-Street Electric Vehicle Charging
Report of:	Tom Moody, Director of Highways & Infrastructure
Report Reference No:	HT59/22-23
Ward(s) Affected:	Alsager, Congleton West, Crewe Central, Crewe East, Crewe South, Knutsford, Macclesfield Central, Macclesfield East, Middlewich, Nantwich North and West, Sandbach Town, Wilmslow West and Chorley

1. Purpose of Report

1.1. The purpose of this report is to seek approval for delivery of electric vehicle charging points that support residents who do not have the ability to charge their vehicle at home.

1.2. This report presents plans to deliver charge points through the Government's On-Street Residential Charging (ORCS) Fund with match funding provided by the Council.

1.3. In July 2021 the Highways and Transport Committee approved the Council's draft Electric Vehicles Infrastructure Strategy as a basis for conducting engagement and developing a procurement exercise to enable delivery of charge points. Since then, the Council has identified a budget of £100,000 as part of the Capital Programme in financial year 2022-23, which will provide a local funding contribution where match-funding is needed as a condition of Government funding.

1.4. Through the ORCS bid, external funding of £157,580 is being sought from the Government's Office of Zero Emission Vehicles, as presented in this report.

1.5. This report contributes to the following priority outcomes identified in the Corporate Plan:

1.5.1. GREEN – through proposals that would improve EV charging provision in the Borough, the Council will encourage the early adoption of electric vehicles which will positively contribute both to our response to the climate emergency and to reducing the incidence of air quality problems, especially in urban areas.

1.5.2. FAIR – the proposals are intended to create greater consistency and availability of access to EV charging, removing some of the long-standing barriers to purchase and use of electric vehicles within the Borough. This is particularly the case for residents who do not have off-street parking at their residence, and therefore are not able to conveniently charge an electric vehicle.

2. Executive Summary

2.1. The Council's draft Electric Vehicles Infrastructure Strategy includes a key action to support residents in the Borough who do not have off-street parking. An opportunity has been identified to secure external funding from the Government's Office of Zero Emission Vehicles for the delivery of charge points that support these residents. A funding bid has been developed and submitted to Government to secure a portion of the funding available. In total the Council has requested £157,580 from the Government's Office of Zero Emission Vehicles, as presented in this report, with £55,300 match funding to be provided by the Council.

2.2. As part of the Council's draft Electric Vehicles Infrastructure Strategy, a review of baseline data identified a range of locations in which there are concentrations of residential properties that do not have the ability to install a home charge point. This exercise was refreshed in March 2022 as part of preparing the funding bid. From this a long list of potential on-street and car park locations were identified in towns across the Borough.

2.3. A technical assessment was then conducted on the long list of potential locations to identify feasible sites that meet the Government's criteria for receiving funding through the On-Street Residential Charging Fund. Through this assessment a short list of sites was identified to include within the funding bid. Key criteria in this assessment included:

- Ability to serve a significant number of residential properties that do not have off-street parking
- Ability to connect into the electricity network cost effectively
- Avoiding conflicts with wider highway users to ensure footways remain a sufficient width
- Ensuring the continued safe operation of the wider highway

- Ability to deliver the site by Spring 2023 (including implementation of appropriate Traffic Regulation Orders to ensure the spaces are ringfenced for electric vehicles)

2.4. Proposed sites for the installation of charge points are a mixture of on-street locations and car parks that are conveniently located near to residential properties that do not have off-street parking. 7kWh charge points are planned at each location in line with Government guidance, as these enable users to conveniently charge their vehicle for longer periods of time near to their residence.

2.5. The proposed locations for installation of charge points as part of this phase of delivery are detailed in the table below and Appendix A includes a more detailed pack of information for each location.

Sites	Area	Postcode	Location Type
Fairview Car Park	Alsager	ST7 2AE	Off-street
Antrobus Street Car Park	Congleton	CW12 1HB	Off-street
Wrexham Terrace Car Park	Crewe	CW1 2ND	Off-street
Bulkeley Street	Crewe	CW1 6ET	On-street
Edleston Road Car Park	Crewe	CW2 7DG	Off-street
Hope Street Car Park	Crewe	CW2 7DR	Off-street
King Street Car Park	Knutsford	WA16 6DX	Off-street
Tatton Street Car Park	Knutsford	WA16 6AG	Off-street
Brook Street	Macclesfield	SK11 7AW	On-street
Churchill Way Car Park	Macclesfield	SK11 6AY	Off-street
Whalley Hayes Car Park	Macclesfield	SK10 1BS	Off-street
Southway Car Park	Middlewich	CW10 9BL	Off-street
Snow Hill Car Park	Nantwich	CW5 5LS	Off-street
Chapel Street Car Park	Sandbach	CW11 1DH	Off-street
The Carrs Car Park	Wilmslow	SK9 4AA	Off-street

2.6. The funding application was submitted to Government in March 2022 and has received an initial positive response, pending further detailed assessment of the application. Subject to the application being formally approved by Government, work will then proceed to engage local stakeholders, develop detailed designs, procure a supplier, and install the charge points by Spring 2023.

2.7. It should be noted that the sites proposed in this report are the next phase of delivery, and in parallel a wider programme of electric vehicle charge point delivery is being developed through a strategic procurement exercise. This parallel work is positioning the Council to apply for the Government's newly announced Local Electric Vehicle Infrastructure (LEVI) fund and will consider further locations for the delivery of charge points. The LEVI fund is anticipated to include the flexibility to install further charge points for residents who do not have off-street parking and also other types of charge points in town centres to fill key gaps in the network. This wider programme is also linking with other work streams across the Council including decarbonisation of the Council's fleet vehicles and plans to establish a car club. The balance of funding for EV Infrastructure in the Council's current capital programme (£44,700) is intended to be used to prepare bids to the LEVI fund, including procurement of specialist suppliers, on a borough-wide basis.

3. Recommendations

3.1. The Highways and Transport Committee is recommended to:

3.1.1. Approve delivery of the next phase of charge point locations noted in this report to support residents who do not have off street parking, subject to formal approval of the application by Government.

3.1.2. Note the next steps for the development and delivery of the wider electric vehicles infrastructure programme as set out in paragraph 2.7, and that further reports will be submitted to committee to seek necessary approvals.

4. Reasons for Recommendations

4.1. Enabling the transition to electric vehicles is anticipated to make a significant contribution to meeting the Council's commitments to the environment. In particular, the Council's draft Electric Vehicles Infrastructure Strategy includes a key action to support residents in the borough who do not have off-street parking.

4.2. The provision of electric vehicle charging infrastructure will directly support delivery of the 'a council which empowers and cares about people' and 'a thriving and sustainable place' priorities identified in the Council's Corporate Plan 2021-2025.

5. Other Options Considered

5.1. Alternative options are noted below in the table alongside information on why this has not been pursued.

Option	Impact	Risk
Do nothing – there is the option of not progressing or approving the plans.	This would lead to the Council not receiving external funding from government in 2022 and a delay to the installation of charge points.	High risk this would delay the transition to electric vehicles in the borough.
Alternative sites – a number of other sites were considered in various areas of the borough for the installation of charge points as part of this phase of delivery.	The impact of including sites that were assessed to be challenging to deliver or did not meet the Government's funding criteria risks the funding application being unsuccessful.	High risk this would lead to a delay to receiving funding and therefore delaying the transition to electric vehicles in the borough.

6. Background

6.1. In May 2019 the Council committed to being carbon neutral by 2025 and work to encourage all businesses, residents, and organisations in Cheshire East to reduce their carbon footprint. The Environment Strategy 2020-2024 outlines the Council's plans for becoming carbon neutral by 2025.

6.2. Additionally, the Council is committed to improving air quality, as outlined in the Air Quality Action Plan 2020 – 2025, with action GN 18/2020 committing to promoting and increasing the installation of EV charge points. Enabling a wider and more rapid transition to electric vehicles is expected to make a significant contribution to this outcome.

6.3. The Council has already invested in providing a number of electric vehicle charge points however there are gaps in current provision within Cheshire East. Notably, there is a lack of provision in the Macclesfield area and in areas of other towns where houses do not have off-street parking. In areas of the borough that do have EV charge points, current provision may be insufficient to support a more rapid uptake of electric vehicles in future years.

6.4. In July 2021 the Highways and Transport Committee approved the Council's draft Electric Vehicles Infrastructure Strategy as a basis for conducting engagement and developing a procurement exercise. The following objectives have been identified as priority outcomes from the production of the draft Electric Vehicles Charging Strategy:

- To contribute towards improved air quality and reduced carbon emissions from transport
- To support the uptake of electric vehicles by individuals, business and organisations within Cheshire East
- To guide the provision of infrastructure that is safe, easy to use and represents good value for money both on installation and throughout its life
- To seek to overcome inequalities in infrastructure provision, enabling our communities to transition to electric vehicles in a timely way
- To help ensure infrastructure makes a positive contribution to the streetscape through sensitive placement and appearance, avoiding negative impacts on other road users, particularly pedestrians
- Supporting electric vehicles in the context of a wider transport system that encourages mileage reduction, active travel and public transport.

7. Consultation and Engagement

7.1. The draft Electric Vehicles Infrastructure Strategy was approved by the Highways and Transport Committee in July 2021 as a basis for further technical work and conducting a procurement exercise. The proposed locations and work programme outlined in this report draws on the analysis and recommendations made in the draft strategy.

7.2. Subject to formal approval of the funding application by Government, engagement will commence with local ward members and other key stakeholders. This engagement will inform development of more detailed plans for the delivery of charge points at the proposed locations.

8. Implications

8.1. Legal

8.1.1. In developing and implementing electric vehicle charging infrastructure, the Council must have regard to the transport needs of disabled persons and of persons who are elderly or have mobility problems. Development of plans will need to be in accordance with statutory and legal requirements for Community Engagement and Equalities Impact Assessment.

8.1.2. Members must be fully aware of the equalities implications of the decisions they are taking. This will ensure that there is proper appreciation of any potential impact of any decision on the Council's statutory obligations under the Public Sector Equality Duty. As a minimum, this requires decision makers to carefully consider the content of any Equality Impact Assessments produced by officers.

8.1.3. There is no statutory duty to consult on proposals to change the way in which a local authority carries out its duties but there is an expectation enshrined in case law that any local authority making decisions affecting

the public will do so fairly and in a way that cannot be said to be an abuse of power.

8.1.4. Legally enforceable Traffic Regulation Orders will be required for enacting parking restrictions for bays at which charging infrastructure is installed. Advice from CEC Parking Services is that the 'Consolidated Off Street Parking Order 2015' (as varied) accommodates for the implementation of EV only bays in off-street car parks. New or amended legally enforceable Traffic Regulation Orders will be required for enacting parking restrictions for on-street bays at which charging infrastructure is installed.

8.1.5. Should the funding application be successful, delivery of the programme will need to be conducted in accordance with CEC's procurement rules and public subsidy control regulations.

8.2. Finance

8.2.1. The financial elements of the funding bid are as follows:

- £157,580 capital funding sought from the Office of Zero Emission Vehicles
- £55,300 to be provided by CEC as match funding

8.2.2. Provision for the capital match funding contribution has been made in the 2022-2023 Highways Capital Programme as part of the Local Transport Plan capital allocation.

8.3. Policy

8.3.1. Development of the On-Street Residential Charging Fund proposals set out in this report has been undertaken to ensure there is a consistent policy-fit with all relevant adopted and emerging local policies including: the Local Transport Plan, Corporate Plan 2021 – 2025; Local Transport Development Plans, regeneration masterplans for Crewe and Macclesfield; Town Vitality Plans; and Car Parking Strategy.

8.4. Equality

8.4.1. An Equality Impact Assessment has been developed for the electric vehicles infrastructure programme to ensure that the needs and impacts on residents are understood, especially individuals or groups with identified protected characteristics. Key aspects such as ensuring the useability of footways and achieving a geographical balance of investment have been considered in developing the proposed locations.

8.5. Human Resources

8.5.1. There are no direct implications for Human Resources as the project will be delivered by the Council's existing Strategic Infrastructure team.

8.6. Risk Management

8.6.1. This project will report to the Electric Vehicle Infrastructure Project Board chaired by the Head of Strategic Transport and Parking. Officers from procurement, finance, estates, public health and highways will be invited to attend to ensure appropriate project governance and strategic direction. A project risk register will be maintained detailing mitigation measures.

8.7. Rural Communities

8.7.1. Electric vehicle charge points delivered in public car parks in principal towns and key service centres will provide charging hubs for surrounding areas. Further locations including rural areas will be considered for the delivery of charging infrastructure as part of the wider programme.

8.8. Children and Young People/Cared for Children

8.8.1. No direct implications for children and young people have been identified.

8.9. Public Health

8.9.1. This work has been aligned with the Council's stated policies and action plans relating to Air Quality management. This considers the impact of transport on issues affecting public health, most notably air quality and the contribution that electric vehicles can make to reducing tailpipe air pollutants.

8.10. Climate Change

8.10.1. The Council has committed to becoming carbon neutral by 2025 and to encourage all businesses, residents and organisations in Cheshire East to reduce their carbon footprint. This investment aims to support the transition away from internal combustion engines that burn fossil fuels. This coupled with decarbonisation of energy generation is anticipated to play a major role in meeting the UK's targets for reducing greenhouse gases.

Access to Information	
Contact Officer:	Richard Hibbert, Head of Strategic Transport Richard.hibbert@cheshireeast.gov.uk 07866 157324
Appendices:	Appendix 1: Site Information Pack
Background Papers:	Draft Cheshire East Electric Vehicles Charging Infrastructure Strategy (https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s87585/DRAFT%20CEC%20EV%20Strategy%20Report%20-%20CLT%20Version.pdf) and Committee Paper (https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s87584/Highways%20Committee%20Report%20-

	%20EV%20Strategy%20-%20July%202021%20draft%20for%20CLT.pdf)

This page is intentionally left blank

Site Information Pack

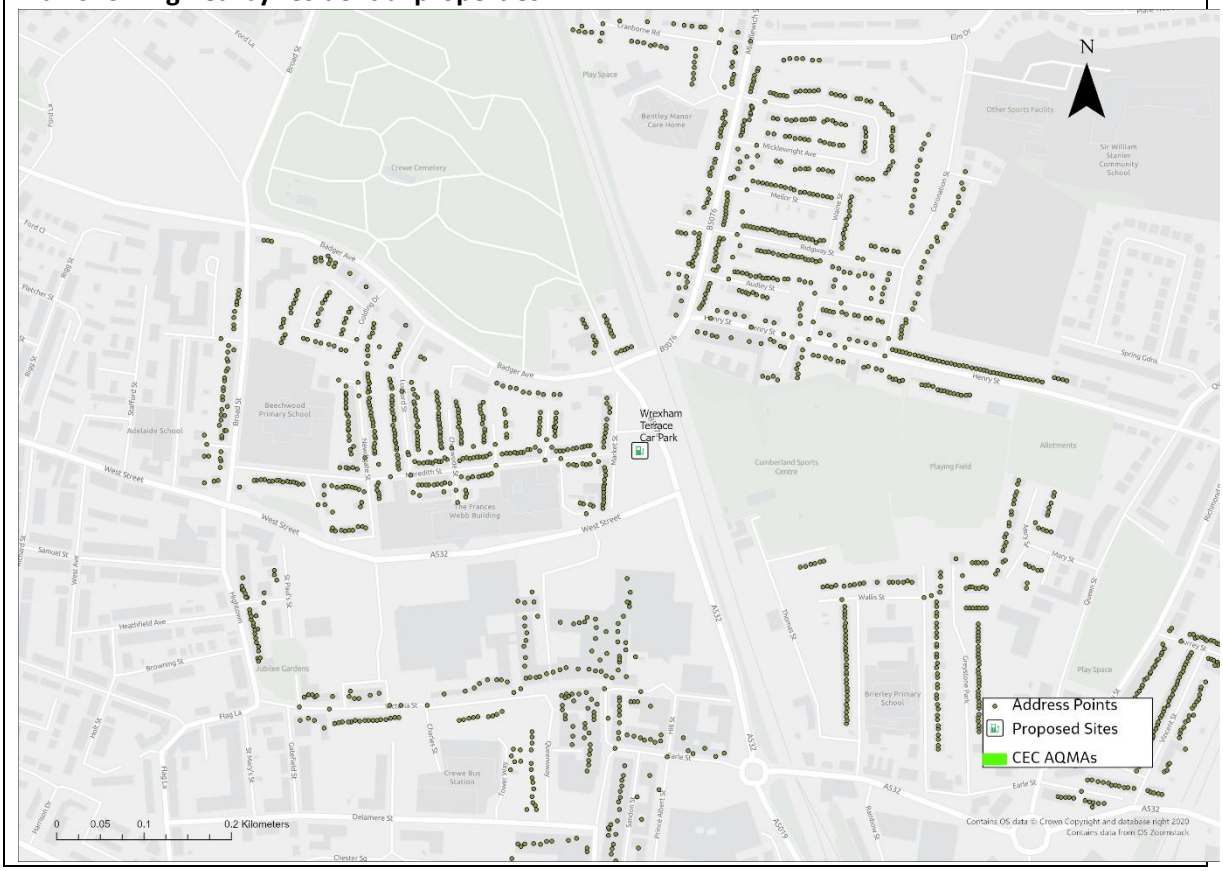
Site Name: Wrexham Terrace Car Park	**Post Code:** CW1 2ND
Site Coordinates: 53.10139297344618, -2.4406351304289204	
Infrastructure Application: Two double-header posts (four sockets), standard 7kw	

Photo showing indicative location:
Proposed location of charge points. Off-street car park directly adjacent to large residential area with no off-street parking.

Location Type:	Residential
Parking Type:	Off-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	Yes
CCTV:	No
Fencing:	Yes
Security Barriers:	Yes
Specific Operating Times:	24/7
If on-street, Is this an area without suitable access to off-street parking?:	Residential streets in this area are constrained with narrow roads and footways. Therefore car park location is most suitable within this area.
Parking Charges:	1 Hour - £0.80 2 Hours - £1.20 4 Hours - £2.20

	10 Hours - £3.00 Quarter - £179.00 Year - £470.00 Free between 6pm and 8am
Average daily ticket sale: **(Feb-March 2022)**	27
Capacity:	102
Pre-Existing Charging Infrastructure:	None
Sufficient Space for Infrastructure Implementation:	Yes, to be installed within car park perimeter
Existing bays/TROs:	TRO already exists and no need to amend
Confirm Pavement Width (minimum 2m):	N/A
Obstructions:	None
Confirm DNO Connection:	• Adequate capacity for proposed provision • Road crossing across market Street to connect • £4,000-£5,000 connection cost
Confirm Local AQMA:	No local AQMA
Nearby request for charge points:	Within 500m of a charge point request

Plan showing nearby residential properties:



CEC ORCS Site Information Pack

Site Name: Bulkeley Street	**Post Code:** CW1 6ET
Site Coordinates: 53.09582225974407, -2.4280488887935037	
Infrastructure Application: One double-header post (two sockets), standard 7kw	

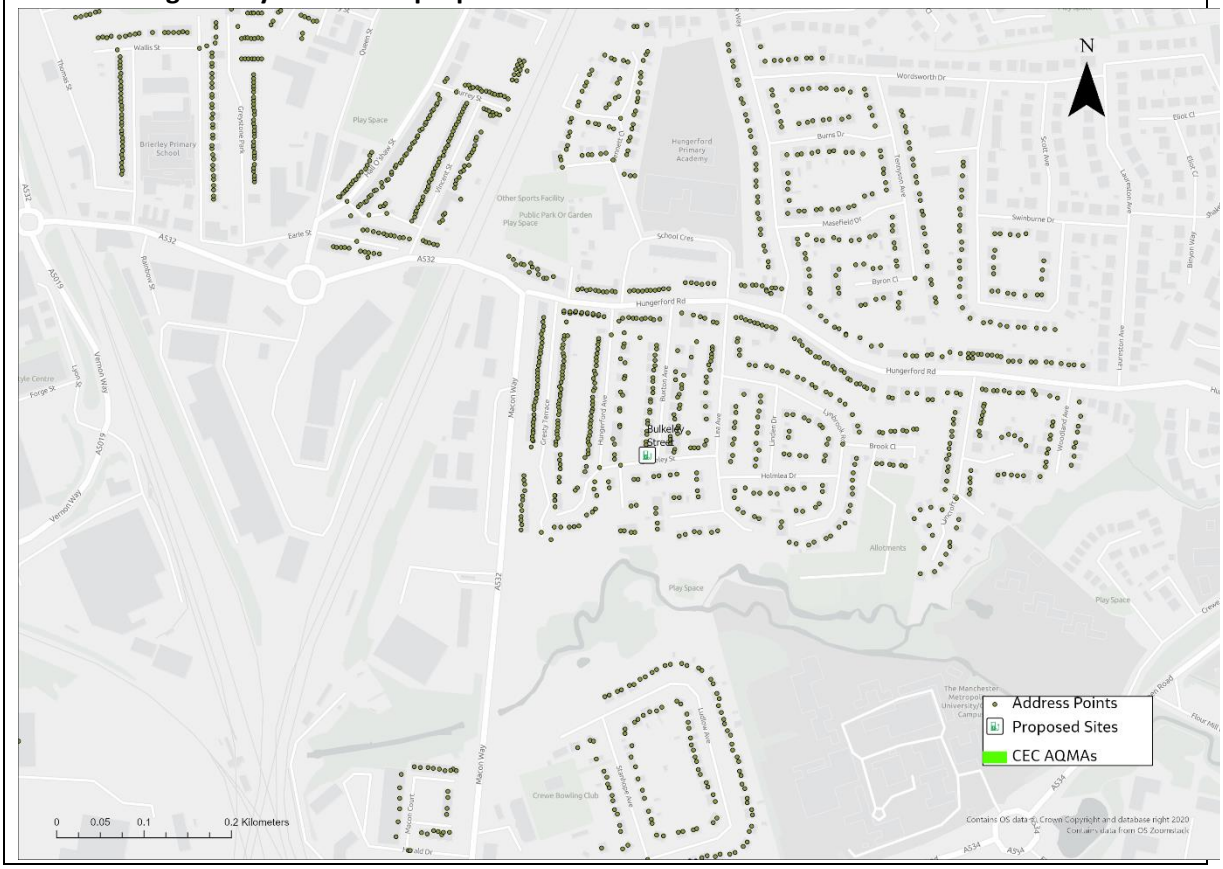
Photo showing indicative location:

Bulkeley Steet gable end install location showing adjacent terraced properties with no off-street parking. Lower photo shows Buxton Terrace off Bulkeley Street.

Location Type:	Residential

Parking Type:	On-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	Yes
CCTV:	N/A
Fencing:	N/A
Security Barriers:	N/A
Car Park Use:	N/A
If on-street, Is this an area without suitable access to off-street parking?:	Off-street parking is limited in this area. Please refer to the density of the urban form in the image above. There are no nearby off-street alternatives for Bulkeley Street or other local roads such as Hungerford Avenue or Buxton Avenue.
Parking Charges:	N/A
Average daily ticket sale: **(Feb-March 2022)**	N/A
Capacity:	N/A
Pre-Existing Charging Infrastructure:	None
Sufficient Space for Infrastructure Implementation:	Grass verge to be utilised
Existing bays/TROs:	N/A
Confirm Pavement Width (minimum 2m):	Chargepoint to be provided in grass verge, and so will not take up existing pavement width
Obstructions:	None
Confirm DNO Connection:	• Adequate capacity for proposed provision • Connection at bottom of Buxton Terrace (northern side of Bulkeley Road) • £4,000-£5,000 connection cost
Confirm Local AQMA:	No local AQMA
Nearby request for charge points:	Within 1km of a charge point request

Plan showing nearby residential properties:



CEC ORCS Site Information Pack

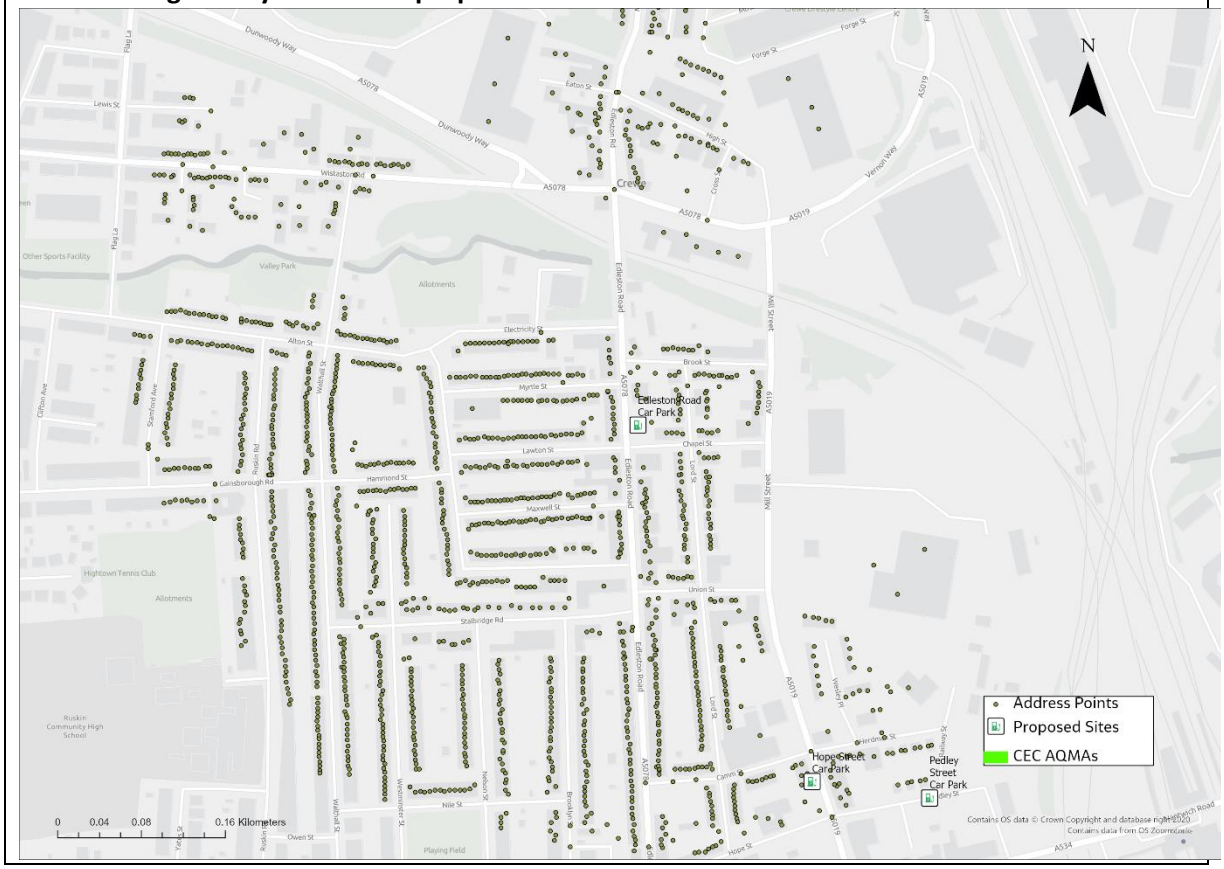
Site Name: Edleston Road Car Park	**Post Code:** CW2 7DG
Site Coordinates: 53.093069626298345, -2.441494747351911	
Infrastructure Application: Two double-header posts (four sockets), standard 7kw	

Photo showing indicative location:
View of streets opposite Edlestone Road showing dense terraces with no off-street parking.

Location Type:	Residential
Parking Type:	Off-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	Yes
CCTV:	No
Fencing:	Yes
Security Barriers:	No
Car Park Use:	24/7
If on-street, Is this an area without suitable access to off-street parking?:	Residential streets in this area are constrained with narrow roads (causing footway parking, see photo) and footways. Therefore car park location is most suitable within this area.
Parking Charges:	10 hours max stay 0-1 hour – 80p 1-2 hours – £1.20 2-4 hours - £2.20 4-10 hours - £3 Free after 3pm

Average daily ticket sale: (Feb-March 2022)	Data not available
Capacity:	36
Pre-Existing Charging Infrastructure:	None
Sufficient Space for Infrastructure Implementation:	Yes, within perimeter of car park. Some bays may be realigned to provide the best access
Existing bays/TROs:	TRO already exists and no need to amend
Confirm Pavement Width (minimum 2m):	N/A
Obstructions:	None
Confirm DNO Connection:	• Adequate capacity for proposed provision • Cable extension from Myrtle Street to car park • £8,000-£9,000 total connection cost
Confirm Local AQMA:	No local AQMA
Nearby request for charge points:	Within 500m of a charge point request

Plan showing nearby residential properties:



CEC ORCS Site Information Pack

Site Name: King Street Car Park	**Post Code:** WA16 6DX
Site Coordinates: 53.30440836303204, -2.372260853667423	
Infrastructure Application: Two double-header posts (four sockets), standard 7kw	

Photo showing indicative location:
Potential install location at King Street Car Park with residential property (part of a row of terraces) shown in the right hand side of the photo. Other potential locations throughout the car park.

Location Type:	Residential/Commercial
Parking Type:	Off-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	Yes
CCTV:	No
Fencing:	Yes
Security Barriers:	No
Car Park Use:	24/7
If on-street, Is this an area without suitable access to off-street parking?:	Residential streets in this area are constrained with narrow roads and footways. Therefore car park location is most suitable within this area.
Parking Charges:	0-1 hour: 70p 1-2 hours: £1.10 2-3 hours: £2.20 3-4 hours: £3.20 Quarter: £307

	Annum: £1155 Free after 3pm
Average daily ticket sale: **(Feb-March 2022)**	261 and 13 permits
Capacity:	125
Pre-Existing Charging Infrastructure:	None
Sufficient Space for Infrastructure Implementation:	Yes
Existing bays/TROs:	TRO already exists and no need to amend
Confirm Pavement Width (minimum 2m):	N/A
Obstructions:	None
Confirm DNO Connection:	• Adequate capacity for proposed provision • Likely to need power reinforcing, cost £6k plus £4,000-£5,000 connection cost
Confirm Local AQMA:	Within 1km of an AQMA
Nearby request for charge points:	N/A

Plan showing nearby residential properties:

CEC ORCS Site Information Pack

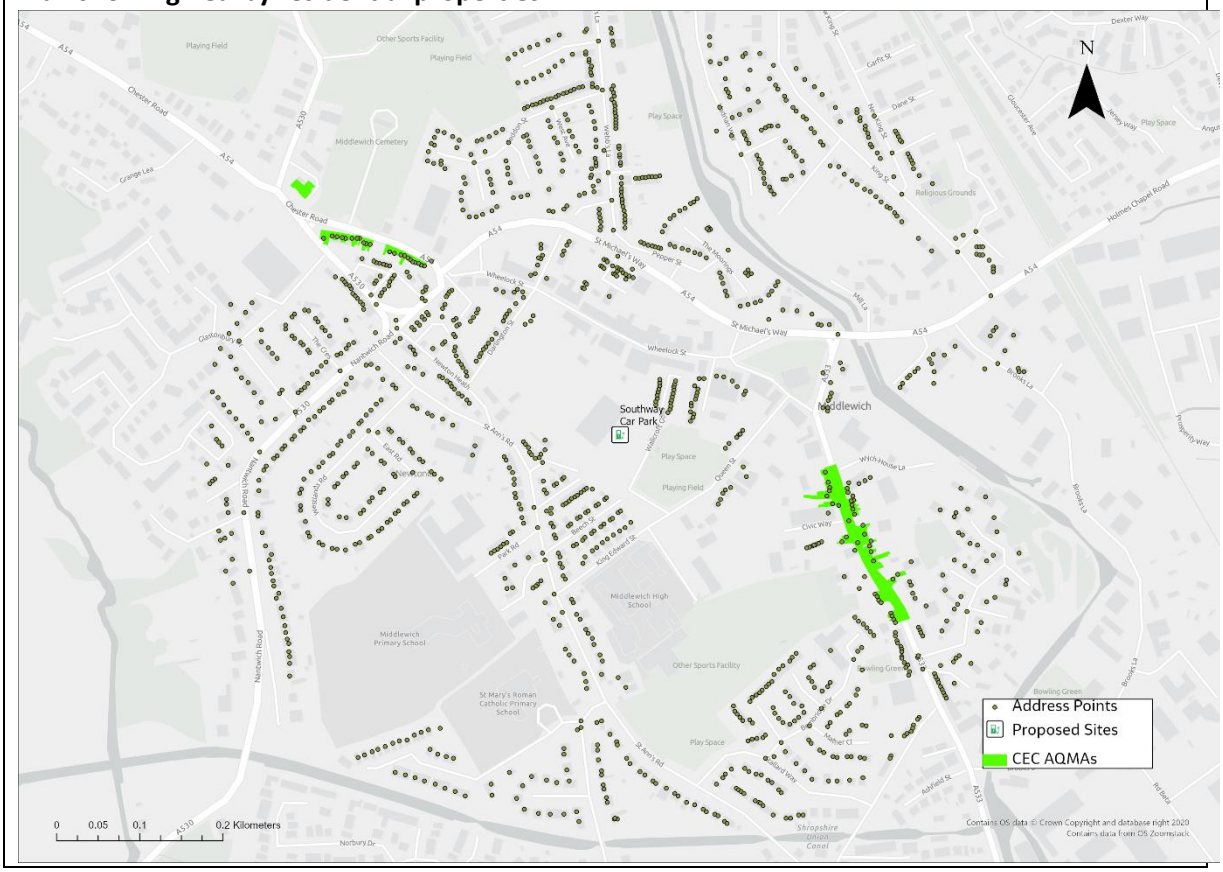
Site Name: Southway Car Park	**Post Code:** CW10 9BL
Site Coordinates: 53.19142878469134, -2.4483088221928453	
Infrastructure Application: Two double-header posts (four sockets), standard 7kw	

Photo showing indicative location:
Location installation just beyond disabled bays with residential streets in background with no off-street parking, shown in lower image.

Location Type:	Residential/Commercial
Parking Type:	Off-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	Yes
CCTV:	No
Fencing:	Yes
Security Barriers:	No

Car Park Use:	24/7
If on-street, Is this an area without suitable access to off-street parking?:	Residential streets in this area are constrained with narrow roads and footways. Therefore car park location is most suitable within this area.
Parking Charges:	Free
Average daily ticket sale: (Feb-March 2022)	Car park is free, no use data available
Capacity:	79
Pre-Existing Charging Infrastructure:	None
Sufficient Space for Infrastructure Implementation:	To be located on verge
Existing bays/TROs:	TRO already exists and no need to amend
Confirm Pavement Width (minimum 2m):	N/A
Obstructions:	None
Confirm DNO Connection:	• Adequate capacity for proposed provision • One sub-station either side of car park access off St Ann's Road • Run a cable from cable running between St Ann's Road and Jacks to run to council spaces
Confirm Local AQMA:	Within 250m of an AQMA
Nearby request for charge points:	N/A

Plan showing nearby residential properties:



CEC ORCS Site Information Pack

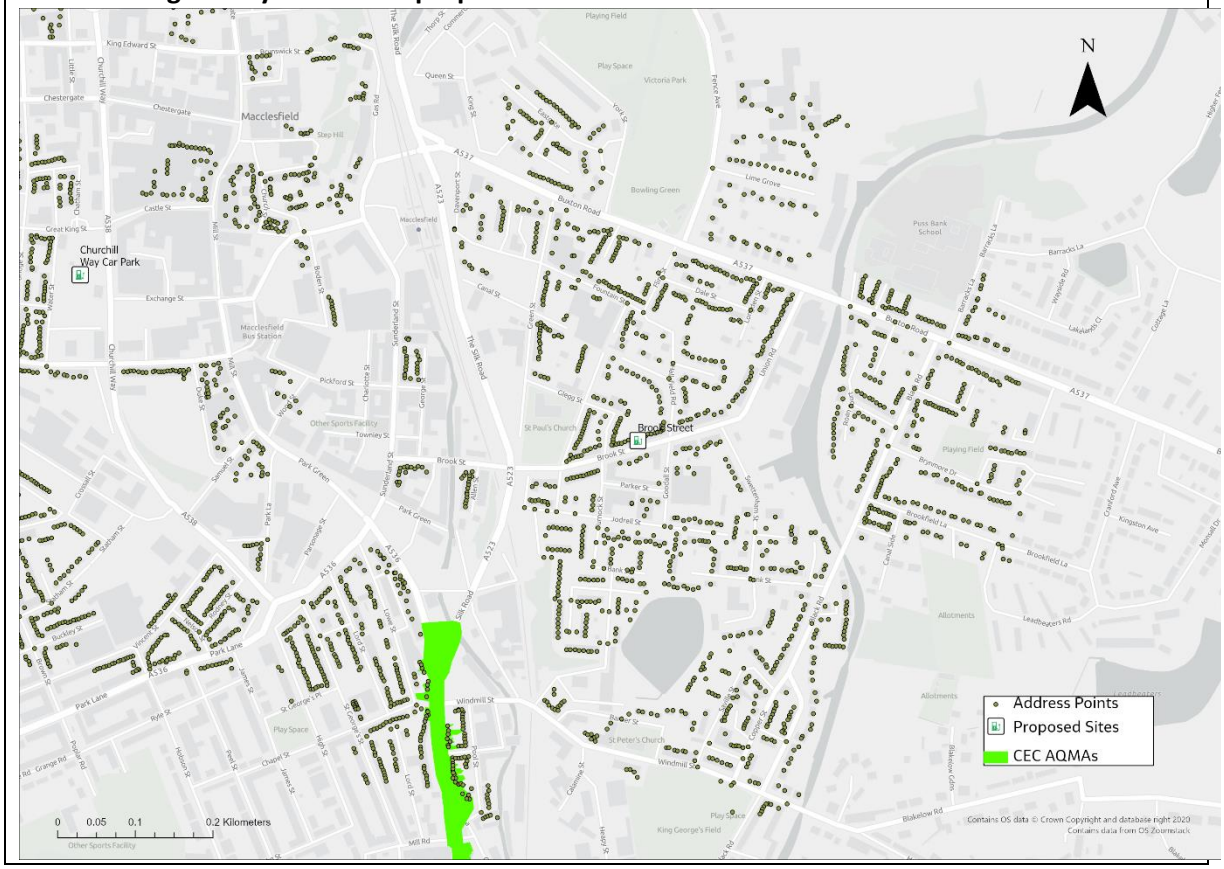
Site Name: Brook Street	**Post Code:** SK11 7AW
Site Coordinates: 53.25683988856972, -2.1177490562907004	
Infrastructure Application: One double-header post (four sockets), standard 7kw	

Photo showing indicative location:
Location for Brook Street install showing residential properties in the background with no off-street parking.

Location Type:	Residential
Parking Type:	On-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	Yes
CCTV:	N/A
Fencing:	N/A
Security Barriers:	N/A
Car Park Use:	N/A
If on-street, Is this an area without suitable access to off-street parking?:	Off-street parking is limited in this area. Please refer to the density of the urban form in the image above. Neighbouring roads are also of a similar density and lack off-street options, such as Lord Street.
Parking Charges:	N/A
Average daily ticket sale: (Feb-March 2022)	N/A
Capacity:	N/A

Pre-Existing Charging Infrastructure:	None
Sufficient Space for Infrastructure Implementation:	Yes, pavement is 3-4metres wide
Existing bays/TROs:	N/A
Confirm Pavement Width (minimum 2m):	
Obstructions:	None
Confirm DNO Connection:	• Adequate capacity for proposed provision • Locate on garage side otherwise additional £2,500 to cross the road
Confirm Local AQMA:	Within 500m of an AQMA
Nearby request for charge points:	Within 500m of a charge point request

Plan showing nearby residential properties:



CEC ORCS Site Information Pack

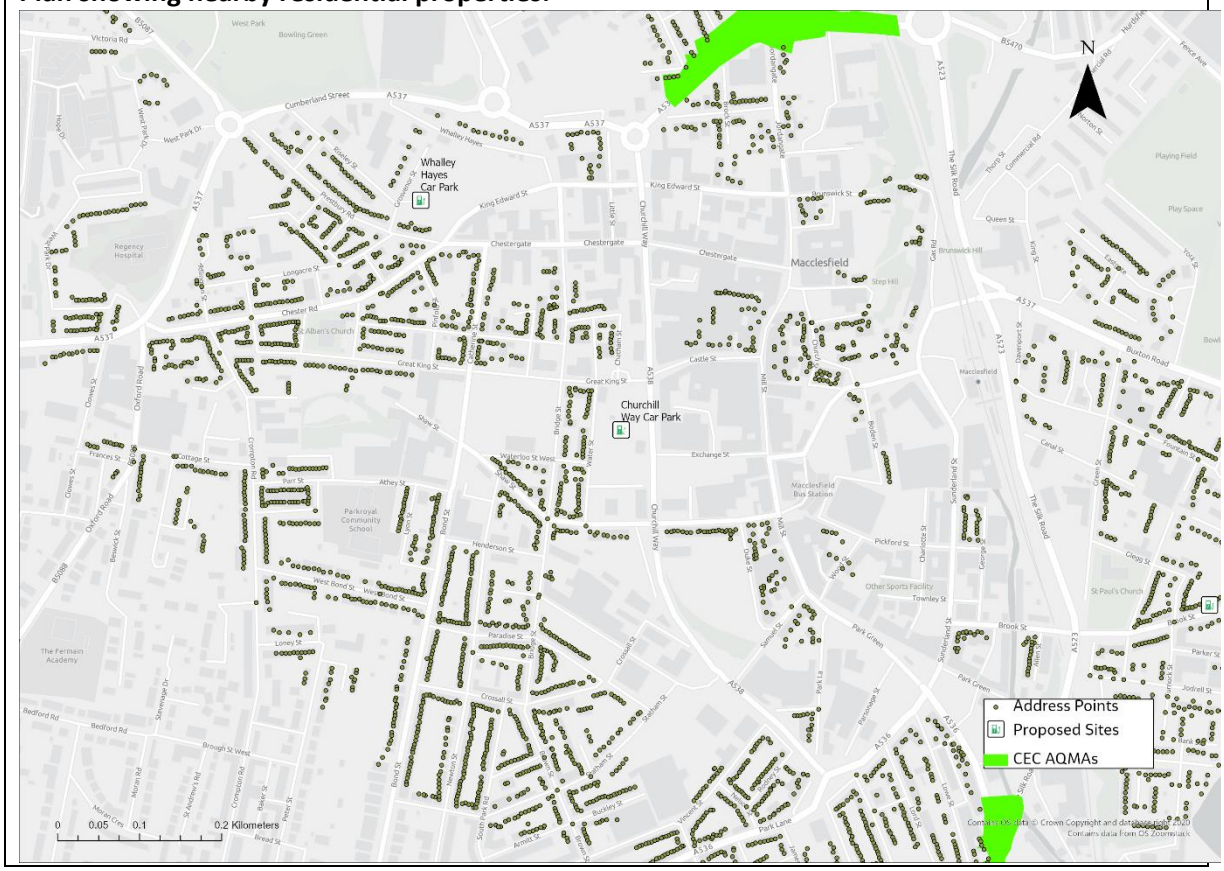
Site Name: Churchill Way Car Park	**Post Code:** SK11 6AY
Site Coordinates: 53.25894164007971, -2.128791389681951	
Infrastructure Application: Two double-header posts (four sockets), standard 7kw	

Photo showing indicative location:
Chargepoints to be installed along row of spaces that back on to a sub-station with a spare power connection (to right hand side of photo). Terraced residential properties in background are some of those that would be served by the chargepoints, there is also a car-free development immediately across the road behind the location of this photo.

Location Type:	Residential/Commercial
Parking Type:	Off-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	Yes
CCTV:	Yes
Fencing:	Yes
Security Barriers:	No
Car Park Use:	24/7
If on-street, Is this an area without suitable access to off-street parking?:	Residential streets in this area are constrained with narrow roads and footways. Therefore car park location is most suitable within this area.
Parking Charges:	0-1 hour: 80p 1-2 hours: £1.20 2-3 hours: £2.40 3-4 hours: £3.50

	4-6 hours: £4.40 6-10 hours: £5.60 Free between 18:00 and 08:00
Average daily ticket sale: **(Feb-March 2022)**	460 and 43 residential permits
Capacity:	279
Pre-Existing Charging Infrastructure:	None
Sufficient Space for Infrastructure Implementation:	Yes, to rear of spaces
Existing bays/TROs:	TRO already exists and no need to amend
Confirm Pavement Width (minimum 2m):	
Obstructions:	None
Confirm DNO Connection:	• Adequate capacity for proposed provision • Has capacity, best to put it next to sub-station, cables coming out at north, with an unused cable coming out of the east. Could connect directly into one of them
Confirm Local AQMA:	Within 500m of an AQMA
Nearby request for charge points:	Within 500m of a charge point request

Plan showing nearby residential properties:



CEC ORCS Site Information Pack

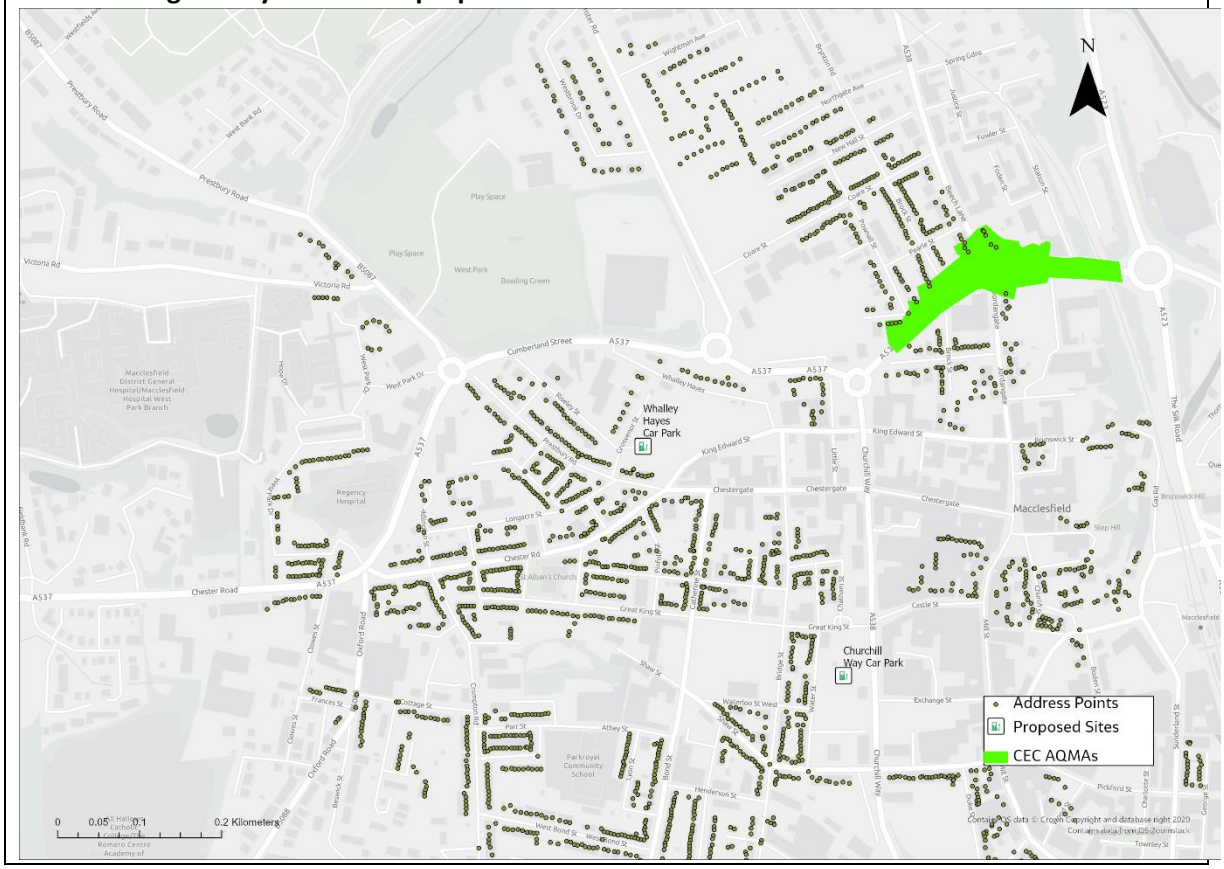
Site Name: Whalley Hayes Car Park	**Post Code:** SK10 1BS
Site Coordinates: 53.261754598231875, -2.1305303448894297	
Infrastructure Application: Two double-header posts (four sockets), standard 7kw	

Photo showing indicative location:
Chargepoints to be located adjacent to the sub-station (right hand side of photo) to provide value for money installation. Car park is surrounded by residential properties with a low car ownership development currently being constructed to the north.

Location Type:	Residential
Parking Type:	Off-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	Yes
CCTV:	Yes
Fencing:	Yes
Security Barriers:	Yes
Car Park Use:	24/7
If on-street, Is this an area without suitable access to off-street parking?:	Residential streets in this area are constrained with narrow roads and footways. Therefore car park location is most suitable within this area.
Parking Charges:	0-1 hour: 60p 1-2 hours: £1.10 2-3 hours: £1.80 3-4 hours: £2.60 4-6 hours: £3.20

	6-10 hours: £3.40 Quarter: £184 Year: £670 Free after 3pm
Average daily ticket sale: (Feb-March 2022)	241 and 20 residential permits
Capacity:	258
Pre-Existing Charging Infrastructure:	None
Sufficient Space for Infrastructure Implementation:	Yes, in car park perimeter
Existing bays/TROs:	TRO already exists and no need to amend
Confirm Pavement Width (minimum 2m):	N/A
Obstructions:	None
Confirm DNO Connection:	• Adequate capacity for proposed provision • £2,500.00 connection cost assuming installation is alongside the sub-station
Confirm Local AQMA:	Within 500m of a local AQMA
Nearby request for charge points:	Within 250m of a charge point request

Plan showing nearby residential properties:



CEC ORCS Site Information Pack

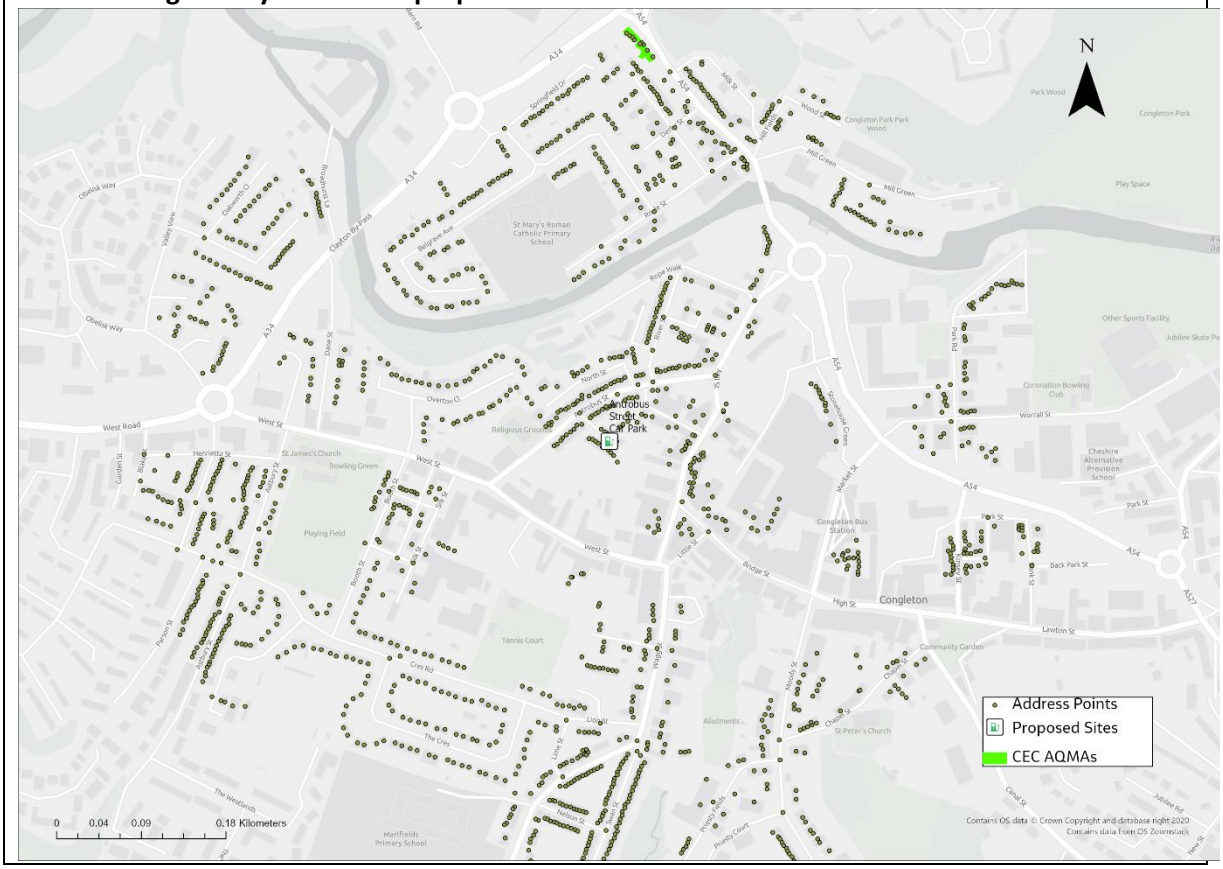
Site Name: Antrobus Street Car Park	**Post Code:** CW12 1HB
Site Coordinates: 53.16417785320097, -2.2160161552764523	
Infrastructure Application: Two double-header posts (four sockets), standard 7kw	

Photo showing indicative location:
Chargepoints to be in centre of car park on raised kerbed area for easy pedestrian access. Residential properties visible at rear of photo show some of those that would be served by the chargepoints. Subject to final location there is potential to provide a disabled EV charging bay (to left of photo).

Location Type:	Residential
Parking Type:	Off-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	Yes
CCTV:	No
Fencing:	Yes
Security Barriers:	No
Car Park Use:	24/7
If on-street, Is this an area without suitable access to off-street parking?:	Residential streets in this area are constrained with narrow roads and footways. Therefore car park location is most suitable within this area.
Parking Charges:	Currently 3 hours max stay, EV bay max stay will be changed to 4 hours. 0-1 hour: 40p 1-2 hours: 60p

	2-3 hours: £1.10 Free between 17:00 and 09:00
Average daily ticket sale: **(Feb-March 2022)**	149
Capacity:	84
Pre-Existing Charging Infrastructure:	None
Sufficient Space for Infrastructure Implementation:	Yes within kerbed island
Existing bays/TROs:	TRO already exists and no need to amend
Confirm Pavement Width (minimum 2m):	N/A
Obstructions:	None
Confirm DNO Connection:	• Local capacity reviewed. Adequate capacity for proposed provision
Confirm Local AQMA:	Within 500m on an AQMA
Nearby request for charge points:	N/A

Plan showing nearby residential properties:

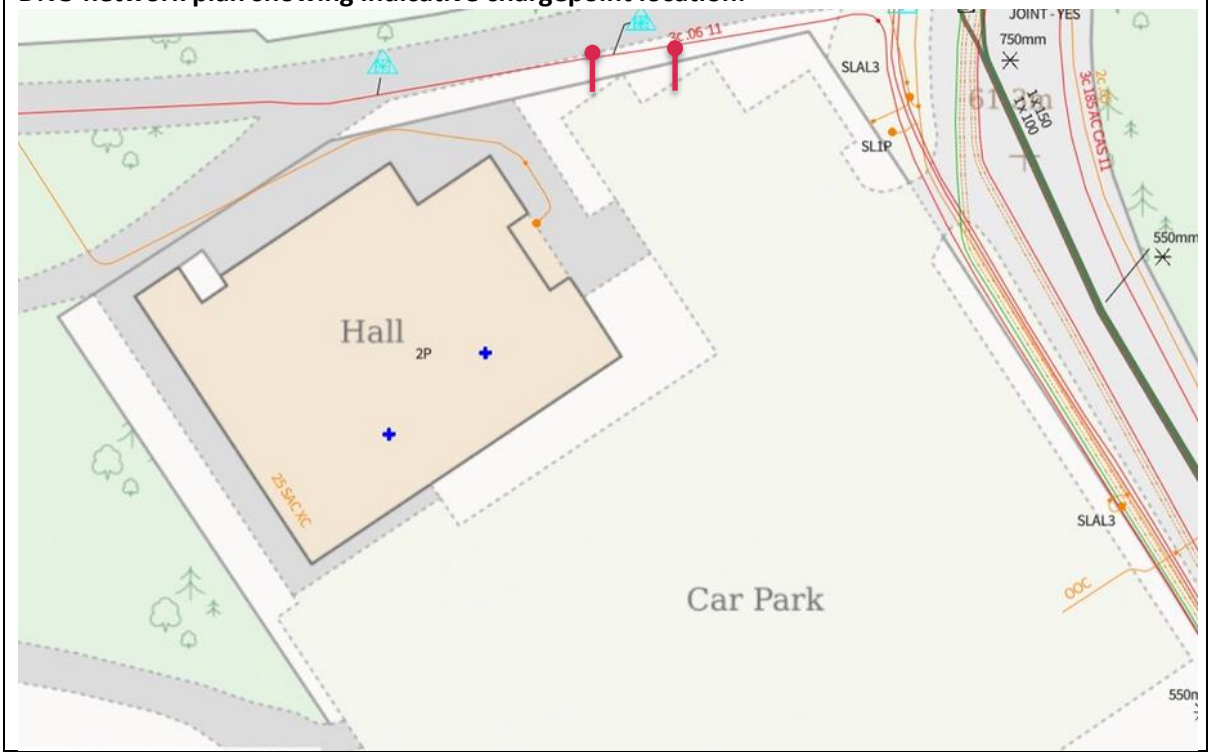


CEC ORCS Site Information Pack

Site Name: The Carrs Car Park	**Post Code:** SK9 4AA
Site Coordinates: 53.331090, -2.2301184	
Infrastructure Application: Two double-header posts (four sockets), standard 7kw	

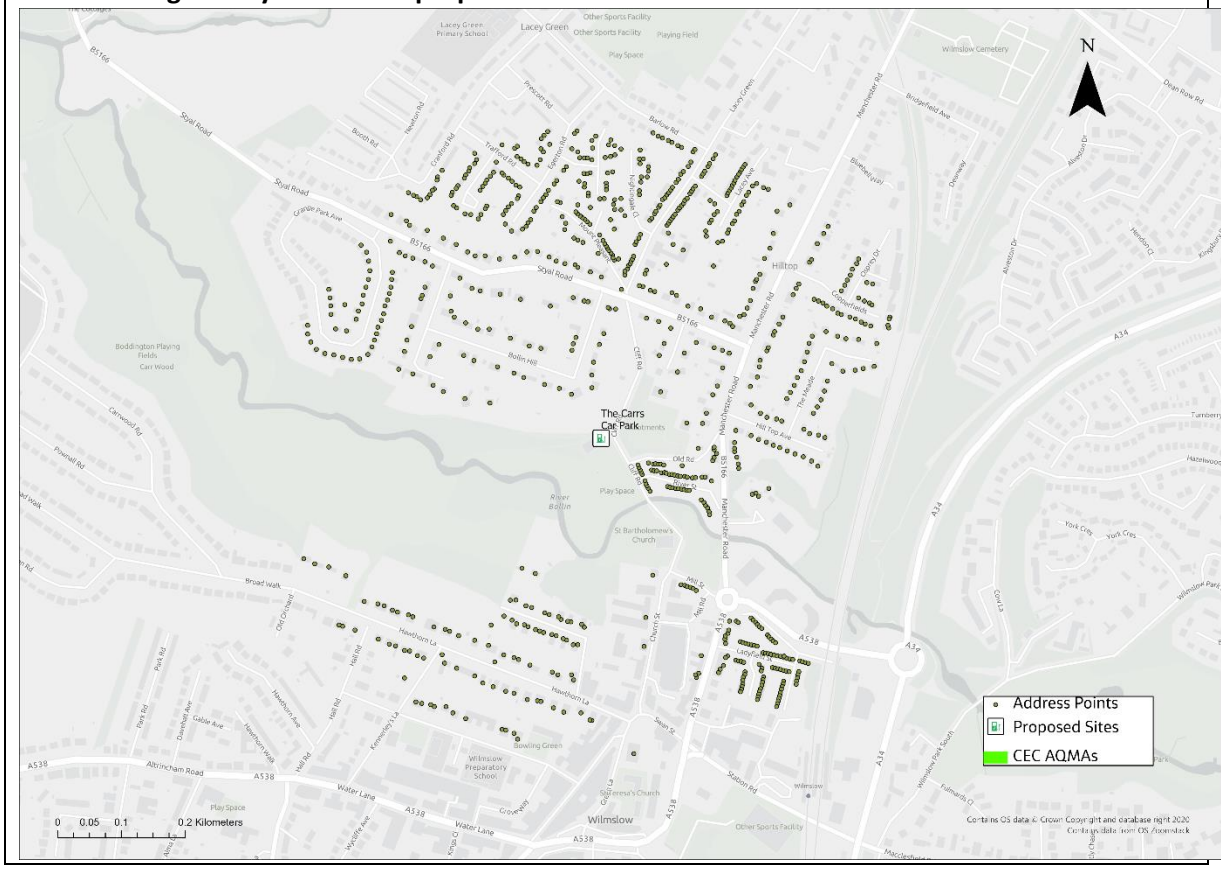
Photo showing indicative location:

DNO network plan showing indicative chargepoint location:



Location Type:	Residential
Parking Type:	Off-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	No
CCTV:	No
Fencing:	Yes
Security Barriers:	No
Car Park Use:	24/7
If on-street, Is this an area without suitable access to off-street parking?:	Residential streets nearby that contain terraced properties including Cliff Road, Old Road and River Street are constrained with narrow roads and footways. Therefore, the car park location is most suitable within this area.
Parking Charges:	0-2 hours: £0.30 2-3 hours: £0.60 3-5 hours: £0.90 5+ hours: £1.10 Free between 6pm and 8am and on Sundays Monday-Friday 3 hours max Saturdays and Bank Holidays 10 hours max
Average daily ticket sale: **(Feb-March 2022)**	No use data available
Capacity:	60
Pre-Existing Charging Infrastructure:	None
Sufficient Space for Infrastructure Implementation:	Yes, in car park perimeter
Existing bays/TROs:	TRO already exists and no need to amend
Confirm Pavement Width (minimum 2m):	N/A
Obstructions:	None
Confirm DNO Connection:	• Local capacity reviewed. Adequate capacity for proposed provision
Confirm Local AQMA:	None
Nearby request for charge points:	N/A

Plan showing nearby residential properties:

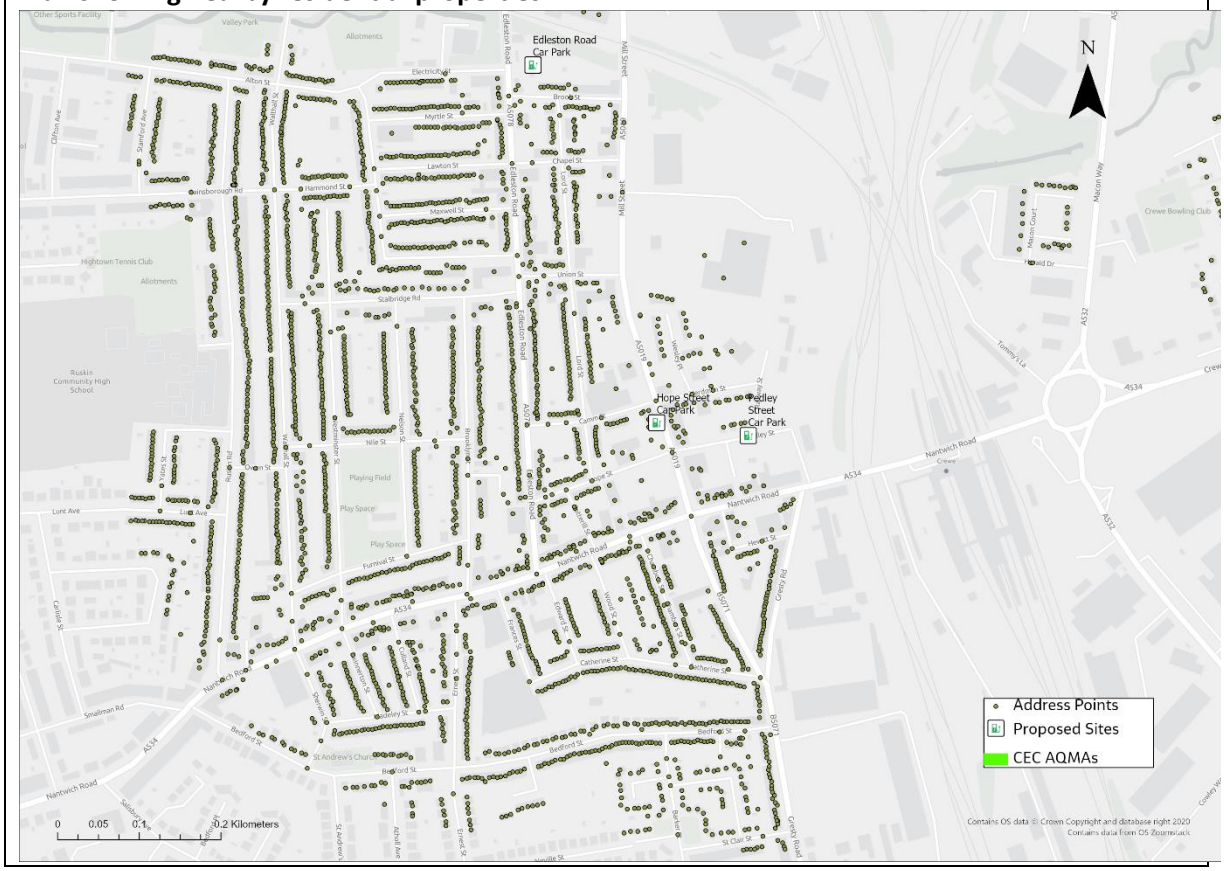


CEC ORCS Site Information Pack

Site Name: Hope Street Car Park	**Post Code:** CW2 7DR
Site Coordinates: 53.089900058630896, -2.4391317108034696	
Infrastructure Application: Two double-header posts (four sockets), standard 7kw	
Photo showing indicative location: Chargepoints to be located along boundary on existing raised kerbed area. 	
Location Type:	Residential/Commercial
Parking Type:	Off-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	Yes
CCTV:	No
Fencing:	Yes
Security Barriers:	No
Car Park Use:	24/7
If on-street, Is this an area without suitable access to off-street parking?:	Residential streets in this area are constrained with narrow roads and footways. Nearby flats have limited off-street parking that does not cater for full demand. Therefore car park location is most suitable within this area.
Parking Charges:	0-1 hour: 80p 1-2 hours: £1.20 2-4 hours: £2.20 4-10 hours: £3 Free between 18:00 and 08:00

Average daily ticket sale: (Feb-March 2022)	22
Capacity:	30
Pre-Existing Charging Infrastructure:	None
Sufficient Space for Infrastructure Implementation:	Yes, in car park perimeter
Existing bays/TROs:	TRO already exists and no need to amend
Confirm Pavement Width (minimum 2m):	N/A
Obstructions:	None
Confirm DNO Connection:	• Local capacity reviewed. Adequate capacity for proposed provision from cable on opposite side of A5019 Mill Street.
Confirm Local AQMA:	None
Nearby request for charge points:	Within 500m of a charge point request

Plan showing nearby residential properties:



CEC ORCS Site Information Pack

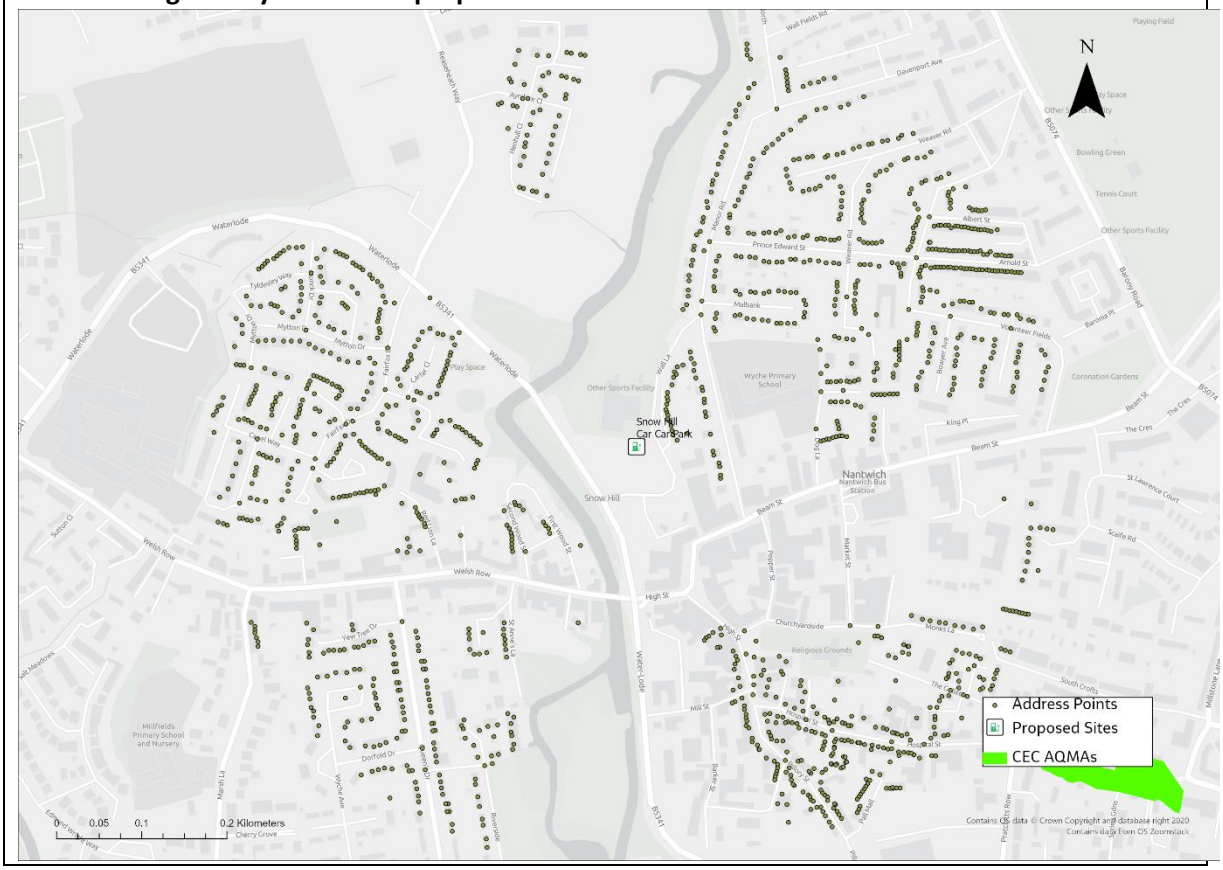
Site Name: Snow Hill Car Park	**Post Code:** CW5 5LS
Site Coordinates: 53.068740311425195, -2.5232772703697464	
Infrastructure Application: Two double-header posts (four sockets), standard 7kw	

Photo showing indicative location:
Chargepoints to be installed to rear of parking bays. Car Park is permeable to pedestrians for nearby residential areas

Location Type:	Residential/Commercial
Parking Type:	Off-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	No
CCTV:	No
Fencing:	No
Security Barriers:	No
Car Park Use:	24/7
If on-street, Is this an area without suitable access to off-street parking?:	Residential streets without off-street parking in this area are not suited to chargepoint installation. Therefore car park location is most suitable within this area.
Parking Charges:	0-1 hour: 70p 1-2 hours: £1.10 2-4 hours: £2.40 Up to 10 hours: £3 Free after 3pm
Average daily ticket sale:	536

(Feb-March 2022)	
Capacity:	247
Pre-Existing Charging Infrastructure:	None
Sufficient Space for Infrastructure Implementation:	Yes
Existing bays/TROs:	TRO already exists and no need to amend
Confirm Pavement Width (minimum 2m):	N/A
Obstructions:	None
Confirm DNO Connection:	• Local capacity reviewed. Adequate capacity for proposed provision
Confirm Local AQMA:	Within 250m on an AQMA
Nearby request for charge points:	N/A

Plan showing nearby residential properties:



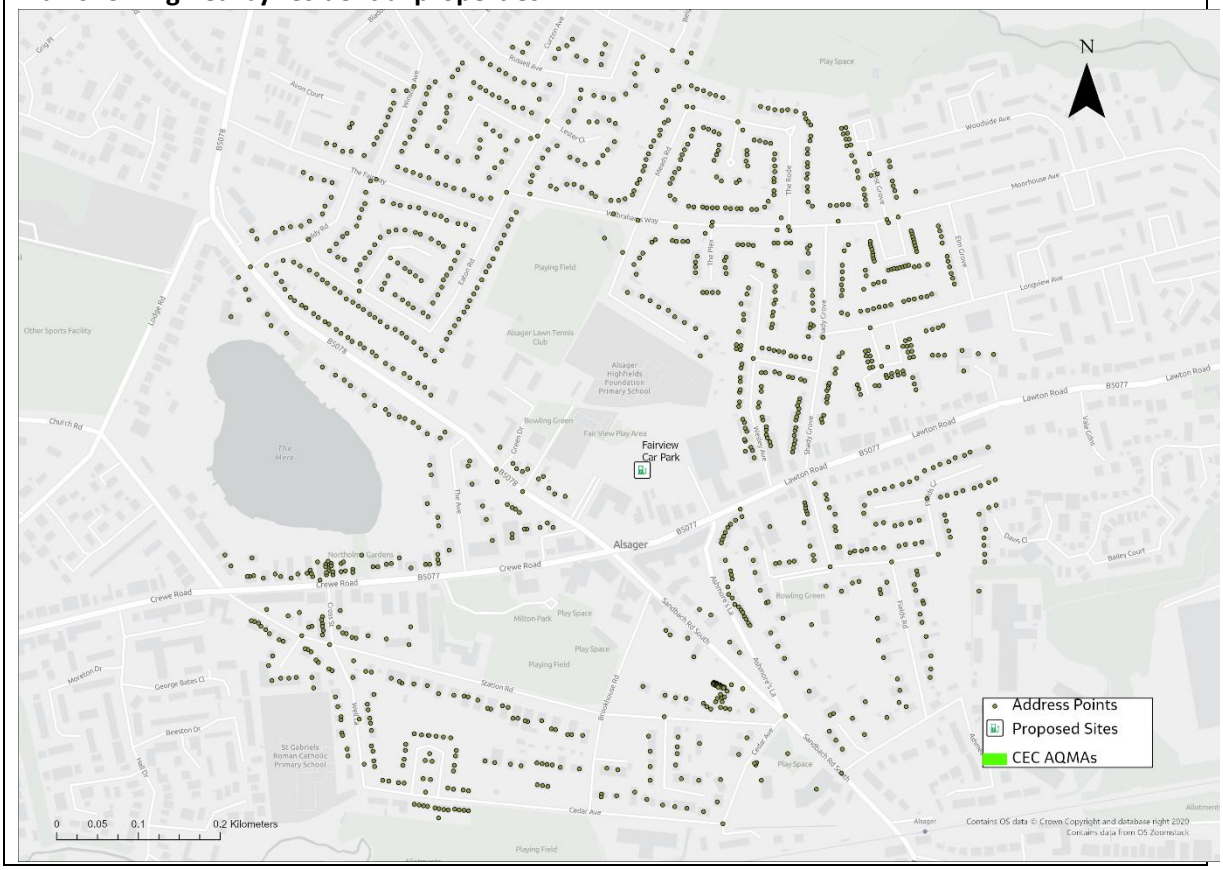
Site Name: Fairview Car Park	**Post Code:** ST7 2AE
Site Coordinates: 53.09678056351065, -2.3041843429569795	
Infrastructure Application: Two double-header posts (four sockets), standard 7kw	

Photo showing indicative location:
Charge points to be installed along edge of footway to maintain required minimum width and provide easy access from nearby residential properties. Potential to include charging provision at disabled bays behind photo.

Location Type:	Residential/Commercial
Parking Type:	Off-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	Yes
CCTV:	Yes
Fencing:	Yes
Security Barriers:	No
Car Park Use:	24/7
If on-street, Is this an area without suitable access to off-street parking?:	Residential streets without off-street parking in this area are not suited to chargepoint installation. Therefore car park location is most suitable within this area.
Parking Charges:	Free
Average daily ticket sale: (Feb-March 2022)	Car park is free, no use data available
Capacity:	288
Pre-Existing Charging Infrastructure:	None

Sufficient Space for Infrastructure Implementation:	Yes, on footway
Existing bays/TROs:	TRO already exists and no need to amend
Confirm Pavement Width (minimum 2m):	N/A
Obstructions:	None
Confirm DNO Connection:	• Local capacity reviewed. Adequate capacity for proposed provision.
Confirm Local AQMA:	None
Nearby request for charge points:	N/A

Plan showing nearby residential properties:



CEC ORCS Site Information Pack

Site Name: Tatton Street Car Park	**Post Code:** WA16 6AG
Site Coordinates: 53.30651685706156, -2.375397344850234	
Infrastructure Application: Two double-header posts (four sockets), standard 7kw	

Photo showing indicative location:
Charge posts to be located at end of row. Parking bays to be amended to enable 4x bays to be accessible.

Location Type:	Residential/Commercial
Parking Type:	Off-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	Yes
CCTV:	No
Fencing:	Yes
Security Barriers:	Yes
Car Park Use:	24/7
If on-street, Is this an area without suitable access to off-street parking?:	Residential streets in the immediate vicinity are constrained with narrow roads and footways. Therefore car park location is most suitable within this area.
Parking Charges:	0-1 hour: 60p 1-2 hours: £1.10 2-3 hours: £1.80

	3-4 hours: £2.60 4-6 hours: £3.20 6-10 hours: £3.40 Quarterly: £184 Yearly: £670 Free between 18:00 and 08:00
Average daily ticket sale: **(Feb-March 2022)**	142 and 10 residential permits
Capacity:	144
Pre-Existing Charging Infrastructure:	None
Sufficient Space for Infrastructure Implementation:	Yes
Existing bays/TROs:	TRO already exists and no need to amend
Confirm Pavement Width (minimum 2m):	N/A
Obstructions:	None
Confirm DNO Connection:	• Adequate capacity for proposed provision
Confirm Local AQMA:	Within 500m of an AQMA
Nearby request for charge points:	N/A

Plan showing nearby residential properties:

CEC ORCS Site Information Pack

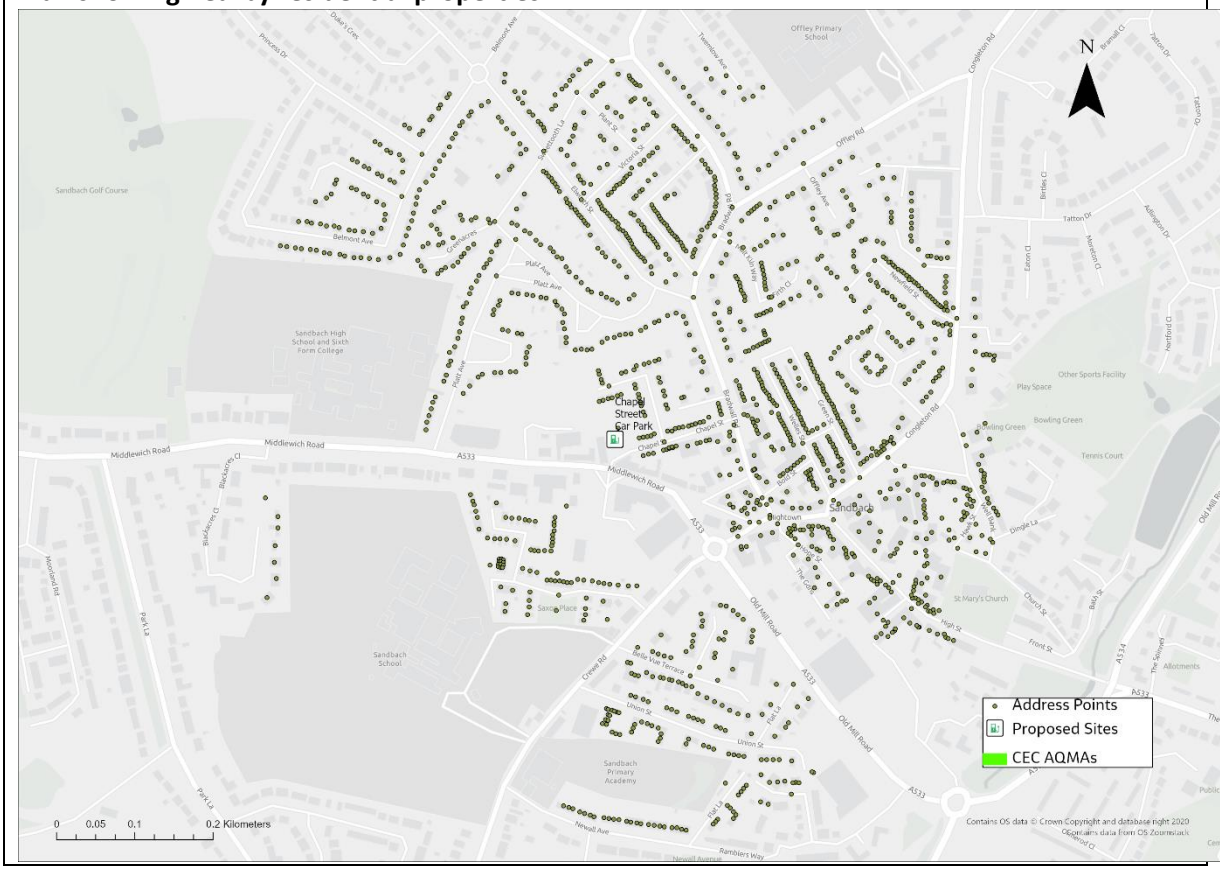
Site Name: Chapel Street Car Park	**Post Code:** CW11 1DH
Site Coordinates: 53.145152515947125, -2.367887168044226	
Infrastructure Application: Two double-header posts (four sockets), standard 7kw	

Photo showing indicative location:
Parking bays to be converted to EV, generally underused compared with spaces in the remainder of the car park (2x spaces to be served out of shot of the photo).

Location Type:	Residential/Commercial
Parking Type:	Off-Street
Sufficient Lighting:	Yes
Overlooked by Residential Properties:	Yes
CCTV:	Yes
Fencing:	Yes
Security Barriers:	Yes
Car Park Use:	24/7
If on-street, Is this an area without suitable access to off-street parking?:	Residential streets in this area are constrained with narrow roads and footways. Therefore car park location is most suitable within this area.
Parking Charges:	Free
Average daily ticket sale: (Feb-March 2022)	Car park is free, no use data available
Capacity:	75
Pre-Existing Charging Infrastructure:	None

Sufficient Space for Infrastructure Implementation:	Yes, in car park perimiter
Existing bays/TROs:	TRO already exists and no need to amend
Confirm Pavement Width (minimum 2m):	N/A
Obstructions:	None
Confirm DNO Connection:	• Local capacity reviewed. Adequate capacity for proposed provision
Confirm Local AQMA:	None
Nearby request for charge points:	N/A

Plan showing nearby residential properties:



Agenda Item 9

Cheshire East Council

Working for a brighter future together

Highways and Transport Committee

Date of Meeting:	21 July 2022
Report Title:	National Bus Strategy – Enhanced Partnership Plan and Scheme
Report of:	Tom Moody, Director of Highways & Infrastructure
Report Reference No:	HT52/22-23
Ward(s) Affected:	All Wards in Cheshire East

1. Purpose of Report

1.1. The purpose of this report is to present an update on progress towards making the Cheshire East Enhanced Partnership (EP) Plan and Scheme documents, and an update on the Department for Transport's (DfT) Local Transport Fund and Network Review process.

1.2. Over the last 3 months since the Committee meeting in April, the following key elements of work have been completed:

- Finalised the draft EP Plan and EP Scheme documents and submitted to the DfT at the end of April in accordance with their deadline.
- Completed the 28-day bus operator objection period (6 May - 3 June)
- Completed the consultation with statutory consultees (13 June - 11 July)
- Received guidance from the DfT on the Local Transport Fund and completed work on the associated bus service review.
- Received feedback from DfT on the Bus Service Improvement Plan (BSIP) confirming that no funding is available to Cheshire East.

1.3. The bus network in Cheshire East is a fundamental part of the local transport network providing accessibility to residents and businesses in the borough. The work to develop an Enhanced Partnership with bus operators will assist in delivering the following strategic objectives in the Council's Corporate Plan (2021-2025).

1.3.1. **OPEN** - undertaking consultation and engagement with the bus industry, key stakeholders and statutory consultees will ensure that the Council's response to developing an Enhanced Partnership with bus operators meets the Government's stated requirements and maximises the prospect on securing funding for bus networks in Cheshire East. Active and open engagement with the bus sector is fundamental to developing successful partnership working arrangements.

1.3.2. **FAIR** – the approach to partnership working and data sharing with the commercial bus operators is expected to help the Council address some of the gaps and inconsistencies in the provision of local bus services across the borough.

1.3.3. **GREEN** - through our responses to the National Bus Strategy, the aim would be to develop proposals that improve the local bus network and ensure it plays a stronger role in meeting the transport needs of local communities, encouraging greater reliance on local bus as a viable alternative, and more sustainable mode of transport across the borough. Achieving these outcomes will contribute to the Council's stated aims for reducing carbon impacts and improving local air quality.

2. Executive Summary

2.1. A new National Bus Strategy "*Bus Back Better*" was published on 15 March 2021. This report sets out the next stage in Cheshire East Council's response, which comprises the development of an Enhanced Partnership Plan and Scheme. This approach will strengthen the formal working arrangements that deliver local bus services throughout the borough, providing a framework for delivering the ambitions set out in our Bus Service Improvement Plan (BSIP), that was submitted to Government in October 2021.

2.2. The local bus network in Cheshire East is facing a number of critical challenges arising from a persistent and structural decline in patronage; compounded by more recent loss of ridership during the COVID-19 pandemic. Action to address these issues, in partnership with the bus industry, is essential if local buses are to contribute to the Council's strategies for inclusive economic growth and carbon reduction by providing affordable, convenient, and sustainable travel options for local communities.

2.3. In accordance with the National Bus Strategy for England, and through collaborative work with local bus operators, the following draft documents have been developed for Cheshire East:

- Enhanced Partnership Plan (EP Plan) – see Appendix 1
- Enhanced Partnership Scheme (EP Scheme) – see Appendix 2

2.4. The EP Plan sets out the high-level vision and objectives for bus services in the local area and closely follows relevant sections of the BSIP. The EP Plan seeks to achieve local transport and bus networks that are safer, support a

thriving economy and contribute to the Council's goal of being carbon neutral by 2025. More directly, the EP Plan endorses our BSIP objectives to improve the speed and efficiency of public transport and encourage more residents to make fewer car journeys, thus contributing to Council and community carbon reduction.

2.5. The EP Scheme sets out the precise detail of how the BSIP vision and objectives will be achieved, including any commitments made by the local authority or standards to be met by bus operators. The EP Scheme is the first step towards providing network stability and quality enhancements across the borough set out in Phase 1 and Phase 2 of the BSIP. The EP Scheme outlines the requirements that must be met by local bus services serving Cheshire East and these are binding commitments which once made must be delivered.

2.6. It is important to note that the scope of activities in the EP Scheme has been scaled back given the DfT's confirmation in April 2022 that no additional funding will be made available to deliver the BSIP in Cheshire East. Committee should note that the work programme of the EP Board will reflect the reduced scope resulting from the DfT funding announcement (see Appendix 3).

2.7. In accordance with DfT guidance, Local Transport Authorities were required to submit a **draft** plan and scheme by the end of April 2022. Failure to do so would put current and future Government funding for local bus at risk. Our draft documents have been prepared in consultation with the bus industry and passenger groups in Cheshire East.

2.8. Following submission to DfT, the 28-day bus operator objection period commenced on 6 May and ended on 3 June 2022. No objections were received from operators during the formal objection period and therefore no modifications to the EP Plan or EP scheme document were necessary.

2.9. The next stage of the process was to share the EP Plan and EP Scheme directly with statutory consultees and publish on the Council's webpage to encourage wider feedback as part of a consultation exercise. This statutory consultation commenced on 13 June and ended on 11 July 2022.

2.10. Once the Enhanced Partnership in Cheshire East is formally made, the decision-making process will be conducted by use of an Enhanced Partnership Forum (EP Forum) and Enhanced Partnership Board (EP Board). The governance arrangements are set out in detail in the draft EP Plan which was approved by Committee in April.

2.11. In terms of funding, the final part of Government's Covid recovery funding support – the Local Transport Fund – was announced by DfT in May 2022. Cheshire East Council has been allocated £382,682 up to 4 October 2022. The first instalment was paid to the Council in May 2022. The second instalment of funding is dependent on Local Transport Authorities and operators working in partnership to complete a Network Review.

3. Recommendations

3.1. Agree that the EP Plan and EP Scheme be made in Cheshire East in accordance with the regulations and to authorise the Director of Highways and Infrastructure and the Director of Governance and Compliance to take all steps necessary to bring the EP Plan and EP Scheme into effect.

3.2. Agree that arrangements be made for the inaugural meeting of the EP Board in September – with subsequent meetings arranged as defined in the EP Plan.

3.3. Authorise the Director of Highways and Infrastructure to make all necessary arrangements to commence works as defined in the EP Plan and EP Scheme.

3.4. Members are asked to note the completion of a whole Network Review as required to access the final instalment of the Local Transport Fund.

4. Reasons for Recommendations

4.1. The EP Plan and EP Scheme documents will build upon the objectives and targets as outlined within the Bus Service Improvement Plan (BSIP). These documents will therefore guide future investment and ensure that future bus operations are in accordance with the expectations of the DfT.

4.2. The EP Plan and Scheme documents are recommended for endorsement as they have been produced in accordance with the published guidance, including the Transport Focus Enhanced Partnership Briefing Sessions, DfT's Delivering Bus Service Improvement Plans using an Enhanced Partnership Guidance and DfT's Enhanced Partnership Plan and Scheme Agreement Guidance.

4.3. The proposed approach to forming an Enhanced Partnership has been discussed in detail with representatives of bus operators working in Cheshire East. The proposals are supported by the industry as a proportionate and workable interpretation of the national guidance that is appropriate to the context in Cheshire East. No objections were received from operators during the formal objection period and no objections were received during the statutory consultation with the statutory consultees.

4.4. This recommendation has been put forward because having an established Enhanced Partnership is a prerequisite of any future funding. Without an Enhanced Partnership in place, Cheshire East and bus operators are at risk of losing access to future funding streams including Bus Service Operator Grant (BSOG) and opportunities that arise as a direct result of the new National Bus Strategy and the Comprehensive Spending Review.

4.5. Decision making for the Enhanced Partnership is to be conducted by the use of an Enhanced Partnership Forum (EP Forum) and Enhanced Partnership Board (EP Board).

4.6. The EP Forum is open to all bus operators who operate within the Cheshire East area plus a wide range of stakeholders, passenger groups and industry partners. The Forum is intended to be a platform for discussion regarding all issues faced by the Cheshire East bus network.

4.7. The EP Forum meetings will take place no less than annually, normally midway between each EP Partnership Board meeting. Forum meetings will be arranged, chaired and minutes taken by Cheshire East Borough Council. Discussion at the Forum is intended to shape and influence the work of the EP Board by regularly confirming stakeholder priorities.

4.8. The EP Board is the decision-making body of the Enhanced Partnership and has the mandate to make decisions using an Enhanced Partnership Scheme Variation mechanism. The Board is responsible for delivery of the project and actions agreed in the EP Plan, which are achievable only through a combination of public sector and industry effort and investment.

4.9. The aim is to convene an EP Board that can be accountable for delivery of the Partnership's programme, whilst being proportionate and representative of the bus network in Cheshire East.

5. Other Options Considered

5.1. An alternative option is to do nothing, setting aside the opportunity to develop an Enhanced Partnership. This would likely lead to the loss of a number of existing revenue support mechanisms for local buses, including Bus Service Operator Grant (BSOG). Therefore, this option would not see bus operations continuing their current level of service and further passenger decline would be anticipated. This option would also close the door on any future funding prospects made available as part of the National Bus Strategy. Therefore, this option has been discounted.

5.2. Options appraisal:

Option	Impact	Risk
Do nothing	Enhanced Partnership would not be developed with Bus Operators within Cheshire East.	Leads to the loss of existing revenue support mechanisms for local buses

6. Background

6.1. At present the bus network in Cheshire East is facing a number of important challenges, including a progressive decline in patronage, reduced ridership

as a result of the COVID-19 pandemic, fuel inflation, driver shortages and budget constraints affecting the Council's ability to support bus services.

6.2. Even before the COVID-19 outbreak, the bus network in Cheshire East was facing significant challenges as patronage has declined progressively and consistently affected the financial viability and commercial sustainability of bus services. In 2016/17, there were approximately 4.5 bus passenger journeys per resident with bus patronage declining by 22% since 2009/10. These statistics place Cheshire East within the bottom five Local Authorities for the lowest number of passenger journeys per head and amongst the lowest number of trips per head of resident population in England.

6.3. During the early stages of the pandemic, the industry demonstrated some resilience as services were able to adapt and maintain at least some level of service relevant to patronage levels before Government help was provided.

6.4. However, as a result of reduced utilisation, the profitability of running bus services has been a significant challenge and serious questions have been raised whether the resilience is there for operators to withstand falling profitability associated with a crisis such as COVID-19.

6.5. As bus service patronage continues to fall year on year and services become less financially viable, there is a risk that services across Cheshire East will be deregistered which could have lasting impacts on communities.

6.6. On the 15 March 2021, the UK Government released a National Bus Strategy for England. This strategy sets out the vision and opportunity to deliver better bus services for passengers across England, through ambitious and far-reaching reform of how services are planned and delivered.

6.7. As part of the National Bus Strategy, all LTAs were expected to produce and publish a Bus Service Improvement Plan (BSIP), detailing how the LTA propose to use their powers to improve services. In October 2021, Cheshire East Council submitted a BSIP which included evidence reviewing the current bus provision and a set of ambitious objectives and targets for the future. The Cheshire East BSIP can be found here: www.cheshireeast.gov.uk/pdf/public-transport/bsip/cheshire-east-bsip-2021.pdf

6.8. Following the BSIP submission, the next phase of work involved the development of an Enhanced Partnership Plan (EP Plan) and Enhanced Partnership Scheme (EP Scheme) following the DfT's published guidance – The National Bus Strategy: Delivering Bus Service Improvement Plans using an Enhanced Partnership.

6.9. The EP Plan and EP Scheme have been developed alongside our Local Transport Development Plans for each of our towns, ensuring consistency of

infrastructure planning that will enable bus services to support regeneration initiatives, town centre vitality and the visitor economy.

6.10. Following funding announcements, both the EP Plan and EP Scheme documents have been scaled back to remove all reliance on BSIP funding as a means to deliver improvements. The table below lists the LTA and Bus Operator obligations within the EP Scheme document. These obligations will need to be funded by either monies that are already available to the Council, or any forthcoming funding opportunities.

	Local Authority EP Obligations	Operator EP Obligations
Without BSIP funding	**Targeted improvements to facilities** (bus shelter and stop renewal) **Passenger Charter** **Improved process for management of roadworks** **Action plan** for retro fitting bus fleet (Euro VI) **Improved bus information provision** **Feasibility studies**: -deliverability of multi-operator ticketing, fare simplification mechanisms and bus priority measures	**Timetable changes** **Passenger Charter** **Minimum standards** for new and existing vehicle technology **Minimise changes** to existing commercial networks **Action plan** for retro fitting bus fleet (Euro VI) **Improved bus information provision** **Work with CEC on feasibility studies**: -deliverability of multi-operator ticketing, fare simplification. and bus priority measures

6.11. In May 2022, the final part of Government's Covid recovery funding support – the Local Transport Fund – was announced by DfT. Cheshire East Council has been allocated £382,682 through the fund for the period to 4 October 2022. The funding is intended to cover revenue shortfall on local bus services contracted by the Council.

6.12. The first instalment (see table below) was paid to the Council in May 2022. The second instalment of funding is dependent on Local Transport Authorities and operators working in partnership to complete a Network Review. The purpose of the review is to assess the viability of all bus routes following removal of this funding stream in early October. The DfT intend this review to demonstrate that planning for a sustainable network, which is not reliant on COVID-19 government funding, has been undertaken. The Network Review was submitted to the DfT on 1st July 2022.

LTA	1st Instalment	2nd Instalment	Total
Cheshire East	£191,341	£191,341	£382,682

6.13. The DfT funding allocation to the Council is substantially less than our own estimate of the funding needed by services in the borough, so available funding will need to be prioritised in accordance with adopted procedures for prioritising local bus support.

6.14. Members should note that with respect to commercial bus routes, some details are subject to Non-Disclosure Agreements on the grounds of commercial interest. Overall, the emerging picture is that there will be significant stress on the local bus network following withdrawal of covid

support mechanisms. We anticipate a loss of commercial routes and increased reliance on Council or other public sector support being necessary to avoid a significant loss of service in the short to medium term.

7. Consultation and Engagement

7.1. Since the Committee meeting in April, the Council has completed the bus operator objection period which ran for 28 days (06/05/2022 to 03/06/2022), allowing operators to raise objections regarding the EP Plan and EP Scheme documents. Prior engagement and collaboration took place with operators prior to this objection period, to minimise the likelihood of objections and ensure operators are satisfied with the documents prior to the initiation of this period. No objections were received during the 28-day objection period.

7.2. Any operator of qualifying local bus services that operates within or into the geographical area of the plan or scheme on the day before the notice is issued by the authority was entitled to object to the consultation exercise on the plan or scheme.

7.3. The documents have been subject to wider statutory consultation, as consensus between the LTA, bus operators and other stakeholders is vital throughout the BSIP and Enhanced Partnership delivery process. This consultation ran for 4 weeks from 13 June to 11 July 2022.

7.4. The statutory consultees included:

- All operators of local bus services that would be affected by any of the proposals
- Organisations that represent local passengers
- Other local authorities that would be affected by the proposals
- The Traffic Commissioners
- The Chief Officer of Police for Cheshire East
- Transport Focus
- The Competitions and Markets Authority (CMA)

7.5. Letters were issued to each of the statutory consultees listed above accompanying the latest EP Plan and EP Scheme documents. The documents were also published on the Council's webpage, inviting wider comments to be forwarded to the dedicated Cheshire East BSIP mailbox: BSIP@cheshireeast.gov.uk

7.6. Responses to the consultation were analysed thoroughly and changes made to the proposals if they would improve BSIP outcomes. This consultation exercise has directly assisted in delivering the strategic objectives of being OPEN and FAIR as outlined in the Council's Corporate Plan (2021-2025).

7.7. As a condition of receiving recovery funding through the Local Transport Fund, Local Transport Authorities and bus operators must work in partnership to complete Network Reviews to understand the changing demands of their local areas and are adapting to these. The review is intended to demonstrate that planning for a sustainable network, which is not reliant on COVID-19 government funding, has been undertaken. The Network Review proforma was completed in partnership with bus operators and returned to DfT by the deadline of 1 July 2022.

7.8. As the Network Review continues and where there may be significant changes to the bus network in Cheshire East, further consultation and engagement will be undertaken. Going forward, the EP Forum provides the opportunity to ongoing engagement with the bus industry in Cheshire East.

8. Implications

8.1. Legal

8.1.1. The development of an Enhanced Partnership is set out within the Bus Services Act 2017 which amends the Transport Act 2000. When adopted by a Council an Enhanced Partnership contains legally binding commitments which the Council and bus operators must fulfil.

8.1.2. In developing and implementing an Enhanced Partnership Plan and Scheme the Council must have regard to the transport needs of all of the residents in the borough, which may include disabled persons, persons who are elderly or have mobility problems and mothers with young children. Development of plans will need to be in accordance with statutory and legal requirements for Community Engagement, Equalities Impact Assessment and Strategic Environmental Appraisal.

8.1.3. Members must be fully aware of the equalities implications of the decisions they are taking. This will ensure that there is proper appreciation of any potential impact of any decision on the Council's statutory obligations under the Public Sector Equality Duty. As a minimum, this requires decision makers to carefully consider the content of any Equality Impact Assessments produced by officers.

8.1.4. Before implementing the Enhanced Partnership, Plan and Scheme the Council should consult with local bus operators, various organisations including the chief of police for the area to seek their views on the planned proposals.

8.1.5. Section 105F Transport Act 2000 sets out the formal requirements for statutory consultation following informal consultation. A Plan or Scheme cannot be made where "a sufficient number" of operators object to the proposals. Regulation 11 of the The Enhanced Partnership Plans and

Schemes (Objections) Regulations 2018 defines what constitutes “a sufficient number”.

8.1.6. Should a “sufficient number” of operators object to the proposals the Plan or Scheme will need to be amended to account for those objections and a new period of the operator objection period will commence to run for the amended Plan or Scheme. The recommendations to this report propose that where “a sufficient number” of operators object the proposed amendments to the Plan or Scheme will be brought back to committee for approval prior to being consulted upon again.

8.1.7. Section 105G Transport Act 2000 sets out the procedures required to make the Plan or Scheme. After complying with the requirements in the Section 105F Transport Act 2000 the Council may make the Plan and Scheme as proposed or with modification. If the intention is to be made with modifications, then notice must be given to the qualifying operators within the area. If the intention is to be made as originally proposed, without modification, then the Council must within 14 days of making the Plan and Scheme give notice to bring to the attention of people within the area, the operators of local services who will be affected by the Plan and Scheme and the traffic commissioner.

8.1.8. The Secretary of State may issue secondary legislation and additional guidance in relation to the Enhanced Partnership plans and schemes, the Council must have regard to the guidance.

8.2. Finance

8.2.1. £382,682 has been made available by Government through the Local Transport Fund to offset revenue shortfalls in contracted services let by the Council for the period to 4 October 2022. This is intended as the final element of covid recovery funding from DfT.

8.2.2. As a condition of receiving recovery funding through either the Local Transport Fund (LTF) or the Bus Recovery Grant (BRG), Local Transport Authorities (LTAs) and bus operators must complete Network Reviews. These will demonstrate that planning for a sustainable network, which is not reliant on Covid-19 government funding, has been undertaken.

8.2.3. Following announcements that Cheshire East will not receive BSIP funding, the Enhanced Partnership Plan and Scheme will be implemented using existing available funding streams and the COVID-19 Bus Services Support Grant (CBSSG).

8.3. Policy

8.3.1. Cheshire East corporate documents and strategies stress the importance of an enhanced public transport and bus network for attaining key strategic objectives such as improving local transport, reducing air pollution, achieving carbon neutrality, enabling housing and employment growth, improving quality of place and protecting the environment. They support improvements to local bus transport both in terms of infrastructure and service provision and call for the development of a bus strategy. Developing an EP Plan and EP Scheme that aligns with the Bus Service Improvement Plan (BSIP) will help to achieve these goals.

8.3.2. At a National level, the development of an Enhanced Partnership (with associated Plan and Scheme documentation) ensures that the council fulfils its duty as the Local Transport Authority in accordance with the responsibilities outlined within the National Bus Strategy.

8.3.3. On a regional and subnational level, the Cheshire & Warrington LEP acknowledges the importance of buses for public transport in its transport strategy and LEP Bus Strategy. The LEP bus strategy should be aligned with the EP Plan and Scheme where possible to ensure any duplication of work is avoided. The South-Eastern Manchester Multimodal Strategy (SEMMS) and Greater Manchester's Transport Delivery Plan also acknowledge the importance of public transport and call for the coordination of cross boundary services, particularly following a commitment to bus franchising within Greater Manchester.

8.4. Equality

8.4.1. An Equality Impact Assessment has been reviewed to reflect the changes in the funding landscape (see Appendix 4). This builds upon the EqIA developed for the Cheshire East Bus Strategy and BSIP. Further Equality Impact Assessments will be undertaken for specific bus schemes and investment programmes as they come forward.

8.5. Human Resources

8.5.1. There are no direct implications for Human Resources other than staff time required to deliver and monitor performance against the plan and participate in partnership meetings

8.6. Risk Management

8.6.1. A Project Board has been established chaired by the Director of Infrastructure and Highways to ensure appropriate project governance and strategic direction. A project risk register has been developed and maintained, detailing mitigation measures.

8.6.2. Separate consultative meetings were held with Bus Industry contacts. The frequency of these meetings was determined following initial early discussions and are used to understand any external risks associated with each bus operator.

8.7. Rural Communities

8.7.1. The Corporate Plan outlines targets to reduce areas of the borough not served by public transport. The Council has already demonstrated a commitment to this through its successful bid for DfT funding as part of the Rural Mobility Fund – Go-Too is a Demand Responsive Transport (DRT) service is now in operation as a result of this funding. DRT is to be considered as an option for connecting rural communities and has been discussed with bus operators and reflected in the BSIP and EP Plan. The criteria used to identify Nantwich as a suitable area for DRT operation has been used to identify additional potential sites across the borough which will be assessed further within future EP Scheme documents.

8.7.2. The Corporate Plan also identifies the desire for thriving and active rural communities by 2025. Delivering improved accessibility to services and employment opportunities by improved bus connectivity supports this target. Any issues and opportunities for rural communities has been identified throughout the process of developing the EP Plan and EP Scheme.

8.8. Children and Young People/Cared for Children

8.8.1. The Corporate Plan outlines that some of the biggest pressures are in Children's Services, particularly placements for looked after children and services for children with special educational needs, including home to school transport.

8.8.2. Following BSIP ambitions, the EP Plan and Scheme seek opportunities to increase the scope for home-to-school travel to be accommodated on conventional bus networks, thereby reducing the need for bespoke transport provision.

8.9. Public Health

8.9.1. By enhancing bus provision in Cheshire East, with well-planned reform, this provides an affordable transport choice for young people that enables greater connectivity to additional learning and job/training opportunities.

8.9.2. Cheshire East is a prosperous place, but there are pockets of deprivation in communities related to income, health and life chances. Improved bus services will enable a greater proportion of residents to access important services such as health care facilities. This will therefore help to address the Corporate Plan target to reduce health inequalities across the borough.

8.9.3. There is also a desire to support communities by reducing loneliness. Improved bus connectivity will enable residents of all backgrounds to move around the borough more freely and engage with activities to improve mental and physical health.

8.9.4. The EP Plan and Scheme also consider the impact of transport on issues affecting public health, most notably air quality and the contribution of public transport to health and wellbeing.

8.10. Climate Change

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

Access to Information	
Contact Officer:	Richard Hibbert, Head of Strategic Transport & Parking Richard.hibbert@cheshireeast.gov.uk 07866 157324
Appendices:	Appendix 1 – Enhanced Partnership Plan Appendix 2 – Enhanced Partnership Scheme Appendix 3 – BSIP Settlement Letter Appendix 4 – Equality Impact Assessment
Background Papers:	Cheshire East Bus Service Improvement Plan www.cheshireeast.gov.uk/pdf/public-transport/bsip/cheshire-east-bsip-2021.pdf Highways & Transport Committee Report – 21 Sept 2021 Highways & Transport Committee Report – 3 March 2022 Highways & Transport Committee Report – 13 April 2022

This page is intentionally left blank

Cheshire East
Enhanced Partnership (EP) Plan

May 2022 (Version 3)

DRAFT

Working for a brighter future together

Cheshire East Council

Cheshire East Council

Contents

1.	**Overview**	**2**
1.1	Introduction	2
2.	**Extent of the Enhanced Partnership**	**5**
3.	**Bus Network Overview**	**7**
3.1.1	Punctuality and reliability of existing services	7
3.1.2	Limited existing bus priority;	9
3.1.3	Competition with other modes (car ownership and parking charges);	9
3.1.4	Competition with and connectivity to rail services;	9
3.1.5	Connectivity to key trip attractors;	9
3.1.6	Post Covid-19 recovery;	10
3.1.7	Population & Socio-economic factors;	10
3.1.8	Growth in Cheshire East.	11
3.1.9	Passenger Feedback	11
3.1.10	Conclusion	12
4.	**Enhanced Partnership Plan**	**13**
4.1	Objectives	13
4.2	Cheshire East BSIP Targets	19
4.2.1	Journey Time	19
4.2.2	Bus Service Reliability	20
4.2.3	Passenger Numbers and Growth	20
4.2.4	Passenger Satisfaction	21
4.3	Funding Arrangements	22
5.	**Summary**	**23**
5.1	Plan	23
5.2	Scheme	23

DRAFT

1. Overview

1.1 Introduction

On 30th June 2021, Cheshire East Borough Council committed to establishing an Enhanced Partnership with Local Bus Operators. A Notice of Intent was published at this time which enabled continued access to the Covid Bus Services Support Grant (CBSSG) funding.

Following this commitment, Cheshire East Borough Council is expected to deploy their Enhanced Partnership with local bus operators from [the Commencement Date] as a statutory arrangement under the 2017 Bus Services Act. This arrangement allows for Cheshire East as the Local Transport Authority (LTA) to take over the role of registering bus services from the Traffic Commissioner.

The principal objectives of the Enhanced Partnership are those contained within the Cheshire East Bus Service Improvement Plan (BSIP) published on October 31st 2021[1].

These objectives have been drawn together to consider the key principles, themes and aspirations for the borough's bus network outlined within the following documents:

- Transport for the North (TfN) Strategic Transport Plan (2019),
- Cheshire East Corporate Plan (2021-2025),
- Cheshire East Economic Strategy[2] (2020-2025),
- Cheshire East Local Plan (2017),
- Cheshire East Local Transport Plan (2019-2024),
- Cheshire East Environmental Strategy (2020-2024),
- Cheshire East Low Emission Strategy (2018), and
- Cheshire East Carbon Neutrality Action Plan (2020-2025).

Objectives have been split over three distinct phases and have been designed to underpin current issues and barriers in travelling by bus, as well as the opportunities and future aspirations for the bus network in Cheshire East.

These objectives have been developed as part of the Cheshire East BSIP, with a view to defining an ambitious yet achievable future for local buses. Substantial parts of our BSIP are dependent on additional funding being available, including a successful funding outcome from DfT in response to our Plan. In April 2022, DfT announced[3] that no BSIP funding was to be made available for the delivery of the Cheshire East BSIP, on which this Plan has been based.

However Cheshire East Borough Council remain committed to working with local communities, public transport users and local bus operators to secure services and deliver transformational

[1] https://www.cheshireeast.gov.uk/pdf/public-transport/bsip/cheshire-east-bsip-2021.pdf
[2] 2019 consultation draft version
[3] https://www.gov.uk/government/news/cheaper-and-better-buses-in-7-billion-package-to-level-up-transport-outside-london

change across the network. Cheshire East Borough Council will continue to seek funding opportunities to achieve this aim, as such the objectives of this Plan include:

Phase 1 – Stabilisation of the Network (2021-2023)

- Stabilisation of network coverage,
- Improve Reliability and Punctuality of services,
- Simplification of Fares,
- Make Services easier to understand and improve information,
- Improve integration with other tickets and modes of transport, and
- Reduce Vehicle Emissions.

Phase 2 – Quality Improvement (2022 to 2025, and beyond to 2030)

- Improve accessibility and network coverage,
- Improve Reliability and Punctuality of services,
- Better Value for money on fares,
- Make Services easier to understand and improve information,
- Make buses easier to use and improve passenger safety, security and accessibility, and
- Reduce Vehicle Emissions and support decarbonisation of the transport network.

Phase 3 – Network Growth (2023 to 2025, and beyond to 2030)

- To promote a post Covid network that is more affordable and financially resilient,
- Improve Reliability and Punctuality of services,
- Better value and multimodal tickets,
- Make Services easier to understand and improve information,
- To increase the attractiveness of the bus as a travel alternative, and
- Reduce Vehicle Emissions and support decarbonisation of the transport network.

The basis for this Plan is focused on those aspirations which are contained within Phase 1 (network stabilisation) and Phase 2 (quality improvements) of the BSIP document. Whilst elements of Phase 1 are deliverable without BSIP funding (which are outlined within the accompanying Scheme document), the majority of Phase 2 aspirations are dependent on successful funding.

The benefits of this partnership include the initial stabilisation of the network and subsequent enhancements to network quality and coverage. Enabling access to funding for schemes that can make a real difference and strengthen the current bus network through investment in infrastructure, technology and careful planning.

The Cheshire East Enhanced Partnership is in two parts:

An Enhanced Partnership Plan (EP Plan – *this document***)** – a clear vision for the improvements to bus services in which the EP is aiming to deliver, mirroring the BSIP.

Enhanced Partnership Scheme(s) (EP Scheme) – an accompanying document that sets out the requirements that need to be met by local bus services that stop in the geographical area defined in the EP scheme(s), to achieve BSIP outcomes.

Together with the BSIP, the Enhanced Partnership Plan and Scheme(s) seek to achieve local transport and bus networks for residents and businesses that are safer, support thriving urban and rural economies and support the Council's Environment Strategy. The overall aim is for speed and efficiency enhancements of public transport to encourage more residents to make fewer car journeys, therefore contributing to Council and community carbon reduction.

DRAFT

Drawing on the Cheshire East BSIP, this document fulfils the statutory requirements of an Enhanced Partnership Plan as set out in the 2000 Act, including:

- A map of the geographical area it covers.
- All the relevant factors that the parties consider will affect, or have the potential to affect, the local bus market over the life of the plan.
- A summary of any available information on passengers' experiences of using bus services in the area and the priorities of users and non-users for improving them.
- A summary of any available data on trends in bus journey speeds and the impact of congestion on local bus services.
- What outcomes need to be delivered to improve local bus services in the plan area, and
- What overall interventions the partnership believes need to be taken to deliver those outcomes.

DRAFT

2. Extent of the Enhanced Partnership

The Cheshire East Enhanced Partnership Plan and Enhanced Partnership Scheme(s) extends across the full extent of the Cheshire East Borough. Any changes to this boundary will represent an Enhanced Partnership Scheme Variation.

Figure 2.1 demonstrates the extent of the EP Plan and Scheme coverage. It includes all local bus services within it (including cross-boundary services which commence in Cheshire East) and considers the varying needs of different parts of the borough.

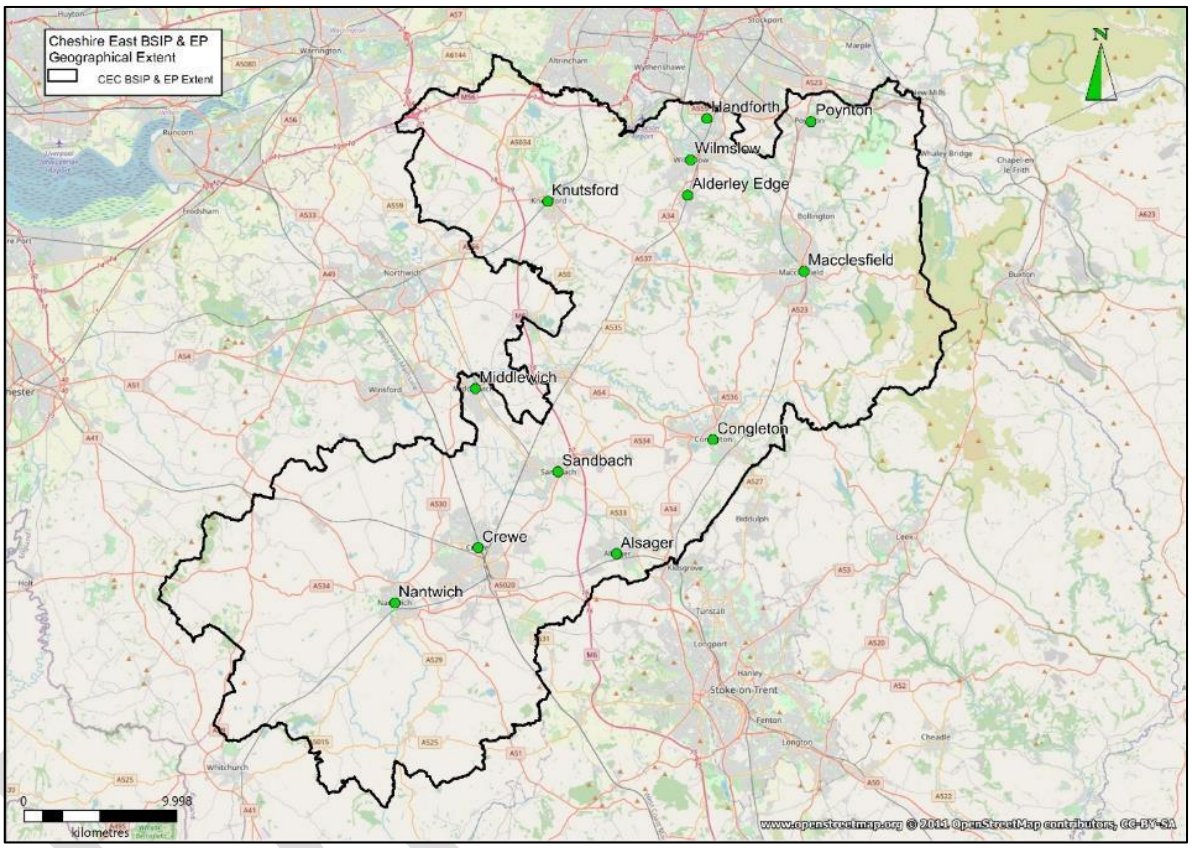


Figure 2.1: Extent of Cheshire East EP Plan and Scheme(s)

Table 2.1 identifies the principal towns and key service centres within Cheshire East.

Table 2.1: Cheshire East - principal towns and service centres

Role and tier in retail hierarchy	Centre name	Cheshire East Centres
Principal town	Principal town centres	Crewe and Macclesfield
Key service centres	Town centres	Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.
Local service centres	Local centres	Alderley Edge, Audlem, Bollington, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley and Prestbury

At this stage, the proposed Enhanced Partnership Plan and Scheme(s) are limited to the area outlined within Figure 1. However, engagement with neighbouring authorities including, Cheshire West & Chester, Warrington, Derbyshire and Shropshire is ongoing, particularly regarding cross-boundary bus services.

To avoid inconsistencies in bus service provision and standards across borders, engagement with neighbouring authorities will continue to be ongoing.

This Enhanced Partnership Plan will have no end date but will be reviewed on an annual basis from the commencement date.

This will include a review of compliance with competition legislation and will recommend any changes to be considered for the Enhanced Partnership Plan and future Scheme(s).

DRAFT

3. Bus Network Overview

There has been a steady decline in bus use across Cheshire East in the ten years prior to preparing this EP Plan.

Since 2010 / 2011 there has been a 24% decrease in passenger journeys, with a reduction in the number if passenger journeys down from 5.5m to just under 4.2m in the period[4]. With this decline however, it is important to stress that buses in Cheshire East continue to play a crucial role in connecting users to local services for health, employment, education and recreational purposes.

The current network of local bus services operating across Cheshire East provide access between, and links within, the major settlements of Crewe and Macclesfield as well as to a number of smaller towns and parishes across the borough including Congleton, Wilmslow, Nantwich and Sandbach. Buses across the borough play a critical role in linking passengers to rail hubs in Crewe and Macclesfield, where 'first and last' mile links only offer a limited alternative to private car use, which is invariably the sole transport option for many rail passengers to access and use key local services.

The Cheshire East local bus network comprises a mix of commercially operated and financially assisted services.

The Cheshire East Borough Council is responsible for the coordination of these socially necessary routes, combined with the preparation and delivery for supporting information provision.

A number of factors affect the use of local bus services within Cheshire East, these are summarised throughout the remainder of this section of the EP Plan.

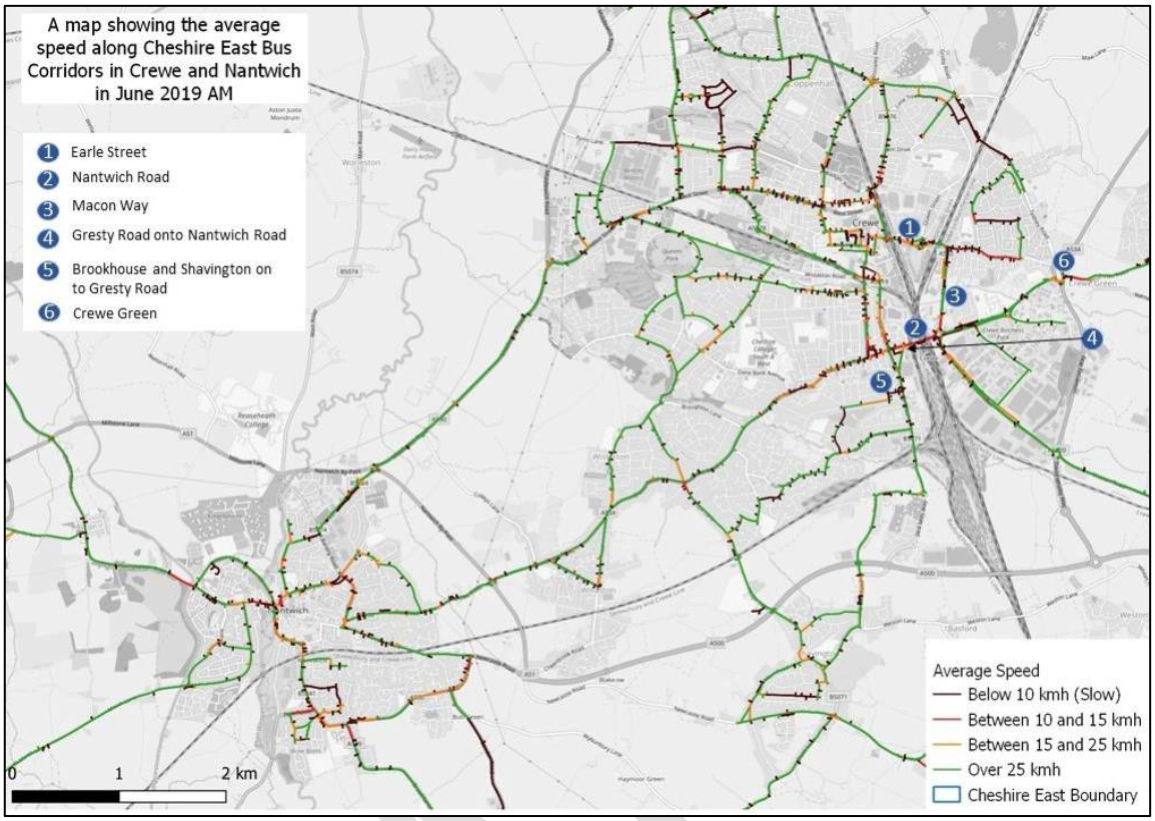
3.1.1 Punctuality and reliability of existing services

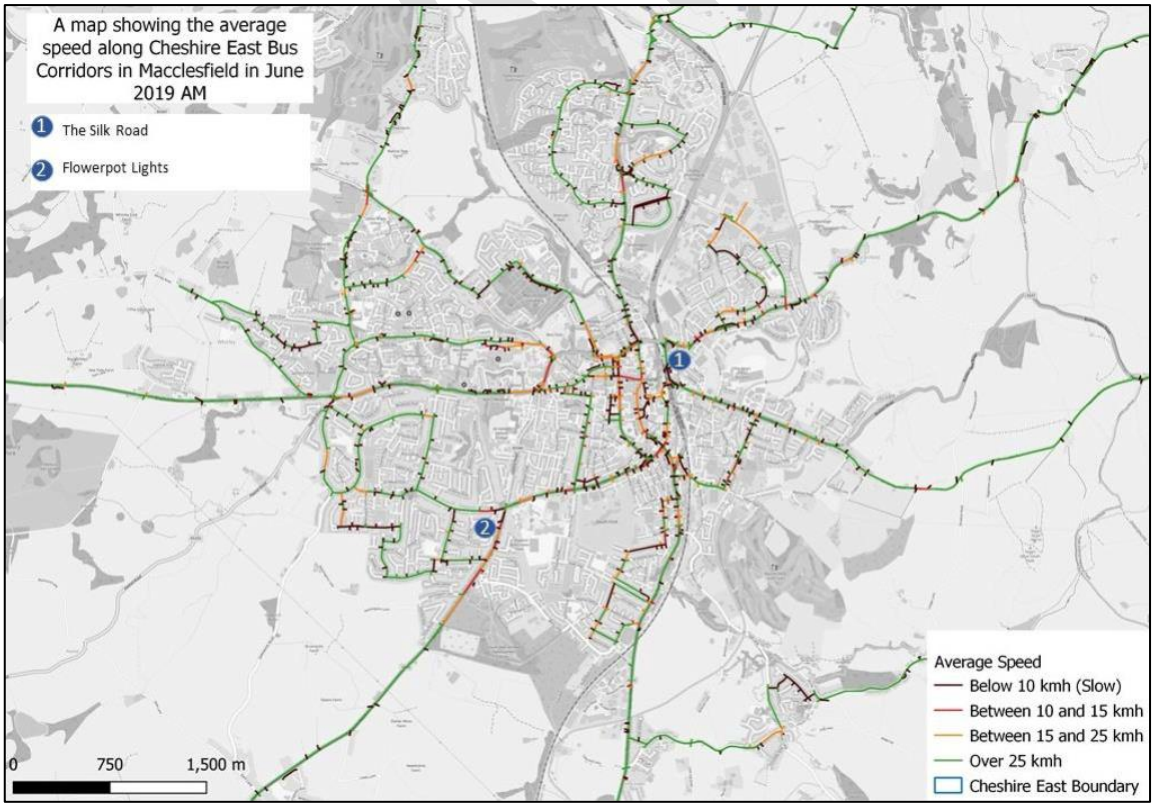
Bus journey time reliability and punctuality within Cheshire East has and continues to be impacted by congestion and delays, particularly for town/urban bus services during peak periods.

Traffic delays derived using 'Trafficmaster' data has been analysed from 2019 (pre-pandemic) and 2020 (latest full mid-pandemic data) to identify locations which present as consistent congestion hotspots on the bus network. This has been undertaken specifically to understand how delays to traffic have been impacting specifically on bus journey times and to identify where average vehicle speeds are notably lower than anticipated.

Key locations of delay have predominately been identified in the principal towns of Crewe and Macclesfield, as well as to a lesser extent other key service centres, shown in Table 2.1 above.

[4] https://www.cheshireeast.gov.uk/pdf/public-transport/bsip/cheshire-east-bsip-2021.pdf


A map showing the average speed along Cheshire East Bus Corridors in Crewe and Nantwich in June 2019 AM
1 Earle Street
2 Nantwich Road
3 Macon Way
4 Gresty Road onto Nantwich Road
5 Brookhouse and Shavington on to Gresty Road
6 Crewe Green
Average Speed
Below 10 kmh (Slow)
Between 10 and 15 kmh
Between 15 and 25 kmh
Over 25 kmh
Cheshire East Boundary
0
1
2 km


A map showing the average speed along Cheshire East Bus Corridors in Macclesfield in June 2019 AM
1 The Silk Road
2 Flowerpot Lights
Average Speed
Below 10 kmh (Slow)
Between 10 and 15 kmh
Between 15 and 25 kmh
Over 25 kmh
Cheshire East Boundary
0
750
1,500 m

Cheshire East Council

3.1.2 Limited existing bus priority;

There is currently very limited bus priority in place within Cheshire East.

A single bus lane (approx. 250m in length) is located in Crewe along the A534 Crewe Road, passing the retail park, between the Crewe Green Road junction and the junction with Nantwich Road and Weston Road.

The congestion and delays as a result of the level of traffic flows in central Crewe, owing to accessing the retail park had been causing punctuality and reliability issues to bus services using the road. Cheshire East is currently developing a trial for intelligent adaptive signals pilot in two locations in Crewe, to address operational and performance issues at the specific signal junctions. There are opportunities to further develop these schemes to facilitate bus priority, as well as the potential to roll out to other locations within Crewe and wider Cheshire East, if the trial proves successful.

3.1.3 Competition with other modes (car ownership and parking charges);

Cheshire East has significantly fewer households without the available use of a car or a van (16%) than the North West or England, where slightly more than one in four households do not use of a car or van. Equally, Cheshire East has a higher proportion of households that have 2, 3 or more access to an available car or van (43%) in their household than in the region or the country. Therefore, it could be suggested that Cheshire East has a higher dependency on the private car than other areas. This can be partly explained by the more rural nature and the higher average earnings, but also reflective of the current limitations in the bus network.

Cheshire will continue work to deliver town-based local transport strategies that will be multi-model, taking full account of the potential for local bus improvements in each town alongside the demand and supply of pay-and-display parking spaces. The Council will also work with bus operators and user-groups to seek better alignment and greater competitiveness between bus fares and the charges for car parking in our town centres – where applicable – as part of a broader demand management strategy that promotes the use of bus services.

3.1.4 Competition with and connectivity to rail services;

Stakeholder feedback provided by Town and Parish Councils, as well as part of the Local Transport Plan (LTP) Delivery Plan consultation, included comments regarding a lack of coordination between bus and rail timetables, impacting the attractiveness of using bus services to access railway stations in the borough, including Wilmslow, Macclesfield and Sandbach, as well as Knutsford and Congleton.

Currently interchange waiting times between bus services and rail services at Sandbach railway station are more likely to be 30 minutes or greater, with interchange times at Macclesfield and Wilmslow railway stations often between 10 and 30 minutes, depending on destination.

As well as the waiting times, the unattractiveness of some interchange facilities between bus services and railway stations has also been raised during LTP consultation.

3.1.5 Connectivity to key trip attractors;

The existing bus network is focused on connecting principal towns and key service centres, to residential areas. Stakeholder feedback has identified a lack of connectivity or limited-service provision for business parks and key employment sites, Manchester Airport, Leighton Hospital

DRAFT

and leisure and tourism sites (i.e. Tatton Park and Jodrell Bank). This limited connectivity is viewed as a barrier to using bus services to access key trip attractors.

3.1.6 Post Covid-19 recovery;

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

Whilst traffic levels are approaching pre-pandemic levels, the corresponding bounce back on bus services has not yet materialised, although there are some indications that since September (2021) there has been an increase in patronage, with the return to school and some employees starting to return to office-based working.

3.1.7 Population & Socio-economic factors;

In 2019, Cheshire East had a population of 384,152 residents, of which 49% are male and 51% female, living in 123,800 households. Of this, 18% of the population are aged 0-15, 59% are 15 to 65 and 23% are aged 65 or older. The borough's population is projected to grow by approximately 5% from 2019 up to 2030, again masking a much larger growth of the elderly population (+24%) and a decrease of the other two age bands (-2% for under 16 and -1% for 16-64 years respectively).

In terms of population density (ONS 2021), Cheshire East in its entirety is much less densely populated (329 inhabitants/km^2), than the North West (497/km^2) or England (430/km^2) average, owing in part to its rural make-up. A number of the borough's more rural areas have fewer than 100 inhabitants per km^2 and the population is concentrated in the borough's towns and key service centres. Population density is at its highest in Crewe, Nantwich and Macclesfield.

Cheshire East's population is more economically active than the wider region and the country, with circa 84% percent of the borough's residents aged 16 – 64 working. Both the unemployment rate (around 3%) and the proportion of economically inactive population is lower than in the North West and England. The median annual gross pay per worker in Cheshire East was estimated at £27,053, significantly higher than the median pay in the North West (£24,334) and also higher than the national average (£26,844).

Therefore, from a socio-economic perspective, on average, the local population of Cheshire East earns more, is more qualified and is more economically active than the national average but again there are important disparities within the borough.

As a consequence of the rural nature and the higher earnings, car availability is significantly higher in Cheshire East, which is also reflected in the chosen travel to work mode, where bus is a marginal mode with around 2% and limited to the urban areas, in particular to/from Crewe and Macclesfield.

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

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

3.1.8 Growth in Cheshire East.

Growth in housing is centred around the principal towns and key service centres, with proposals of between 200 and 500 dwellings in most locations.

Additionally a number of larger developments are planned, including North Cheshire Growth Village in Handforth delivering 1500 dwellings and 2,100 dwellings planned for Nantwich (1,100 near Kingsbourne and 1,000 in Waterlode).

In addition to housing growth, there are a number of mixed-use/employment developments and infrastructure projects planned for Cheshire East, which include:

- Major infrastructure project - HS2/Crewe Hub,
- 10ha of sports and leisure development at Glastonbury Drive, Poynton,
- 5.69ha of employment land (B8) at Gresty Road, Crewe,
- 6ha of employment development at London Road, Holmes Chapel,
- Congleton Leisure Centre refurbishment,
- Crewe History Centre,
- Crewe Market Hall,
- Crewe Royal Arcade – includes the new bus station,
- Macclesfield Town Centre Retail Redevelopment,
- Nantwich Cultural Quarter development, and
- North West Crewe Package.

Growth is envisaged in locations which currently exhibit traffic congestion delays, and more broadly given the limitations in the network, both temporally and in terms of coverage, in parts of the county which has current poor levels of bus service provision.

3.1.9 Passenger Feedback

Currently within Cheshire East, passengers are able to provide feedback and views on their bus network and services through bus operator satisfaction surveys, Transport Focus surveys and directly to Cheshire East Borough Council via their Local Councillor.

Transport Focus regularly carries out bus passenger surveys. Feedback for bus passengers (492 responses) in Cheshire East from 2016 outline a satisfaction level of 60% for value for money and 74% for punctuality. It should be noted this survey was undertaken prior to the 2018 bus service review carried out by Cheshire East Borough Council.

Both Town and Parish Councils also provide forums for local communities and bus users to raise concerns relating to local bus services. In addition, a number of voluntary and community organisations have a role in reflecting and representing bus passengers. Within Cheshire East, the more pro-active user-groups that are often a focus for passenger views include Crewe and District Bus Users Group (CDBUG) and MaccTastic, in Macclesfield. Cheshire East Borough Council has strong working relationships with these groups and a wider range of stakeholders which will help us to take account of passenger views as our plan is delivered.

DRAFT

Opportunities for residents of Cheshire East to feed into what they want from their bus network is also available as part of the consultation on Local Transport Plans (LTP). Recent engagement on the LTP Delivery Plans (2021) has outlined a number of key themes and areas for improvement.

3.1.10 Conclusion

The above evidence, taken together with the Cheshire East Bus Service Improvement Plan (BSIP) objectives, makes a compelling case for strengthening the existing bus network. Using statutory Enhanced Partnership powers, the Council and the Bus Operators will work together to identify and implement schemes designed to reduce journey times and increase reliability, as well as undertake other activity to increase the attractiveness of local bus services.

These initiatives are intended to initially stabilise the bus network and subsequently deliver quality enhancements and network growth for commercial bus services in Cheshire East. This will be achieved by initiating a modal shift from the private car. It will not be acceptable in environmental, social or economic terms to sustain the substantial planned population growth in Cheshire East through continued car reliance. Increased use of the bus network will contribute to environmental, social and economic benefits by reducing car reliance and social isolation which are associated with a bus network not operating to its full potential.

The Enhanced Partnership Scheme document is intended to assist in achieving the objectives as outlined within the Cheshire East Bus Service Improvement Plan (BSIP) and section 4 of this EP Plan document.

DRAFT

4. Enhanced Partnership Plan

4.1 Objectives

The Cheshire East EP Plan has the following objectives, which align with the Bus Service Improvement Plan (BSIP) and support published policy and strategy documents including:

- Transport for the North (TfN) Strategic Transport Plan (2019),
- Cheshire East Corporate Plan (2021-2025),
- Cheshire East Economic Strategy (2020-2025),
- Cheshire East Local Plan (2017),
- Cheshire East Local Transport Plan (2019-2024),
- Cheshire East Environmental Strategy (2020-2024),
- Cheshire East Low Emission Strategy (2018), and
- Cheshire East Carbon Neutrality Action Plan (2020-2025).and
- LTP Delivery Plans.

Table 4.1 outlines the core objectives detailed within Cheshire East's Bus Service Improvement Plan (BSIP). Tables 4.2, 4.3 and 4.4 demonstrate the actions, deliverables and measurements associated with each of the outlined objectives.

Figure 4.1: Cheshire East Bus Service Improvement Plan (BSIP) Objectives

Cheshire East Phasing	Objective	Deliverable
Phase 1: Network Stabilisation **2021-2023**	Stabilisation of the network.	*Set requirement for 4 timetable changes within the Enhanced Partnership* *Secure financial assistance for current bus network, post CBSSG (2021 to 2025)*
	Improve Reliability and Punctuality of services.	*Feasibility report to assess and prioritise bus priority interventions.*
	Simplification of Fares.	*Feasibility study to understand the impacts of fare simplification (including concessionary considerations for young persons, job seekers etc.)* *Commitment to pursue multi-operating ticketing arrangement through EP.*
	Make Services easier to understand and improve information.	*Publication of the 'Passenger Charter'* *Secure financial assistance for improved paper-based public transport information for all stops in principal towns and key service centres, hospitals and railway stations*

DRAFT

Cheshire East Council

Cheshire East Phasing	Objective	Deliverable
	Improve integration with other tickets and modes of transport.	*Feasibility study on the cost and deliverability of a multi-modal ticketing scheme in Cheshire East*
	Reduce Vehicle Emissions.	*Action plan for retro-fitting bus fleet to Euro VI standards*
Phase 2: Quality Improvements **2022 to 2025 and beyond to 2030**	Improve accessibility and network coverage.	*Secure financial assistance for bus service frequency enhancements, expansion of operating times and network growth* *Secure financial assistance for the pilot or full delivery of 2 DRT areas*
	Improve Reliability and Punctuality of services.	*Deliver top 20 prioritised interventions and signal trials*
	Better Value for money on fares.	*Support for simplification and rationalisation of fares*
	Make Services easier to understand and improve information.	*Deliver programme of operator improvements for information provision via app and at stops (where required)*
	Make buses easier to use and improve passenger safety, security and accessibility.	*Deliver programme of bus stop renewals (renewed infrastructure and information)*
	Reduce Vehicle Emissions and support decarbonisation of the transport network.	*Deliver programme to retrofit buses operating in CEC area to Euro VI standard* *As part of two quality corridors, deliver low emission buses to the network*
Phase 3: Network Growth **2023 to 2025 and beyond to 2030**	To promote a post Covid network that is more affordable and financially resilient.	*Secure financial assistance for frequency enhancements to deliver minimum standards, expansion of operating times and network growth.* *Secure financial assistance for the delivery of further 2 DRT pilot or full areas, dependent on funding*
	Improve Reliability and Punctuality of services.	*Deliver top 20 prioritised interventions and signal trials*
	Better value and multimodal tickets.	*Commitment to participate in working group for development of multi-modal ticketing schemes*
	Make Services easier to understand and improve information.	*Deliver programme of key hub stops and information totems.*
	To increase the attractiveness of the bus as a travel alternative.	*Deliver infrastructure improvements to bus/rail interchanges* *Support network growth to key employment and service centres.*
	Reduce Vehicle Emissions and support decarbonisation of the transport network.	*Deliver programme to retrofit buses operating in CEC area to Euro VI*

DRAFT

DRAFT

Figure 4.2: Phase 1 – Stabilisation of the Bus Network

National BSIP Objectives		More frequent services More comprehensive services Better integration with other modes		Faster and more reliable journeys	Cheaper fares	Easier to understand services	Easier to use for passengers	
Transport Focus pillars TF link		*Buses running more often*	*Buses going more places*	*More buses on time/faster JTs*	*Better Value for Money*	*Better quality of information at bus stops*	*Accessible buses & More effort to tackle any anti-social behaviour*	*Cleaner buses*
CEC BSIP Principles/Key priorities (honeycomb)		**Accessibility (network coverage) Sustainability, consolidation & growth Connectivity of network to other modes and across borders**		**Reliability & punctuality**	**Collaboration with Operators Integration with ticketing Sustainability, consolidation & growth**	**Accessibility (info provision) Collaboration with Operators and BUGs**	**Integration with other technologies, systems and ticketing**	**Decarbonisation & reducing vehicle emissions**
Phase 1 - Stabilisation of the network	**Objectives**	**Stabilisation of the network**		**Improve reliability and punctuality of services**	**Simplification of fares**	**Make services easier to understand and improve information**	**Improve integration with other tickets and modes of transport**	**Reduce vehicle emissions**
	Action	Limiting number of timetable changes per year to 4 (Sept, Jan, Apr, July) Initial support for marginal/semi-viable services (to be informed by Operators and costed - considering value for money)		Better management of roadworks and information sharing with Operators (as part of an EP working group) Develop an evidence base and process for identification of bus priority opportunities, linked to LTP Delivery Plans and in collaboration with Bus Operators.	CEC and Operators to work together as part of the enhanced partnership to identify Operator-led fare simplification	Develop of a passenger charter Improve paper-based and online information provision across the borough	Set out plans for ticketing and potential for modal integration.	Set out actions with operators and energy providers to transform local bus fleet
	Deliverable	***Set requirement for 4 timetable changes within the Enhanced Partnership*** ***Secure financial support for current bus network, post CBSSG (2021 to 2025)***		***Feasibility report to assess and prioritise bus priority interventions***	***Feasibility study to understand the impacts of fare simplification (including concessionary considerations for young persons, job seekers etc.)*** ***Commitment to pursue multi-operating ticketing arrangement through EP***	***Publication of the 'Passenger Charter'*** ***Secure financial support for improved paper-based public transport information for all stops in principal towns and key service centres, hospitals and railway stations***	***Feasibility study on the cost and delierability of a multi-operator and / or multi-modal ticketing scheme in Cheshire East***	***Action plan for retro-fitting bus fleet to Euro VI standards***
	Measurement	*4 timetable changes per year* *Support to be measured by retention/growth of services (pax growth and bus kms), no. commercial and supported services*		*Improved punctuality during roadworks on specific affected routes.* *Delivery of process for priority identification (and ranking)*	*Operators and CEC to develop and publish forward plans for fares within CEC*	*Publish a passenger charter*	*Operators and CEC to develop and publish forward plans for ticketing within CEC*	*Action plan with programme and targets for number of low emission buses in total bus fleet*

Figure 4.3: Phase 2 – Quality Improvements

National BSIP Objectives		More frequent services More comprehensive services Better integration with other modes	Faster and more reliable journeys	Cheaper fares	Easier to understand services	Easier to use for passengers	
CEC BSIP Principles/Key priorities (honeycomb)		**Accessibility (network coverage) Sustainability, consolidation & growth Connectivity of network to other modes and across borders**	**Reliability & punctuality**	**Collaboration with Operators Integration with ticketing Sustainability, consolidation & growth**	**Accessibility (info provision) Collaboration with Operators and BUGs**	**Integration with other technologies, systems and ticketing**	**Decarbonisation & reducing vehicle emissions**
Phase 2 - Quality improvement	**Objectives**	**Improve accessibility and bus network coverage**	**Improve reliability and punctuality of services**	**Better value for money on fares**	**Make services easier to understand and improve information**	**Make buses easier to use and improve passenger safety, security and accessibility**	**Reduce vehicle emissions and support decarbonisation of the transport network**
	Action	Improve operating hours of existing services between 06:00-19:00. Identify existing services for enhanced frequencies and some new routes to facilitate increase in % of population within 400m of 40min JT to key service centre. Improvements in frequency of weekday and daytime services to town centre locations including Crewe and Macclesfield.	Identify, prioritise and maintain a list of where bus priority measures are needed	Consideration of fare caps for short-hops and competitiveness (with other modes) and affordability of fares on inter-urban & town/urban routes	Operators to improve web/app- based real time information vs timetabled information. Reduce day-to-day variation in service provision.	With Operators, develop a programme for improving roadside infrastructure (bus stops) and on-bus technology for the betterment of passenger safety, security and accessibility	To support the transition to a low-emission fleet
	Deliverable	***Secure financial support for bus service frequency enhancements, expansion of operating times and network growth*** ***Secure financial support for the pilot delivery of 2 DRT trial areas***	***Deliver top 20 prioritised interventions and signal trials***	***Secure Financial Support for the simplification and rationalisation of fares***	***Deliver programme of operator improvements for information provision via app and at stops (where required)***	***Deliver programme of bus stop renewals (renewed infrastructure and information)***	***Deliver programme to retrofit buses operating in CEC area to Euro VI standard and deliver a number of new bus technologies to support qualioty corridors / super-bus routes.***
	Measurement	*Comparison of bus timetables and operating information of services* *Change in % of population within 400m of 40 min JT to key service centre.*	*List of interventions* *Bus punctuality data* *Operator feedback* *Customer survey feedback*	*Fare price comparison, particularly in Crewe and Macclesfield.* *Competitiveness of fares against parking charges*	*Reliability/punctuality data from operators* *Customer survey feedback*	*Bus passenger/customer survey feedback* *No. of bus stop improvements delivered*	*Increase the number of low emission buses in total bus fleet*

Figure 4.4: Phase 3 – Network Growth

National BSIP Objectives		More frequent services More comprehensive services Better integration with other modes	Faster and more reliable journeys	Cheaper fares	Easier to understand services	Easier to use for passengers	
CEC BSIP Principles/Key priorities (honeycomb)		**Accessibility (network coverage) Sustainability, consolidation & growth Connectivity of network to other modes and across borders**	**Reliability & punctuality**	**Collaboration with Operators Integration with ticketing Sustainability, consolidation & growth**	**Accessibility (info provision) Collaboration with Operators and BUGs**	**Integration with other technologies, systems and ticketing**	**Decarbonisation & reducing vehicle emissions**
Phase 3 - Network growth	**Objectives**	**To promote a post-Covid bus network that is more affordable and financially resilient.**	**Improve reliability and punctuality of services**	**Better value and multimodal ticketing**	**Make services easier to understand and improve information**	**To increase the attractiveness of the bus as a travel alternative.**	**Reduce vehicle emissions and support decarbonisation of the transport network**
	Action	Improve the frequency of existing network (identify minimum standards and different measures for the different types of services - town, rural and core inter-urban) Improve the connectivity of the network with additional services to key locations and further consideration of operating hours/days	Further delivery of punctuality improvements and priority measures Additional service frequencies	CEC to work with neighbouring authorities / regional / national bodies to develop multi-modal ticketing scheme across transport modes	Development of an integrated website or app, collating all real-time information for bus services within CEC. Identify a programme of key hub stops, with information totems (i.e. at key visitor attractions, interchanges, principal towns/service centres, hospitals)	Improve connectivity to job opportunities for principal towns and key service centres in CE and cross-border. To better connect bus network to key railway stations (Crewe, Sandbach, Macclesfield, Wilmslow and in the future HS2 hub at Crewe).	Further support the transition to low- and zero-emission in total bus fleet. Encourage mode shift to bus from private car
	Deliverable	***Secure financial support for frequency enhancements to deliver minimum standards, expansion of operating times and network growth*** ***Secure financial support for the delivery of further 2 DRT trial areas, dependent on funding***	***Deliver top 20 prioritised interventions and signal trials***	***Commitment to participate in working group for development of multi-modal ticketing schemes***	***Deliver programme of key hub stops and information totems.***	***Deliver infrastructure improvements to bus/rail interchanges*** ***Support network growth to key employment and service centres.***	***Deliver programme to retrofit/renew buses operating in CEC area to Euro VI and/or zero-emission nd deliver a number of new bus technologies to support qualioty corridors / super-bus routes.***
	Measurement	*Change in % of population within 400m of 40 min JT to key service centre. Analysis of key employment areas and levels of bus service provision. Measuring retention/growth of services (pax growth and bus kms), no. commercial and supported services*	*Bus punctuality data and bus journey times vs car journey times Operator feedback Customer survey feedback*	*Fare price comparison and availability of multi-modal ticketing. Competitiveness of fares against parking charges*	*Provision of app/web-based information Delivery of key hub stops Customer survey feedback*	*Bus passenger/customer survey feedback Competitiveness of bus fares against parking charges. Number of cross border routes at 1 bph frequency or greater. Number of services and interchange times between bus services and rail services.*	*Increase the number of low- and zero-emission buses in total bus fleet. Bus pax and JtW data*

Cheshire East Council

4.2 Cheshire East BSIP Targets

With appropriate funding to meet our objectives, it is possible that Cheshire East can have a local bus network that not only meets the needs of users, manages the expectations of service delivery to our local bus operating partners, but is comparable to those areas of the country which are seen as 'best practice' where well connected and accessible local bus services are able to deliver fast, frequent services to meet the needs of users at a fare level which is affordable and comparable to the cost of using their cars for short journeys or parking.

Furthermore, improved discrete bus priority improvements across our town networks, particularly across Crewe and Macclesfield, will enable buses to be more reliable and punctual, as well as working towards removing any unnecessary additional operating costs brought about through congestion and delay.

The key indicators and targets required to bring about these improvements are outlined in the sub-sections below.

4.2.1 Journey Time

Developing targets or indicators for journey time, will consider a number of key components. These will relate to the existing and new local bus network, its service frequencies and how these may compare against the same journey by private car.

With this, we will develop a monitor process which captures data by our proposed service typology. Our aim is to compares bus journey times alongside the that of the private car journey to establish where, on the network, there are greater disparities between these journey types, to understand how future changes or investments can be made in bus services delivery and highways priorities and infrastructure.

This also reflects the position that Cheshire East is starting from a 'low base' in bus services delivery, lower than a regional or national average in bus use and a higher than regional or national average in private car or van ownership or use. This reflects the desire by the Council to reverse these trends.

We will work with local bus industry partners to formally monitor journey time on an annual basis and combine this analysis as part of the metrics for subsequent annual BSIPs.

We will focus our monitoring process against the following journey time indicators:

- **Indicator One** - *Improved journey times across our network typologies: town to town, urban and rural bus routes.*
- **Indicator Two** – *Improved journey times on key routes where they are comparable to car journeys,*
- **Indicator Three** – *In line with industry methods of monitoring, monitor public perception of local bus services compared to* alternative and comparable journeys made by other modes of travel.

TARGET 2024/2025 – *Improve journey times for direct bus services – no more than **50%** greater than the equivalent car journey time. Improve journey times for routes requiring one interchange, to be no more than **double** the equivalent car journey time and minimise time penalties for interchanging between services.*

DRAFT

Cheshire East Council

4.2.2 Bus Service Reliability

For the purposes of monitoring of bus services reliability, we are starting from a comparable base to that of a number of our local authority counterparts in the region.

Whilst the DfT national statistics data reflects that bus services operating across the borough was – in the 10 years to 2019 – 85% we are looking at a realistic target of improving this figure to 95%, by 2024/25.

With appropriate levels of funding to implement bus priorities, we believe this target is achievable.

We will also continue to monitor reliability reports to the Traffic Commissioners department with an indicator which is focussed on 'zero' reliability returns.

As we continue to develop the network in future years, post pandemic recovery, we will work closely with local bus operators and industry partners to deliver further network enhancements, to deliver a more reliable network.

We will work with local bus industry partners to formally monitor this on an annual basis and work to combine this analysis with more innovative methods industry data through and existing and new industry technologies.

We will work towards developing reliability metrics for future annual BSIPs.

We will focus on the following reliability targets:

- **Indicator One** – *measure the % of on-time services operating on town-to-town and urban services at timing points*,
- **Indicator Two** – *measure the public perception % of passenger satisfaction, either separately or as part of national satisfaction surveys (i.e. Transport Focus or National Highways and Transport surveys),*
- **Indicator Three –** *measure the public perception % of passenger satisfaction of Demand Responsive Transport services, aligned with bus services (which working with industry providers towards identifying additional methodologies in which to monitor and support the future roll out of DRT or new technologies).*

TARGET 2024/2025 – *we have set a target of building on current DfT local reliability targets to achieve **95%** of reliability of all services across the network by the end of the initial BSIP funding window at 2024/25. This extends to ensuring we will maintain '**zero**' reliability reports to the North Western Traffic Commissioner across the same period.*

4.2.3 Passenger Numbers and Growth

For this first BSIP, we continue to see differences in the local bus market on travel behaviours and patterns as a result of the pandemic. Our aspiration to stabilise the network, introduce quality improvements and deliver network growth, we believe brings forward an opportunity to grow confidence in a future network, and deliver growth.

We will base future predications on a baseline figure at 2018/2019, where we aim to reverse a local declining trend of bus use.

As required by national guidance, we have outlined a borough-wide target for growth in passenger numbers. However a borough-wide target does not truly reflect the potential for bus use in parts of Cheshire East. Therefore we have taken the opportunity to set an additional target which applies to those localities and routes where we believe there is greater propensity to use bus and consequently a greater potential for growth.

Cheshire East Council

It is the intention of Cheshire East to work with local bus industry operators and business partners, to build patronage levels to pre-covid levels by the end of 2022/23.

As we develop our Enhanced Partnership, we will work with bus operators to derive more sophisticated targets for passenger growth.

This will be subject to commitment by the bus industry to work to develop a network which can achieve this target and work to secure service enhancements, but most crucially the opportunity to secure available funding.

The opportunity to develop passenger numbers, and growth in future years, relies on developing the future network with improved service headways and frequencies, bus stop and bus priority infrastructure and improved marketing and publicity information using cost effective electronic methods of dissemination.

We will work with local bus industry partners to formally monitor passenger numbers and growth on an annual basis and combine this analysis with metrics for subsequent annual BSIPs.

We will focus on the following Passenger Numbers and Growth targets:

- **Indicator One** – *stabilisation of network to reflect baseline patronage levels at pre - pandemic 2018/2019 levels (i.e. halt the decline in passenger numbers),*
- **Indicator Two** – *build patronage levels to pre-pandemic levels by the end of 2022/23,*
- **Indicator Three –** *increase patronage levels by 10% on 2018/19 baseline figure by 2024/25.*
- **Indicator Four –** *increase patronage levels by 20% on 2018/19 baseline figure by 2030*

TARGET 2024/2025 – *we have set a borough-wide target of improving patronage by **10%** on the 2018/19 baseline figure, by the end of the initial BSIP funding window at 2024/25.*

TARGET 2024/2025 - *we have set a target to double patronage by 2025 on the 2018/2019 baseline figure on bus routes in areas with high propensity for bus use*.

4.2.4 Passenger Satisfaction

We recognise that a critical component to our aspirations in stabilising the current network, but then by introducing quality improvements and ultimately network growth hinges on ensuring our passengers are satisfied with, and have confined in, using our local bus services.

In comparison to our neighbouring local authority partners, we have seen lower levels of passenger satisfaction with our bus networks. There is limited, recent data upon which we can draw an accurate reflection on how satisfied our passengers are with bus services, other than in 2016, with Transport Focus data which shows a figure of 74% for punctuality of services and 60% for Value for Money.

We are making a commitment through this BSIP to monitor passenger satisfaction.

We will work with our local bus industry partners to identify how best to achieve this and make it a condition of a 'Passenger Charter' with industry, where we will define the appropriate methodology and reporting mechanism to meet our indicators and targets.

This 'Passenger Charter' will form a key commitment within the Enhanced Partnership to be develop in early 2022/23.

DRAFT

Equally, through the Enhanced Partnership process we will explore new mechanisms, technologies and industry innovations to improve passenger satisfaction, with a commitment to consider how bus services across the borough are delivered. We will draw on future phases of by reviewing and analysing the development of new advances in vehicle technologies and delivery mechanisms such as Demand Responsive Transport.

We will work with local bus industry partners to formally monitor passenger satisfaction in line with Local Transport Plan and BSIP monitoring on at least an annual basis and combine this analysis as part of the metrics for subsequent annual BSIPs.

We will focus on the following Passenger Satisfaction targets:

- **Indicator One** – *measurement and monitoring to reflect overall passenger satisfaction with the punctuality of bus services to be at or above average of regional authorities by 2023/24 and at 74% (or higher) by 2024/25.*

- **Indicator Two** – *measurement and monitoring to reflect overall passenger satisfaction with 'Value for Money' for bus services across all services to increase to 64% (or higher) by 2024/25.*

- **Indicator Three –** *Creation of a Passenger Charter, to be aligned with the development and delivery of an Enhanced Partnership. To be delivered by no later than the end of 2022.*

TARGET 2024/2025 – *we have set a target to maintain our current (2018/19) satisfaction with bus service punctuality targets at **74%** to 2024/25.*

We recognise that this figure is retained, but we also recognise that with appropriate funding it is our ambition that we anticipate more bus operating on the network, with a greater coverage and an increased service frequency.

TARGET 2024/2025 - *we have set a target to increase passenger satisfaction with 'Value for Money' from 60% to **64%** by 2024/25.*

Measurement to be based on national DfT passenger satisfaction statistics.

4.3 Funding Arrangements

The Cheshire East EP will draw on numerous funding sources to deliver the above-mentioned objectives and outcomes these include:

- National government funding opportunities
- Cheshire East Borough Council Capital Programme Funding
- Cheshire East Borough Council Revenue Funding
- Private Developer Contributions (i.e. s106, s278)
- Reinvestment of operator revenue generated by schemes
- Bus Operator match funding
- Other external funding opportunities

Some of the actions and deliverables are dependent on successful DfT BSIP funding .

5. Summary

The Cheshire East Enhanced Partnership Plan and Enhanced Partnership Scheme(s) extend across the full extent of the Cheshire East Borough.

The principal objectives of the Enhanced Partnership are those contained within the Cheshire East Bus Service Improvement Plan (BSIP) published on October 31st 2021.

The EP Plan and EP Scheme are made on [date to be confirmed] ("the Commencement Date"). The EP Plan will have no end date but will be reviewed on an annual basis from the Commencement Date. The EP Scheme will have no specific end date but will be reviewed by Cheshire East Borough Council on an annual basis from the Commencement Date.

5.1 Plan

Objectives have been split over three distinct phases and have been designed to underpin current issues and barriers to travel by bus, as well as the opportunities and future aspirations for the bus network in Cheshire East, these objectives depend on the BSIP funding ask and include:

- Phase 1 – Stabilisation of the Network (2021-2023)
- Phase 2 – Quality Improvement (2022 to 2025, and beyond to 2030)
- Phase 3 – Network Growth (2023 to 2025, and beyond to 2030)

The basis for this Plan is focused on aspirations which are contained within Phase 1 (network stabilisation) and Phase 2 (quality improvements) of the BSIP document and are dependent on successful DfT BSIP funding.

The benefits of this partnership include an initial stabilisation of the network and subsequent enhancements to network quality and coverage. Enabling access to funding for schemes that can make a real difference and strengthen the current bus network through investment in infrastructure, technology and careful forward planning.

5.2 Scheme

The EP Scheme has been jointly developed by Cheshire East Borough Council as Local Transport Authority (LTA) and Bus Operators that provide local qualifying bus services in the EP Plan and Scheme area.

It sets out obligations and requirements on both the Local Transport Authority and Operators of local bus services in order to achieve the intended improvements, with the aim of delivering the objectives of this EP Plan.

The future content and arrangements for the variation and revocation of the EP Plan and EP Scheme will be subject to consideration by the EP Forum and Board. Governance arrangements for the EP Plan and Scheme, as well as the EP Forum and Board are outlined in section 5 of the accompanying EP Scheme document.

DRAFT

Cheshire East Enhanced Partnership (EP) Scheme

May 2022 (Version 4)

DRAFT

Working for a brighter future together

Cheshire East Council

Cheshire East Council

Contents

1.	**Enhanced Partnership Scheme**	**3**
2.	**Scope of the EP Scheme and Commencement Date**	**4**
2.1	Map and description of Enhanced Partnership Plan and Scheme Area	4
2.2	Commencement Date	5
2.3	Exempted Services	5
3.	**Obligation on the Authority**	**6**
3.1	Summary of Obligation on Authorities	6
3.2	Facilities	7
3.2.1	Bus Shelters	7
3.2.2	Bus Stops	7
3.2.3	Bus Totems	8
3.3	Measures	8
3.3.1	Passenger Charter	8
3.3.2	Managing Roadworks in the EP Scheme area	9
3.3.3	Bus Priority	9
3.3.4	Emission Standards	10
3.3.5	Public Transport Information Provision	10
3.3.6	Demonstration Quality Corridor / Superbus routes	10
3.4	Ticketing & Fares	11
3.4.1	Multi-operator Ticketing	11
3.4.2	Simplification of fares	11
3.4.3	Integration with other modes	12
4.	**Obligation on Local Bus Operators**	**13**
4.1	Vehicle Standards	14
4.1.1	Emission Standards	14
4.1.2	Technology	14
4.2	Timetable Changes (Network Stability)	14
4.3	Passenger Charter	15
4.4	Ticketing & Fares	15
4.4.1	Multi-operator Ticketing	15
4.4.2	Simplification of fares	16
4.4.3	Integration with other modes	17
4.5	Enhanced Frequency	17
4.6	Public Transport Information Provision	17
4.6.1	Paper-based Information Provision	17
4.6.2	Electronic-based Information Provision	17
4.7	Demonstration Quality Corridor(s) or Superbus Routes	17
5.	**Governance Arrangements**	**18**
5.1	Enhanced Partnership Forum & Board	18
5.2	Enhanced Partnership Forum	19
5.2.1	Membership of the Enhanced Partnership Forum	19
5.2.2	Meeting Arrangements	19
5.2.3	Enhanced Partnership Forum Annual General Meeting (AGM)	20

DRAFT

5.3	Enhanced Partnership Board	20
5.3.1	Operator representative selection	21
5.3.2	Protocol for Enhanced Partnership Board Members	21
5.3.3	Enhanced Partnership Board Decision Making	22
5.3.4	Cheshire East Borough Council Veto	22
5.3.5	Meeting Observers	23
5.3.6	Meeting Arrangements	23
5.3.7	Enforcement	23
5.3.8	Implications for small (and medium) sized operators	24
5.4	Review of EP Scheme	24
5.5	Bespoke Arrangements for Varying or Revoking the Enhanced Partnership Scheme	25
5.5.1	Proposer of a variation	25
5.5.2	Enhanced Partnership Scheme Variations	25
5.5.3	Decision-making process and bespoke objection mechanism	26
5.6	Revocation of an EP Scheme	26
Appendix A	**Schedule of Facilities**	**27**
Appendix B	**Definitions for use in the Document**	**29**

DRAFT

1. Enhanced Partnership Scheme

THE CHESHIRE EAST ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY:

CHESHIRE EAST BOROUGH COUNCIL

This document fulfils the statutory requirements for an Enhanced Partnership Scheme (EP Scheme).

In accordance with statutory requirements in Section 138 of the Transport Act 2000, the EP Scheme document sets out:

Section 2 – Scope of the EP Scheme and Commencement Date,

Section 3 – Obligations on the Local Authorities,

Section 4 – Obligations on Bus Operators, and

Section 5 – Governance Arrangements.

The EP Scheme can only be put in place if an associated Enhanced Partnership Plan (EP Plan) has been made.

Therefore, this document should be considered alongside the associated EP Plan.

The EP Scheme has been jointly developed by Cheshire East Borough Council as Local Transport Authority (LTA) and Bus Operators that provide local qualifying bus services[1] in the EP Plan and Scheme area.

It sets out obligations and requirements on both the Local Transport Authority and Operators of local bus services in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.

DRAFT

[1] A "qualifying local service" is a registered local bus service which has one or more stopping places within the geographical area of the EP Plan or Scheme, and it is not an exempted service.

2. Scope of the EP Scheme and Commencement Date

2.1 Map and description of Enhanced Partnership Plan and Scheme Area

The Cheshire East Enhanced Partnership Plan and Enhanced Partnership Scheme(s) extend across the full extent of the Cheshire East Borough.

Any changes to this boundary will represent an Enhanced Partnership Scheme Variation.

Figure 2.1 demonstrates the extent of the EP Plan and Scheme coverage. It includes all local bus services within it (including cross-boundary services which commence in Cheshire East) and considers the varying needs of different parts of the borough.

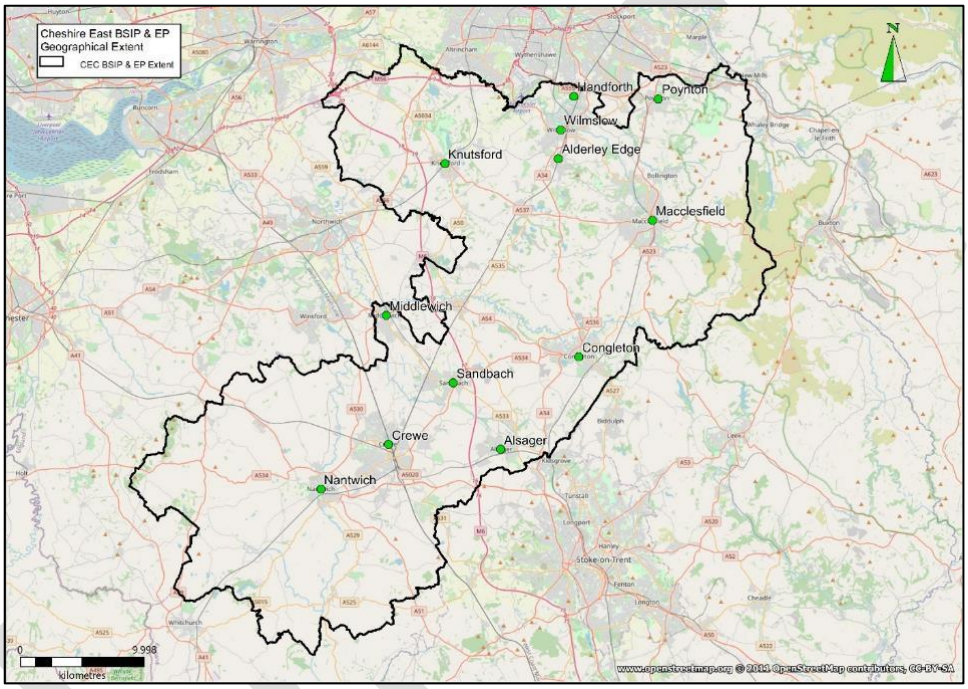


Figure 2.1: Extent of Cheshire East EP Plan and Scheme(s)

The EP Plan and Scheme will support the improvement of local bus services operating within Cheshire East borough, including the following areas across the principal towns and key service centres:

Role and tier in retail hierarchy	Centre name	Cheshire East Centres
Principal town	Principal town centres	Crewe and Macclesfield
Key service centres	Town centres	Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.
Local service centres	Local centres	Alderley Edge, Audlem, Bollington, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley and Prestbury

2.2 Commencement Date

The EP Plan and EP Scheme are made on [date, TBC]] ("the Commencement Date").

The EP Plan will have no end date but will be reviewed on an annual basis from the Commencement Date.

The EP Scheme will have no specific end date but will be reviewed by Cheshire East Borough Council on an annual basis from the Commencement Date.

2.3 Exempted Services

In accordance with *The National Bus Strategy Delivering Bus Service Improvement Plans using an Enhanced Partnership Guidance* exempted services:

- Are services operated under Section 22 of the Transport Act 1985 (a community bus service). The EP does not apply to this type of registered service – although there is nothing to prevent an operator from voluntarily complying with some or all of the EP requirements that would otherwise apply to that service;

- Any other service not registered as a public bus service with the Traffic Commissioner. Examples include:
    - All scheduled intercity bus or coach services
    - All sightseeing tour buses operating in the area
    - School services

- A service which has part, or all, of its route registered as a local service in the EP Plan and Scheme geographical area, but where that part of its route is 10% or less of the overall route distance covered by the service from its service start to service end point.

DRAFT

Cheshire East Council

3. Obligation on the Authority

3.1 Summary of Obligation on Authorities

The following table summarises the specific interventions that Cheshire East Borough Council, as the Local Transport Authority, has the responsibility to deliver as part of the EP Scheme.

In April 2022, DfT announced[2] that no Bus Service Improvement Plan (BSIP) funding was to be made available for the delivery of the Cheshire East BSIP, upon which the Enhanced Partnership Plan and this Enhanced Partnership Scheme are based.

Cheshire East Council remains committed to working with local communities, public transport users and local bus operators to secure services and deliver transformational change across the network. Cheshire East Borough Council will continue to seek funding opportunities to achieve this aim, whilst committing to deliver the following interventions with Local Transport Authority funding:

Interventions	Commitments
Facilities	
Boroughwide Bus Shelter Renewal Programme (3.2.1)	10 per annum
Boroughwide Bus Stop Renewal Programme (3.2.2)	5 per annum
Boroughwide Information Totems (3.2.3)	0 per annum
Measures	
Develop a Passenger Charter for Cheshire East (3.3.1)	Establish a Passenger Charter
Improved process for the management of roadworks in the EP Scheme area (3.3.2)	Establish a mechanism to minimise disruption to local bus services
Evidence base study for bus priority measures in the EP Scheme area (3.3.3)	Commission a bus priority feasibility study to support the introduction of Quality Corridors and priority measures.
Action Plan and Delivery Programme for retrofitting bus fleet to Euro VI standards (3.3.4)	Develop an action plan
Improved Information Provision (3.3.5)	Enhance the dissemination of paper-based public transport information & Encourage Operators to maintain or improve their electronic public transport provision

[2] https://www.gov.uk/government/news/cheaper-and-better-buses-in-7-billion-package-to-level-up-transport-outside-london

Interventions	Commitments
Ticketing & Fares	
Multi-operator/Multi modal ticketing (3.4.1)	Work with Bus Operators to develop a feasibility study on the deliverability of multi-operator ticketing.
Simplification of fares (3.4.2)	Work with bus operators to develop a feasibility study to identify fare simplification mechanisms.

3.2 Facilities

This section describes the 'facilities' that Cheshire East Borough Council has agreed to take to improve buses setting out what is to be provided, for the duration of the EP Plan and Scheme, as adopted on [the Commencement Date].

3.2.1 Bus Shelters

Cheshire East Borough Council will provide the following facilities:

- Boroughwide Bus Shelter Renewal Programme includes **10** per year to align with the existing Cheshire East Borough Council renewal programme.
- Cheshire East Borough Council will also work with Operators, **develop a programme for identifying and improving roadside infrastructure** including bus shelters.
- Develop a **specification for minimum standards** for facilities management and maintenance (in partnership with bus industry).

Existing bus shelters to be improved, as detailed in Schedule of Facilities [Appendix A], and will incorporate:

- Appropriate size and siting (location);
- Information displays (paper-based);
- Bus Stop Flag;
- Bus Box (as appropriate to location),
- Lighting (as appropriate to location),
- Bench seating (as appropriate to location), and
- Accessibility adjustments where appropriate both to and at the bus stop (walk access route, hardstanding and kerb)

3.2.2 Bus Stops

Cheshire East Borough Council will provide the following facilities:

- Boroughwide Bus Stop Renewal Programme includes **5** per year to align with the existing Cheshire East Borough Council renewal programme.

- Boroughwide Bus Stop Renewal Programme includes the commitment to **replace existing bus stops when required**.

- As in section 3.2.1, Cheshire East Borough Council will also work with Operators, **develop a programme for identifying and improving roadside infrastructure** including bus stops.

The existing bus stop renewal programme will work to:

- Improve local bus stop infrastructure, to generate bus user confidence in using the network, with a commitment to ensure improved paper-based or electronic information is available for all services and all bus stops across the borough.

- Improve the physical access to bus services for users through improved bus stop infrastructure, where this will address qualitatively the 'look and feel' of roadside bus stop infrastructure, combined quantitatively with the need for more stops as a result of increased service levels or new routes.

3.2.3 Bus Totems

Cheshire East Borough Council will provide the following facilities:

As in section 3.2.1, Cheshire East Borough Council will work with Operators, **develop a programme for identifying and improving roadside infrastructure** including key hub stops, with information totems (i.e. at key visitor attractions, interchanges, principal towns/service centres, hospitals).

3.3 Measures

This section describes the 'measures' that Cheshire East Borough Council has agreed to take to improve buses setting out what is to be provided, for the duration of the EP Plan and Scheme, as adopted on [the Commencement Date].

Cheshire East Borough Council will provide the following measures:

- Develop, with local bus operators, a Passenger Charter for Cheshire East.

- Improved process for the management of roadworks in the EP Scheme area.

- Evidence Base study for bus priority measures and demonstration corridor(s) within Cheshire East Borough Council boundary.

- The development of an Action Plan and Delivery programme to retro fit buses operating in CEC area to Euro VI.

- Improved public transport information provision including paper-based and online information.

3.3.1 Passenger Charter

Within six months of the Commencement Date Cheshire East Borough Council as the LTA will establish with local bus operators and bus user groups a **Passenger Charter** outlining commitments to Cheshire East bus passengers.

Engagement with bus user groups, Passenger Focus and other wider conference stakeholders will be included as part of the development of the Passenger Charter. A passenger charter will give bus users the right to a specified standard of service, covering punctuality, vehicle cleanliness, proportion of services operated, information and a system for redress.

3.3.2 Managing Roadworks in the EP Scheme area

Within six months of the Commencement Date Cheshire East Borough Council as the LTA will engage with local bus operators to establish a **mechanism to minimise disruption to local bus services** from both planned and emergency roadworks.

The development of the mechanism will include liaison with bus operators, as part of the EP Forum and Board, to strengthen communication and notifications of planned roadworks, ensuring that the co-ordination of works across the network minimises disruption, as well as setting out their processes and procedures for the provision and management of streetworks permits in the EP Scheme area.

Any mechanism will amend the Scheme using the Enhanced Partnership Scheme Bespoke Variation arrangements at Section 5.

3.3.3 Bus Priority

Cheshire East Borough Council will **commission a bus priority feasibility study** (within 12 months of the Commencement Date]) including an evidence base and a process to identify bus priority measures, prioritise and deliver schemes.

The Council will facilitate close engagement with Bus Operators and other stakeholders such as neighbouring authorities and town and parish councils throughout the development of the study.

The Council will maintain existing bus priority infrastructure as outlined within the Schedule of Facilities [Appendix A].

The feasibility study will identify short term and long-term bus priority facilities and aid understanding of the scope and value of bus priority measures within Cheshire East. The feasibility study will include as a minimum:

- Description of works
- Area of influence
- Services affected
- Predicted journey time saving
- Predicted journey time reliability improvement
- Predicted patronage effects.

The outcome of the feasibility study will be the identification of a prioritised list of demonstration corridors and/or locations for discrete bus priority measures.

These findings will also feed into the LTP Delivery Plan development where additional interventions are identified for the borough.

To inform this study Bus Operators will share a representative sample of patronage and journey time information for all qualifying bus services operating in the study area.

Council data including highway infrastructure, traffic flow, highway delay data and development planning will feed into the evidence base for the feasibility study. This will also include the outcomes from the ongoing trial of smart signals within Cheshire East.

Cheshire East Borough Council will deliver this **Phase 1** ambition for bus priority from the EP Plan, by focusing on routes (or sections of routes) that serve Crewe or Macclesfield.

The EP Board will direct the specification of the feasibility study and Operators will be involved throughout the development. Where there is a requirement to vary the nature of the feasibility study, this will be agreed by Enhanced Partnership Scheme Variation, for example the adaptation of the programme of feasibility studies.

3.3.4 Emission Standards

Within 12 months of the Commencement Date Cheshire East Borough Council as the LTA will develop with local bus operators an **action plan for retrofitting bus fleets to Euro VI standards**.

3.3.5 Public Transport Information Provision

(a) Paper-based provision

Cheshire East Borough Council, as the LTA, will work with the EP Forum and Board to ensure the **dissemination of paper-based public transport information** for every qualifying local bus service operating across the borough (within six months of the Commencement Date).

(b) Electronic-based information provision

Cheshire East Borough Council, as the LTA, will work with the EP Forum and Board to **encourage Operators to maintain or improve their corporate web- or app-based real time information and timetabled information**.

Cheshire East Borough Council will work with the local Bus Industry to coordinate standardised public transport information, in “electronic” format, including but not be limited to:

- Service timetables for all registered local bus services within the borough for download or interrogation,
- Maps to illustrate main towns, villages and roads served, and a network overview map,
- Bus services fare information and mobile ticket purchasing functionality,
- News and events information, and

Coordinated information will be maintained and reviewed annually throughout the EP Scheme.

3.3.6 Demonstration Quality Corridor / Superbus routes

As outlined in section 3.2.1, Cheshire East Borough Council will also work with Operators, develop a programme for identifying and improving roadside infrastructure including bus

shelters, stops and totems to inform locations along a potential demonstration corridor or corridors.

As outlined in section 3.3.3, Cheshire East Borough Council will **complete a bus priority feasibility study by** (date within 12 months of the Commencement Date) including an evidence base and a process to identify bus priority measures, prioritise and deliver schemes. This will include locations for a potential demonstration corridor or corridors. The Council will work closely with Operators as part of the development of this feasibility study.

3.4 Ticketing & Fares

3.4.1 Multi-operator Ticketing

In collaboration with Bus Operators, Cheshire East Borough Council will lead the development of a **feasibility study on the deliverability of multi-operator ticketing** within the EP Scheme area (within 12 months of the Commencement Date).

The Council will facilitate close engagement with Bus Operators and other stakeholders such as neighbouring authorities and town and parish councils throughout the development of the study.

The EP Board will direct the specification of the feasibility study and where there is a requirement to vary the nature of the feasibility study, this will be agreed by Enhanced Partnership Scheme Variation.

Future plans for multi-operator ticket types will be arrived at by agreement with the Enhanced Partnership, including affected operators, at a level that reflects increased customer utility compared with broadly equivalent single-operator tickets. Undercutting the single-operator ticket is generally undesirable as the impact on the Operator's revenue can adversely affect the commercial viability of its service.

Competition concerns are mitigated by the involvement of the Council as scheme promoter.

For monitoring purposes, Cheshire East Borough Council will receive monthly sales returns for all ticketing schemes, in which Bus Operators within the borough participate, separated by type and period.

The price and technology associated with multi-operator tickets will be developed as part of the feasibility study. Implementation and any amendments to prices will use the Enhanced Partnership Scheme Bespoke Variation arrangements.

3.4.2 Simplification of fares

Cheshire East Borough Council, as LTA, will collaborate with Bus Operators to:

Develop a feasibility study to identify **fare simplification mechanisms** that covers the extent of the EP Scheme area (within 12 months of the Commencement Date).

The feasibility study will:

- Work to establish the best mechanisms for simplification of fares and coordinated ticketing across the borough, across operators and across modes.

- Encourage CEC and Operators to work together as part of the Enhanced Partnership to identify Operator-led fare simplification possibilities across the borough.

- Investigate the potential for better value for money on fares. Consideration of fare caps for short-hops and competitiveness (with other modes) and affordability of fares on inter-urban & town/urban routes.

Where there is a future requirement to vary the nature of the fares structure, this will be agreed by Enhanced Partnership Scheme Variation.

3.4.3 Integration with other modes

Cheshire East Borough Council will work alongside Bus Operators to investigate opportunities for **increased bus service coordination and integration:**

- with rail services at Crewe and Macclesfield Railway Stations, and

- between local bus services or between local buses and other types of road transport such as Demand Responsive Transport (DRT).

Opportunities to better coordinate services will be considered where these can be shown to increase patronage, provide benefits to passengers and improve the efficiency of the public transport network within Cheshire East.

DRAFT

Cheshire East Council

4. Obligation on Local Bus Operators

This section describes the standards of service and commitments to be met by bus operators operating registered local qualifying bus services in the EP Scheme area.

In April 2022, DfT announced[3] that no Bus Service Improvement Plan (BSIP) funding was to be made available for the delivery of the Cheshire East BSIP, upon which the Enhanced Partnership Plan and this Enhanced Partnership Scheme are based.

Cheshire East Council remains committed to working with local communities, public transport users and local bus operators to secure services and deliver transformational change across the network. Cheshire East Council will continue to seek funding opportunities to achieve this aim, and, in the interim, operators of local qualifying bus services are obliged to commit to deliver the following:

Interventions	Commitments
Vehicle Standards	
Emission Standards (4.1.1)	Work with CEC to develop an action plan for retrofitting bus fleet to Euro VI standards
Technology (4.1.2)	With CEC set minimum standards for new and existing vehicle technology.
Timetable Changes	
Change Dates (4.2)	Timetables changes to take place on four dates per year.
Passenger Charter	
Passenger Charter for Cheshire East (4.3)	Establish a Passenger Charter
Ticketing and Fares	
Multi-operator/Multi modal ticketing (4.4.1)	Work with CEC to develop options for multi-operator ticketing systems.
Simplification of fares (4.4.2)	Work with CEC to develop options for fare simplification mechanisms.
Enhanced Frequency	
Network Stabilisation (**Error! Reference source not found.**)	Ensure changes to existing commercial networks are minimised and potential mitigations are discussed with CEC before notifications are made on changes.
Public transport information provision	
Paper based information (4.6.1)	Enhance the dissemination of paper-based public transport information
Electronic-based information provisions (4.6.2)	Operators to maintain or improve their corporate web/app based real time information and timetabled information.

[3] https://www.gov.uk/government/news/cheaper-and-better-buses-in-7-billion-package-to-level-up-transport-outside-london

Interventions	Commitments
Demonstration Quality Corridor(s) / Superbus Routes	
Demonstration Quality Corridor (4.7)	Work with CEC on a feasibility study including an evidence base and a process to identify bus priority measures, including provision of punctuality data

4.1 Vehicle Standards

4.1.1 Emission Standards

Bus Operators are expected to work with Cheshire East Borough Council to:

Develop an **action plan for retrofitting bus fleet** to Euro VI standards (within 12 months of the Commencement Date). This action plan will be reviewed on an annual basis.

The Council will facilitate close engagement with Bus Operators and other stakeholders such as neighbouring authorities and town and parish councils throughout the development of the action plan.

The EP Board will direct the specification of the initial action plan and Operators will be involved throughout the development. Where there is a requirement to vary the nature of the action plan, this will be agreed by Enhanced Partnership Scheme Variation.

4.1.2 Technology

Bus Operators within the EP Scheme area are expected to commit to the following existing **minimum standards** for new and cascaded vehicles operating across the network which are registered on or after the EP Scheme Commencement Date, these vehicles must meet the following requirements:

- CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues.
- Automatic Vehicle Location equipment (i.e. linked to electronic ticket machine technology) installed that will feed into any new Cheshire East Borough Council led or coordinated real time information system.
- Customer comfort (i.e. heating and ventilation).

Implementation and any amendments to minimum vehicle standards will use the Enhanced Partnership Scheme Bespoke Variation arrangements. The Council will facilitate close engagement with Bus Operators and other stakeholders such as neighbouring authorities throughout the development of the minimum standards.

4.2 Timetable Changes (Network Stability)

Bus Operators will commit to **4 timetable changes** throughout the year within the whole EP Scheme area.

DRAFT

These changes will take place during the following months over a two-week (14-day) period:

- January (post-Christmas early timetable changes)
- April (Easter timetable changes),
- July (pre-summer holidays) and
- September (post-School summer holiday timetable changes)

This aligns with the following BSIP Ambitions:

- Limit the number of timetable changes per year, to a number which can build confidence in the travelling public in order that they use buses more, are operationally achievable for the local bus operators, and are aligned (as best as they can be) with our local neighbouring authorities.
- Formally monitor every six months to be more proactive in identifying timetable changes and rolling out bus priorities.

The occurrence of these changes may be influenced by external factors including emergencies. It is also noted that cross boundary exemptions may apply where a service is deemed to operate majorly within another LTA. Coordination and appropriate engagement on the timing of these changes across the year will take place with neighbouring local authorities, where local bus operators or their services are represented in other local authority boundaries.

The exact timing of these will be considered by the Board and adapted by Enhanced Partnership Variation.

4.3 Passenger Charter

Within six months of the Commencement Date, Bus Operators will commit to working with Cheshire East Borough Council (as the LTA) to establish a **Passenger Charter** outlining commitments to Cheshire East bus passengers.

Engagement with bus user groups, Passenger Focus and other wider conference stakeholders will be included as part of the development of the Passenger Charter. A passenger charter will give bus users the right to a specified standard of service, covering punctuality, vehicle cleanliness, proportion of services operated, information and a system for redress.

4.4 Ticketing & Fares

4.4.1 Multi-operator Ticketing

In collaboration with Cheshire East Borough Council, Bus Operators will assist the development of a **feasibility study on the deliverability of multi-operator ticketing** within the EP Scheme area (within 12 months of the Commencement Date).

The Council will facilitate close engagement with Bus Operators and other stakeholders such as neighbouring authorities and town and parish councils throughout the development of the study.

DRAFT

The EP Board will direct the specification of the feasibility study and Operators will be involved throughout the development. Where there is a requirement to vary the nature of the feasibility study, this will be agreed by Enhanced Partnership Scheme Variation.

Bus Operators are expected to commit to participating in a working group for the development of multi-modal ticketing schemes, as outlined within the EP Plan.

To achieve this ambition, Bus Operators in the Cheshire East Enhanced Quality Partnership need to demonstrate a willingness to participate in a multi-operator ticketing scheme. This would offer bus users the opportunity to make journeys which involve several operators, enabling users to travel more conveniently than having to purchase separate tickets for each journey.

Ticket types will be arrived by agreement with the Enhanced Partnership, including affected operators, at a level that reflects increased customer utility compared with broadly equivalent single-operator tickets. Undercutting the single-operator ticket is generally undesirable as the impact on the Operator's revenue can adversely affect the commercial viability of its service.

Competition concerns are mitigated by the involvement of the Council as scheme promoter.

For monitoring purposes, Bus Operators are expected to provide monthly sales returns for all ticketing schemes, in which Bus Operators within the borough participate, separated by type and period.

The price and technology associated with multi-operator tickets will be developed as part of the feasibility study. Implementation and any amendments to prices will use the Enhanced Partnership Scheme Bespoke Variation arrangements.

4.4.2 Simplification of fares

Bus operators are expected to collaborate with Cheshire East Borough Council to:

Develop a feasibility study to identify **fare simplification mechanisms** that covers the extent of the EP Scheme area (within 12 months of the Commencement Date]).

The feasibility study will:

- Work to establish the best mechanisms for simplification of fares and coordinated ticketing across the borough, across operators and across modes.
- Encourage CEC and Operators to work together as part of the Enhanced Partnership to identify Operator-led fare simplification across the borough.
- Investigate the potential for better value for money on fares. Consideration of fare caps for short-hops and competitiveness (with other modes) and affordability of fares on inter-urban & town/urban routes.

Where there is a future requirement to vary the nature of the fares structure, this will be agreed by Enhanced Partnership Scheme Variation.

DRAFT

Cheshire East Council

4.4.3 Integration with other modes

Bus Operators are expected to work alongside Cheshire East Borough Council to investigate opportunities for **increased bus service coordination and integration:**

- with rail services at Crewe and Macclesfield Railway Stations, and
- between local bus services or between local buses and other types of road transport such as Demand Responsive Transport (DRT).

4.5 Enhanced Frequency

Bus Operators within the EP Scheme area are expected to work alongside Cheshire East Borough Council to ensure:

Any **changes to the existing commercial networks are minimised** and potential mitigations are discussed with CEC before notifications are made on changes to service frequency.

The Enhanced Partnership Plan outlines an ambition to deliver enhanced bus service frequency across the borough. The delivery of these frequency enhancements is subject to future funding and will be revisited by Enhanced Partnership Scheme Variation should appropriate funding be forthcoming.

4.6 Public Transport Information Provision

4.6.1 Paper-based Information Provision

Bus Operators will work with Cheshire East Borough Council to ensure the **dissemination of paper-based public transport information** for every bus service operating across the borough (within six months of the Commencement Date).

4.6.2 Electronic-based Information Provision

Bus Operators will work with Cheshire East Borough Council to **maintain or improve their corporate website or app-based real time information and timetabled information**.

4.7 Demonstration Quality Corridor(s) or Superbus Routes

Within 12 months of the Commencement Date, Bus Operators will commit to working with Cheshire East Borough Council (as the LTA) to deliver a bus priority feasibility study including an evidence base. This includes providing punctuality data for existing bus routes and other operational or anecdotal evidence of delays to bus services within Cheshire East.

The feasibility study will identify short term and long-term Bus Priority facilities and aid understanding of the scope and value of Bus Priority measures within Cheshire East.

DRAFT

5. Governance Arrangements

5.1 Enhanced Partnership Forum & Board

The future content and arrangements for the variation and revocation of the EP Plan and EP Scheme will be subject to consideration by the EP Forum and Board.

- **Enhanced Partnership Forum** (section 5.2) – Within the Forum all Bus Operators who operate within the Cheshire East Enhanced Partnership Plan and Scheme area will be invited and entitled to participate. However, attendance by individual operators is voluntary.

- **Enhanced Partnership Board** (section 5.3) – The Board has the mandate to make decisions using an Enhanced Partnership Scheme Variation mechanism on proposals and issues put to them by the Enhanced Partnership Forum, and other issues identified as being relevant to partnership delivery.

The EP Forum and Board governance structure is summarised within Figure 5.1 and detailed within the remainder this section of the document.

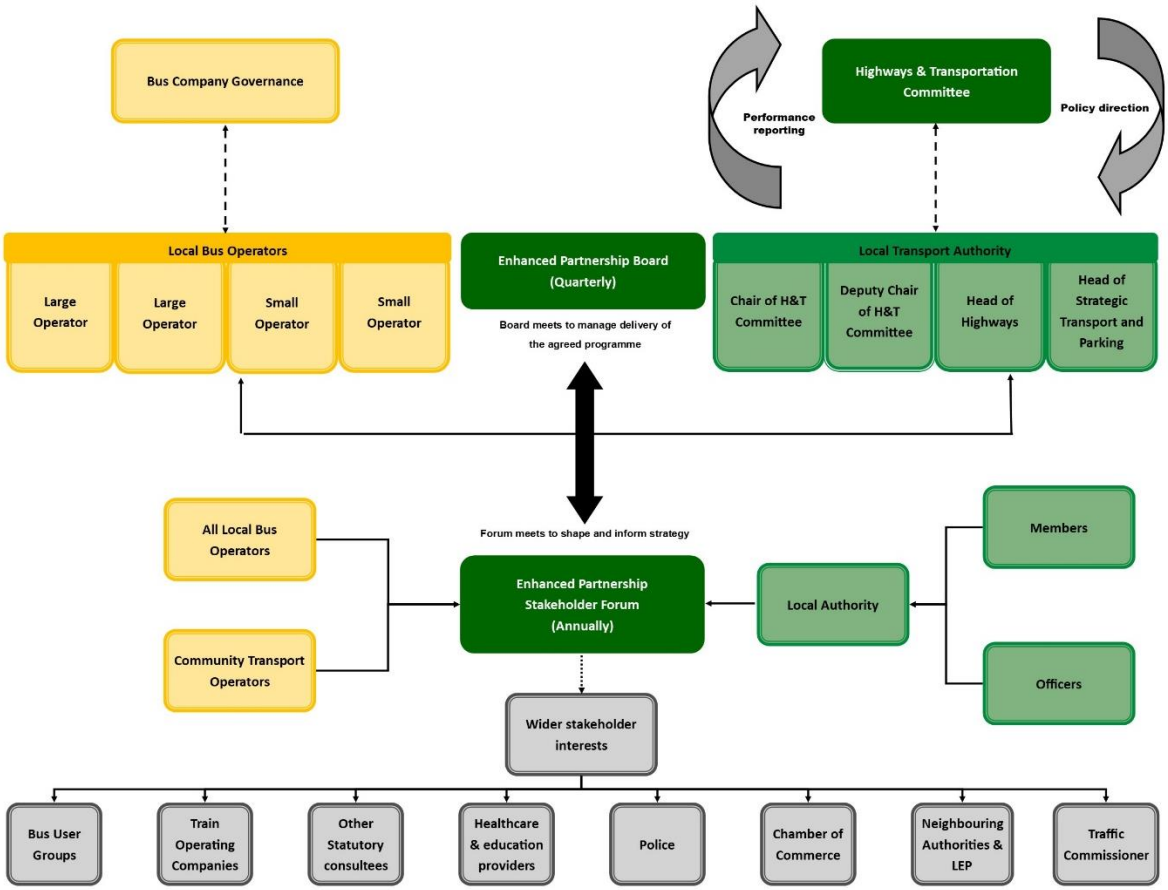


Figure 5.1: EP Forum & Board Governance Structure

5.2 Enhanced Partnership Forum

The Enhanced Partnership Forum will provide a platform for discussions regarding all opportunities and issues currently faced by the Cheshire East Bus Network, consulting with and building consensus across the various stakeholders and making recommendations for decisions to the Enhanced Partnership Board.

5.2.1 Membership of the Enhanced Partnership Forum

Membership of the Forum will comprise the following:

- All bus operators running qualifying bus services
- Cheshire East Borough Council

A service is a "qualifying local service" for objection purposes if it is a registered local bus service which has one or more stopping place within the geographical area of the EP plan or scheme concerned and it is not an exempted service. In accordance with DfT Guidance, an exempted service:

- Are services operated under Section 22 of the Transport Act 1985 (a community bus service). The EP does not apply to this type of registered service – although there is nothing to prevent an operator from voluntarily complying with some or all of the EP requirements that would otherwise apply to that service;
- Any other service not registered as a public bus service with the Traffic Commissioner. Examples include:
    - All scheduled intercity bus or coach services
    - All sightseeing tour buses operating in the area
    - School services
- A service which has part, or all, of its route registered as a local service in the EP Plan and Scheme geographical area, but where that part of its route is 10% or less of the overall route distance covered by the service from its service start to service end point.

External organisations may also be invited to participate in the Enhanced Partnership Forum on an advisory basis for fixed periods to provide specialist expertise.

A wider conference of all relevant parties, including representatives of organisations such as bus user groups, businesses and the Local Enterprise Partnership, in addition to existing Enhanced Partnership Forum members may be invited to review and discuss the progress of, and future opportunities for, the partnership.

5.2.2 Meeting Arrangements

Enhanced Partnership Forum meetings will take place annually. Forum meetings will be arranged and minutes to be taken by Cheshire East Borough Council. Meeting length will vary according to agenda content but ordinarily expected to be two hours.

Agendas and meeting papers will be circulated by the Council no less than 14 days in advance of each meeting, and draft minutes circulated no more than two weeks after each meeting. Draft minutes will be approved at the next Forum meeting.

DRAFT

5.2.3 Enhanced Partnership Forum Annual General Meeting (AGM)

The Enhanced Partnership Forum meeting will also be the Enhanced Partnership Forum AGM. During the AGM, all Bus Operators within the EP Plan and Scheme area will be invited to self-nominate or nominate other willing Operators for Enhanced Partnership Board membership, to represent themselves and all other operators in their category. A ballot will be held at the AGM to select the preferred Board representatives as selected by the Operators. The ballot will be organised by Cheshire East Borough Council.

5.3 Enhanced Partnership Board

The Cheshire East Enhanced Partnership Board will be the decision-making body of the Enhanced Partnership.

Certain decisions of the Board may constitute Enhanced Partnership Scheme Variations if the requirements are met. Membership of the Board will comprise the following representatives:

- Four Bus Operators (4 votes):
    - Two Large Operators
    - Two Small Operators
- Four Cheshire East Borough Council representatives (2 votes):
    - Two Council Members:
        - Chair of Highways and Transport Committee
        - Deputy Chair of Highways and Transport Committee
    - Two Cheshire East Council Officer:
        - Head of Highways
        - Head of Strategic Transport and Parking

Under the Cheshire East Council constitution the LTA's votes are vested in the Officers and will be exercised in consultation with the Councillors, as described in the protocol (see section 5.3.2).

The Chair of the EP Board will be a member of the Board (i.e. Operator, Councillor or Council Officer) and will be confirmed by all Board members annually.

Board meetings will require a quorum attendance of one Bus Operator per category (one Large and one Small) and two Council representatives (with a minimum of one Officer). An Operator representative may, if necessary, arrange for an alternate or deputy from the same category to participate with voting rights.

Cheshire East Borough Council will provide a secretary for Board Meeting arrangements and minuting.

DRAFT

Cheshire East Council

5.3.1 Operator representative selection

Operators representing each of the categories of Operator Membership above will be invited to self-nominate or nominate other willing operators in writing to the secretary for the Enhanced Partnership Board (care of Cheshire East Borough Council Democratic Services) prior to each Forum AGM.

Where there are more than two nominees for a single category, all Bus Operators in the same category will be given the opportunity to vote by secret ballot undertaken among those present at the Enhanced Partnership Forum AGM for a preferred representative.

Voting will be on the basis of one vote per Operator (where Operators are part of the same holding company or group, they will only be entitled to one vote between them). Operator representatives will be reselected on an annual basis.

The voting procedure for membership selection will be a simple majority and be administered by the Council. Where there is a tie, a run-off vote will take place between the leading tied Operators.

In the event that a Forum AGM ballot fails to select Operator representatives for one or more Operator category, the default Operator objection mechanism set out in the Enhanced Partnerships and Schemes (Objections) Regulations will be used to determine the views of Operators in that category for the purposes of Board votes (in terms of objection or otherwise to the proposals).

Operator representatives will be acting on behalf of all Operators in that category, not on behalf of their own company alone. Representatives will be responsible for ensuring attendance at all Enhanced Partnership Board meetings in that year, and ensure they have:

- fully reviewed and understood all meeting papers in advance of attendance,
- the required mandate from the Operators they represent.

5.3.2 Protocol for Enhanced Partnership Board Members

Members on the Board must ensure:

- all decisions must be within the Cheshire East Council's agreed Policies
- decision-making will be by consensus not by vote
- the Chair will ask the Councillor representatives for their view first before asking the LTA Officer
- if agreement between Councillors and Officers cannot be reached, then the matter will be referred to the Highways and Transport Committee for advice, before returning to the EP Board.
- if agreement is reached, then the Director of Highways and Infrastructure will formally record their decision and a copy of this will be retained within the minutes of the meeting. No formal decisions can be taken at the meeting unless the Director of Highways (or delegated officer) is present.

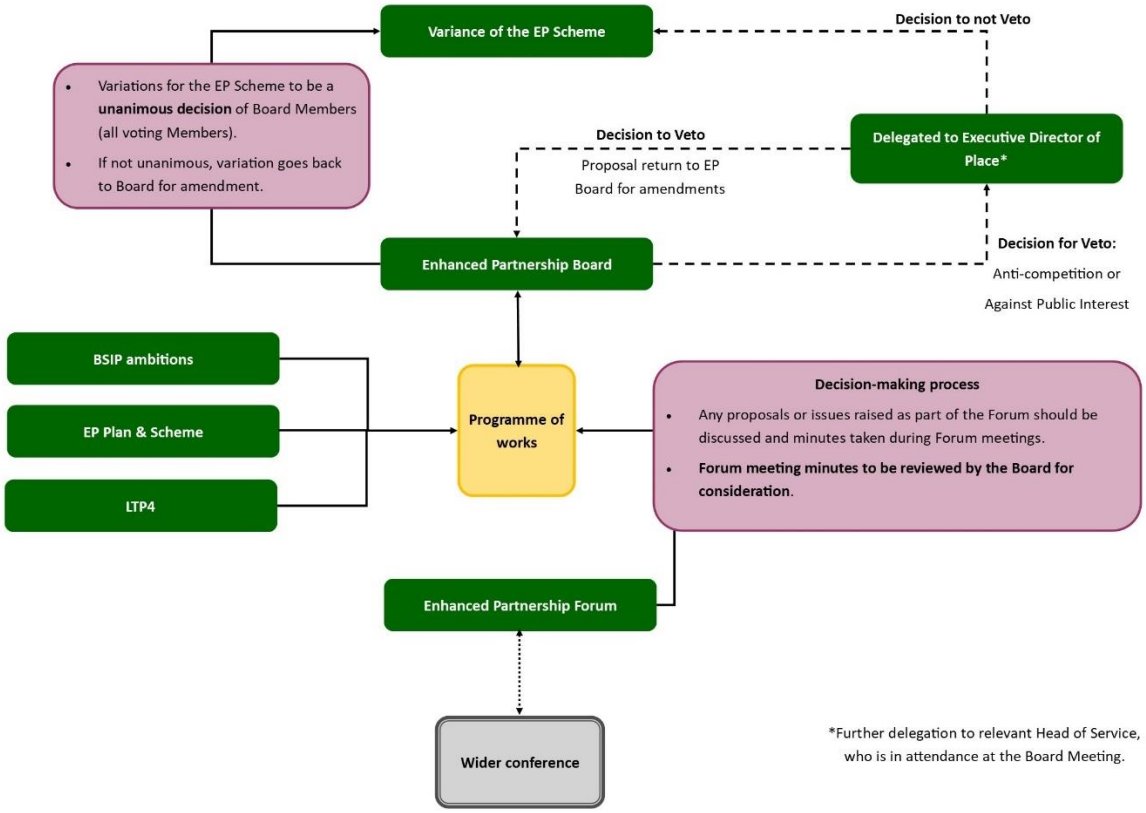
DRAFT

5.3.3 Enhanced Partnership Board Decision Making

Decisions of the Enhanced Partnership Board will be made by way of a vote through a show of hands. Unless stated otherwise in this document, decisions will be passed by way **unanimous vote** from all members of the Board entitled to vote (on a one Operator representative, one vote basis).

Operators will be entitled to make known their concerns in writing to the Council's Strategic Transport Team if they object to a particular vote of the Board. The Council will review the circumstances and consider whether these are such that use of its veto is required as provided for below.

Board decisions will be made by those Board members in attendance at the meeting, subject to the meeting being deemed quorate.



It is expected that the EP Board will provide an annual progress report to the Council's Highways and Transport Committee.

5.3.4 Cheshire East Borough Council Veto

These controls ensure that the voting system does not allow an individual Operator to influence the Enhanced Partnership to its own commercial benefit or to harm competitors; there is no opportunity for a group of Operators to vote in a co-ordinated manner to mutual benefit on a sustained basis; there is no discrimination between Operators; and that actual or potential competition, entry to new services and by new Operators, or innovation, is not inhibited.

The Council may, in exceptional circumstances, **exercise a veto over Board decisions** which it may reasonably believe or suspect as having **anti-competitive implications** or **not within the wider public interest**.

Should the Council seek to exercise its veto, this will be via a report to the Executive Director of Place (as the Delegated Officer for the Councils' Highways and Transport Committee). If the Council decides to exercise its veto, notification of intent will be at the Enhanced Partnership Board meeting by the relevant Head of Service for Cheshire East Council in attendance (as further delegation from the Executive Director of Place), this will allow the need for the veto to be discussed by all Board Members.

In any instances where commercially sensitive matters arise these would be considered by the Executive Director of Place (as the Delegated Officer for the Councils' Highways and Transport Committee) via private submission by affected bus operators.

5.3.5 Meeting Observers

Any other Bus Operator and Council representatives will be able to attend the Board meetings as observers but will not have the right to vote.

Observers may be invited to make comments or ask questions of the Board at the Chair's discretion or invited to defer these until the next Forum meeting.

5.3.6 Meeting Arrangements

Enhanced Partnership Board meetings will take place quarterly at regular intervals throughout the year, with provision for additional meetings as required to take decisions which in the opinion of the Chair cannot be deferred to a scheduled meeting, provided that a minimum number can be achieved, with no less than one week's notice being given.

Meetings will be arranged and minutes to be taken by the Council. Meetings will normally be held at Delamere House. Meetings will be chaired by the Chair of the EP Board. Meeting length will vary according to agenda content but ordinarily be one to two hours. Agendas and meeting papers will be circulated to all Board members no less than one week in advance of each meeting date, and draft minutes circulated no more than two weeks after each meeting. Copies will also be distributed to all Forum members so any issues or concerns can be discussed with the relevant Operator representative, to be raised at the Board meeting. Draft minutes will be approved at the next Board meeting.

5.3.7 Enforcement

Where the Council has Traffic Commissioner Powers delegated to it, the following arrangements will apply to relevant local bus service registrations.

- If a Bus Operator should fail to observe or perform any of the Requirements of this agreement or meet the Punctuality and Reliability standards to the reasonable satisfaction of the Council, then the Council shall be entitled to serve a written warning notice on the Bus Operator.

  The warning notice will detail the failure to observe or perform the Requirements or Punctuality or Reliability standards in question with sufficient detail as the Bus Operator may require it to understand and identify the alleged failure(s) (a 'Warning Notice'). The Council may also, at its discretion, invite the Operator to participate in discussions about any specified failures before a Warning Notice is issued.

- In the event that a Warning Notice is served on a Bus Operator which, in the opinion of the Bus Operator (acting reasonably) is factually inaccurate, is unfair or unreasonable, or

has been issued in error, the Bus Operator shall be entitled to provide evidence to support their claims. The Operator may also request a face-to-face meeting with the relevant representatives of the Council to discuss the evidence and express its concerns in person. The parties shall meet as soon as reasonably practicable at a mutually convenient location and discuss the Warning Notice and the Bus Operator's concerns in good faith. In the event that the Council is of the view that the Bus Operator's concerns are valid, it shall withdraw and cancel the Warning Notice with immediate effect. Such withdrawn and cancelled Warning Notice shall not be deemed a valid Warning Notice for the purposes of calculating the number of Warning Notices issued against a Bus Operator as below.

The Warning Notice shall state on its face that it is a Warning Notice and shall set out the measures which the Council requires the Bus Operator to take (acting reasonably) to ensure that the Requirement(s) or Punctuality or Reliability standards are met, do not occur again, and the reasonable timescales within which the Bus Operator is to implement such measures. The Bus Operator shall use all reasonable endeavours to comply with the terms of the Warning Notice. In the event that the Council serves more than three Warning Notices on a single Bus Operator within any continuous twelve-month period, or the Bus Operator fails to remedy a Warning Notice within the specified timescales without reasonable excuse, the Council shall, subject first to the outcome of the statutory appeals process available to the Bus Operator if engaged, be entitled to cancel the local bus service registration.

- In arriving at a decision regarding the issuing of a Warning Notice or the cancelling a bus service registration, the Council will consider the effects of any agreed scheme or improvement which was anticipated to have a beneficial effect on the Bus Operator's operations, but which has not been delivered or materialised, to the extent that the delivery of such scheme or improvement was outside the Bus Operator's control.

5.3.8 Implications for small (and medium) sized operators

Given the variety of bus operators involved (in terms of market share, fleet size, company turnover and structure), it is important to ensure that the effects of the partnership do not unduly impact upon smaller operators' ability to engage or to comply with requirements.

The Enhanced Partnership Board will therefore allocate operator votes based on a small and large market share, measured as a proportion of total registered mileage.

In addition, Bus Operator Requirements will not be placed upon certain categories of service (non-qualifying services), which represent many smaller operators' main commercial interests.

5.4 Review of EP Scheme

Once the EP Scheme is made, it will be reviewed by the EP Board annually following publication of data on progress towards targets, as required by the BSIP – this will ensure any necessary action is taken to deliver the targets set out in the BSIP as outlined in the EP Plan.

Cheshire East Borough Council will initiate each review.

The EP Forum can also decide to review specific elements of the scheme on an ad-hoc basis. EP Forum members should contact the Cheshire East Borough Council using the following email address [email address tbc] explaining what the issue is and its urgency.

Cheshire East Borough Council will then decide whether to table at the next scheduled meeting or make arrangements for all or the necessary EP Board members to gather more quickly.

5.5 Bespoke Arrangements for Varying or Revoking the Enhanced Partnership Scheme

Under powers at s.138E of the Transport Act 2000, Enhanced Partnership Scheme Variations where this section is quoted will be subject to the bespoke voting mechanism also as set out in this section.

Changes to or new flexibility provisions added to the EP Scheme under s.138E of the Transport Act 2000 shall only be included in the EP scheme if they satisfy the statutory objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018.

5.5.1 Proposer of a variation

Consideration will be given to potential EP Scheme variations highlighted either by a local authority, one of the organisations represented on the EP Forum, or by an operator of local bus services. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the BSIP, EP Plan and current local transport policies. Such requests should be in writing and submitted to [email address tbc].

Cheshire East Borough Council will forward all requests onto all EP Board members within 5 working days.

5.5.2 Enhanced Partnership Scheme Variations

Enhanced Partnership Scheme Variations to area-wide Facilities and Measures described in section 3 and 4 will be subject to a bespoke voting mechanism as set out within section 5.3.3.

Any Enhanced Partnership Variation requires both of the following conditions to be met:

- A unanimous vote of the EP Board in favour of the Scheme Variation; and
- Council veto on the EP Board has not been invoked in response to this vote.

The following process will be followed in response to variation proposals:

1. Variation discussed at EP Forum
2. EP Forum discussions captured and minuted by Cheshire East Borough Council
3. Variation presented by Cheshire East Borough Council from EP Forum minutes to EP Board
4. Recommendation accepted, accepted subject to variation or rejected by EP Board vote
5. Once accepted by unanimous vote of the board and not vetoed by Cheshire East Borough Council Formal Enhanced Partnership Scheme Variation is created
6. Enhanced Partnership Variation is then circulated to the EP Forum.

5.5.3 Decision-making process and bespoke objection mechanism

Cheshire East Borough Council is committed to working collaboratively with local bus operators to arrive at decisions for the betterment of the local bus network and its passengers.

Upon receipt of a request for a variation to the EP Plan or EP Scheme, Cheshire East Borough Council, under this section, will reconvene the EP Board, giving at least 14 days' notice for the meeting, to consider the proposed variation.

If the proposed variation is agreed by all representatives present at the EP Scheme Board, and provided Cheshire East Council does not exercise its veto in accordance with the terms of this EP Scheme, the Proposed Variation shall be made in accordance with its terms.

If there is not full agreement to a proposed variation at the EP Board pursuant to paragraph above, then the proposed variation may be put to the operator objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018, as if the proposed variation was a variation to this EP Scheme notified under section 138L of the Transport Act 2000.

5.6 Revocation of an EP Scheme

If Cheshire East Borough Council or another member of the EP Board believes it is necessary to revoke the EP Scheme, the EP Board will be reconvened.

If at any point in the future, any area covered by this EP Scheme is included in a new or modified EP scheme, the relevant requirements set out in this EP Scheme document will cease to apply to areas covered and incorporated in line with the proposed future arrangements.

DRAFT

Cheshire East Council

Appendix A Schedule of Facilities

Current bus lanes

The current bus lane detailed in the table below will be maintained by the Local Transport Authority (as the Highway Authority) as part of the EP Scheme.

Intervention number	Bus lane description	Hours of operation	Category of vehicles permitted	Responsibility for maintaining
1	Crewe Road	24-hours, 7 days a week	Bus services, bicycles, motorcycles, hackney carriage vehicles	Cheshire East Council

Bus stop/shelter improvements

The existing bus stops and shelters detailed in the table below will be renewed/installed and maintained by Cheshire East Council as the LTA as part of the EP Scheme for 2022/2023.

Bus stop description	Existing infrastructure	Proposed treatment
Delamere Road, West Heath, Congleton	Unmarked bus stop outside 1 Delamere Road.	Yellow bus stop road markings
A534 Congleton Road, Sandbach op Chimneys Hotel	Existing stop adjacent to main road, pole, flag & timetable. No hardstanding	New hardstanding area required to address safety concerns
B5082 Northwich Road, Cranage	No current infrastructure (school service), grass verge	Install hardstanding and shelter at one location.
Hulley Road, Hurdsfield	No current infrastructure (in one direction).	Install 2 new stops with raised kerbs, pole, flag and TT case. Possible shelters.
Brocklehurst Way, Hurdsfield	No current infrastructure.	Install 2 new stops with raised kerbs, pole, flag and TT case. Possible shelters.
Thorneyholme Drive, The Shambles, Knutsford	Flag and bus stop box	New Pole, Flag and large Portrait TT required. Renewal of Bus stop box
Holmes Chapel, A535 Macclesfield Road with Sandiford Road	Unmarked bus stop	Install bus stop pole, flag and timetable frame, bus stop box
A51 Nantwich Road, Wardle	Existing shelter demolished following road traffic incident	Install new 3-bay bus shelter
A6 Newtown, Disley	Existing stop	New 2 bay cantilever shelter with solar power to be provided with Flag, large landscape timetable frame.

DRAFT

Bus stop description	Existing infrastructure	Proposed treatment
Canal Road/ Daven Road, Congleton (opp. the Memorial hospital)	Existing stop	2 Bay cantilever shelter with solar power.
A34 Congleton Rd, Scholar Green opp. The Old Post Office.	Existing stop	New shelter at this location for school children
A34 Congleton Rd, Scholar Green. Travellers Rest side of the road opp. Portland Drive.	Existing stop	New shelter at this location for school children
Bus stop replacement programme		
Crewe railway station to Crewe bus station corridor	13 existing bus stops	Replace existing flag vinyls at 13 bus stops with new CEC design.
Crewe to Macclesfield (service 38)	Existing bus stops	Replace existing flag vinyls at bus stops with new CEC design.

DRAFT

Cheshire East Council

Appendix B Definitions for use in the Document

Automatic Vehicle Location (AVL) – means for automatically determining and transmitting the geographic location of a vehicle, allowing it to be tracked in real time.

Bus Stop (stand or halt) – bus stop clearway as defined in accordance with paragraph 1(a) of Part 1 to Schedule 19 of The Traffic Signs Regulations and General Directions 2002, but which will permit a local bus to stand within the clearway for as long as maybe necessary up to a maximum period of 10 minutes.

CCTV – closed circuit television system, whereby static or mobile cameras are used to record offences or for surveillance and safety and security purposes.

EP Scheme Area – area to which this EP Scheme document applies.

Euro VI equivalent standards – Euro VI diesel bus or a bus with CVRAS approved technologies retrofitted to a diesel bus to reduce NOx and PM emissions and achieve Euro VI equivalent standards

Facilities – physical assets that are provided at specific locations along particular routes (or parts of routes) within the EP scheme area or new and improved bus priority measures. This is deemed for such purposes of section 138D(1) of the Transport Act 2000.

Measures – improvements with the aim of:

- Increasing the use of local bus service serving the routes to which the measures relate or ending or reducing a decline in their use; or
- Improving the quality of local bus service.

Local Authorities – prescribed under section 23 of the Local Government Act 2003.

Local Highway Authorities – Local Authority with responsibility for the maintenance of highway infrastructure in its local authority area. In the case of this EP Scheme, this means Cheshire East Borough Council.

Local Transport Authority (LTA) – collective name of authority(ies).

Multi-Operator Capping – common fares and ticketing product, applied across multiple bus operators, that will cap a user's travel cost according to the lowest price available for the journey or journeys made.

Multi-Operator Ticketing – common fares and ticketing product applied and accepted by multiple operators.

Network Stability – specified dates through the year, agreed between Cheshire East Borough Council and bus operators, on which local bus service changes take place.

Real Time Information – using technology to track the location of buses in real time. Information is transmitted to bus stops or devices to indicate to passengers the predicted arrival time at a particular point.

Registered Local Bus Service – as set out in Section 2 of the Transport Act 1985.

DRAFT

Cheshire East Borough Council Enhanced Partnership Plan – document made pursuant to section 138A of the Transport Act 2000 and which is required to be in place for an EP Scheme to be made.

Zero Emission Vehicle – vehicle that emits no pollutants at its tailpipe.

DRAFT

This page is intentionally left blank

Department for Transport

Stephen Fidler OBE FCIHT
CO-DIRECTOR: LOCAL TRANSPORT
DEPARTMENT FOR TRANSPORT

GREAT MINSTER HOUSE
33 HORSEFERRY ROAD
LONDON
SW1P 4DR

Web Site: www.dft.gov.uk

4 April 2022

Transport Director
Cheshire East Council

[by email]

Dear Transport Director,

BSIPs and ongoing Enhanced Partnership support for Cheshire East Council

Thank you for submitting your authority's Bus Service Improvement Plan (BSIP). We appreciate the time and effort you and your local bus operators have put into development of your plans.

Ministers were very pleased to see such a high level of engagement with the bus strategy across the country. As we set out in our update letter in January, and as you will recognise is often the case with any funding process, the demand for funding for BSIPs exceeded the funding available.

This means that we cannot provide new funding for your BSIP at this time. We know that news will be disappointing. However, this is not a final no, and while we can make no promises, you should not give up hope of funding. It is possible that further BSIP funding will become available in the coming months. Other funding streams, such as round two of the Levelling Up Fund (for which applications close at 12:00 noon on Wednesday 6 July) can also support investment in aspects of BSIP.

We therefore encourage you to implement all aspects of your BSIP that do not require new funding and to maintain your ambition for bus service improvements including by seeking funding from other Government funding streams when available. As set out below, we will be funding you for a dedicated Bus Enhanced Partnership Officer. Should further BSIP funding become available in the near future, we will not require you to apply for funding but will assess you and others in your position based on your initial BSIP. In many cases the miss was a narrow one and with more money it will be possible to fund more places. In making decisions on any further funding round, we may seek evidence of your willingness to continue with the plans you proposed.

For the Levelling Up Fund, should you be eligible, a fresh application will be needed.

Bus Service Operators' Grant will continue to be paid across the country; it is our intention that this will be conditional on having an Enhanced Partnership (EP) in place (or following the statutory process to consider bus franchising). We are committed to supporting you to get your EP in place and delivering for passengers.

This letter sets out what we hope will be helpful steers about EP content, and the support on offer.

Enhanced Partnerships

Although it may not be possible for you to implement many of the costlier measures proposed in your BSIP at this time, there is still a lot that can be done to improve local bus services and grow bus patronage. Some interventions may be funded from other public funding sources or on a purely commercial basis.

We would expect the EP of an LTA that is not currently receiving BSIP funding from the Department to contain, but not necessarily be limited to:

- A statutory EP plan and scheme, with appropriate governance and bespoke variation mechanisms.
- A passenger charter giving bus users rights to specified standards of service, covering punctuality, vehicle cleanliness, proportion of services operated, information and a system for redress.
- A commitment from the LTA to retain all existing bus priority measures in the geographical area of the EP (e.g. bus lanes and traffic light systems that give priority to buses at junctions), with a description of each included in the EP scheme (either included in the draft EP that is subject to consultation or, if you have already completed the consultation process, using your bespoke variation mechanism).
- A commitment from operators to reinvest any operating cost savings from any new bus priority provided in the future into the delivery of improvements in your BSIP;
- A commitment that all operators in the EP area will either draw on a single source of bus service information or publish the details of all services in the area on their website and in timetables.

Many LTAs have developed other measures, such as integrated ticketing offers, marketing, branding or bus priority, at low cost in conjunction with their operators or as part of other funding streams. LTAs are encouraged to include a list of any new bus service improvement measures that will be implemented using their own funding or via other available funding streams.

Support from DfT

The Department will continue to support this process through further funding and other practical support:

- To strengthen in-house capacity, we will provide a further capacity support (revenue) grant to your LTA in 2022/23. This should be sufficient to enable you to employ a dedicated bus Enhanced Partnership Officer for the next three years. We will write to you soon to set out the value of the grant to be made to your authority.

- To strengthen your in-house capability, we will support appropriate training for your EP Officer under the auspices of the new Bus Centre of Excellence. We will also support the community of local authority EP Officers nationwide through the networking and information-exchange activities provided through the Bus Centre of Excellence, which will include and incorporate the existing Basecamp channel.

Ticketing

Convenient bus ticketing solutions will encourage demand growth and along with improved passenger information, help encourage an integrated look and feel to otherwise fragmented networks. We are continuing to work with potential partners of a technical solution to facilitate Pay- As-You-Go multi-operator revenue allocation and will make further announcements in due course. It is our intention that this system will ultimately be available nationwide, forming the basis of a standard set of improvements available to all. We will continue dialogue with LTAs and operators to increase availability of on-board equipment and revenue processing systems to take advantage of the new solution

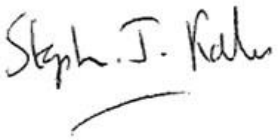
Next steps

As we set out in the bus strategy, we want to see every area forming EPs or franchising arrangements; and again, Minsters were very pleased to see that all LTAs issued notifications of intent last year to do so. Please do proceed with getting your EPs (or franchising arrangements) in place as soon as reasonably possible, so that you are able to benefit from other discretionary funds in the future. This advice supersedes that from January 2022 which asked for a draft EP to be submitted by the end of April.

As set out in Bus Back Better, we intend to consult on reform of the Bus Service Operator's Grant (BSOG), including on making the reformed BSOG available only to LTAs and operators in an EP, or where franchising is being actively pursued.

If you would like to request feedback on the assessment of your BSIP, please contact the DfT Bus Reform Engagement Team at BSIP@dft.gov.uk.

Yours sincerely,



Stephen Fidler

This page is intentionally left blank

EQUALITY IMPACT ASSESSMENT

TITLE: Cheshire East Enhanced Partnership and Bus Service Improvement Plan (BSIP)

VERSION CONTROL

Date	Version	Author	Description of Changes
12.07.2022	**3**	Chris Taylor	Updated following BSIP settlement letter

EQUALITY IMPACT ASSESSMENT 0026

CHESHIRE EAST COUNCIL - EQUALITY IMPACT ASSESSMENT

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

Department	*Place*		**Lead officer responsible for assessment**		*Chris Taylor*	
Service	*Strategic Infrastructure*		**Other members of team undertaking assessment**		*N/A*	
Date	**12.07.2022**		**Version**		**3**	
Type of document (mark as appropriate)	~~**Strategy**~~	**Plan**	~~**Function**~~	~~**Policy**~~	~~**Procedure**~~	~~**Service**~~
Is this a new/ existing/ revision of an existing document (please mark as appropriate)	**New**		~~**Existing**~~		~~**Revision**~~	
Title and subject of the impact assessment (include a brief description of the aims, outcomes, operational issues as appropriate and how it fits in with the wider aims of the organisation) Please attach a copy of the strategy/ plan/ function/ policy/ procedure/ service	Bus Service Improvement Plan for Cheshire East Council Background Bus services in Cheshire East connect people and places and provide essential access to local services including employment, education, health and recreation. The bus network in Cheshire East comprises of commercial and supported services. Cheshire East Council (CEC) is responsible for the coordination and information provision for bus network operating within the borough. CEC also have a statutory obligation to provide free home-to-school transport for children under 16 who live more than a certain distance from their nearest school or who have special educational needs (SEN) and in some other circumstances. CEC also has the statutory duty 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" (Transport Act 1985). At present the bus network in Cheshire East is facing a number of important challenges, including a progressive decline in patronage, reduced ridership as a result of the COVID-19 pandemic, fuel inflation, driver shortages and budget constraints affecting the Council's ability to support bus services.					

	Even before the COVID-19 outbreak, patronage had declined progressively and consistently affected the financial viability and commercial sustainability of bus services. In 2016/17, there were approximately 4.5 bus passenger journeys per resident with bus patronage declining by 22% since 2009/10. These statistics place Cheshire East within the bottom five Local Authorities for the lowest number of passenger journeys per head and amongst the lowest number of trips per head of resident population in England. During the early stages of the pandemic, the industry demonstrated some resilience as services were able to adapt and maintain at least some level of service relevant to patronage levels before Government help was provided. However, as a result of reduced utilisation, the profitability of running bus services has been a significant challenge and serious questions have been raised whether the resilience is there for operators to withstand falling profitability associated with a crisis such as COVID-19. As bus service patronage continues to fall year on year and services become less financially viable, there is a risk that services across Cheshire East will be deregistered which could have lasting impacts on communities. On the 15 March 2021, the UK Government released a National Bus Strategy for England. This strategy sets out the vision and opportunity to deliver better bus services for passengers across England, through ambitious and far-reaching reform of how services are planned and delivered. As part of the National Bus Strategy, all LTAs were expected to produce and publish a Bus Service Improvement Plan (BSIP), detailing how the LTA propose to use their powers to improve services. On the 31st October 2021 Cheshire East published its first Bus Service Improvement Plan (BSIP) in accordance with DfT guidance. This document aims to deliver local bus networks that support our urban and rural economies and contribute to our Environment Strategy. Improving the speed, reliability and quality of public transport and encouraging more residents to choose bus, making fewer car journeys and contributing to our carbon reduction challenge. The BSIP has been guided by the Council's Corporate Plan1 which identifies six outcomes to improve the lives of all residents: 1. Our local communities are strong and supportive; 2. Cheshire East has a strong and resilient economy; 3. People have the life skills and education they need in order to thrive;

[1] Cheshire East Council, *Corporate Plan 2016 - 2020*

4. Cheshire East is a green and sustainable place;
5. People live well and for longer; and
6. A responsible, effective and efficient organisation.

Following the production of a BSIP for Cheshire East, it was announced that Cheshire East would not receive any BSIP funding and as such the vision and objectives for the borough needed to be scaled back. Despite this funding outcome Cheshire East Council has continued to work in unison with operators to publish an Enhanced Partnership Plan (EP Plan) and Enhanced Partnership Scheme (EP Scheme) which function based on current funding availability.

The bus network in Cheshire East is a fundamental part of the local transport network providing accessibility to residents and businesses in the borough. The work to develop a BSIP and Enhanced Partnership with bus operators will assist in delivering the following strategic objectives in the Council's Corporate Plan (2021-2025).

OPEN - undertaking consultation and engagement with the bus industry, key stakeholders and statutory consultees will ensure that the Council's response to developing an Enhanced Partnership with bus operators meets the Government's stated requirements and maximises the prospect on securing funding for bus networks in Cheshire East. Active and open engagement with the bus sector is fundamental to developing successful partnership working arrangements.

FAIR – the approach to partnership working and data sharing with the commercial bus operators is expected to help the Council address some of the gaps and inconsistencies in the provision of local bus services across the borough.

GREEN - through our responses to the National Bus Strategy, the aim would be to develop proposals that improve the local bus network and ensure it plays a stronger role in meeting the transport needs of local communities, encouraging greater reliance on local bus as a viable alternative, and more sustainable mode of transport across the borough. Achieving these outcomes will contribute to the Council's stated aims for reducing carbon impacts and improving local air quality.

Who are the main stakeholders and have they been engaged with? (e.g. general public, employees, Councillors, partners, specific audiences, residents)

With an estimated population of 378,900, Cheshire East is the third biggest unitary authority in the North West, and the sixteenth largest in the country

The age profile of Cheshire East according to the latest data as of April 2019 is as follows:

0 - 15	16 - 64	65 +
67,400	226,100	85,300

The Ethnic breakdown in Cheshire East according to the 2011 CENSUS

White	* 357, 940	96.7%
(*Includes White - Other	9,122	2.46%
Mixed - Multiple Ethnic groups	3,873	1.0%
Asian/Asian British	6,060	1.6%
Black/African/Caribbean/Black British	1,402	0.4%
Other ethnic group	852	0.2%

Nationality Breakdown in Cheshire East according to the 2011 CENSUS

English only	243,425	65.77%
British only identity	60,134	16.25%
English and British only identity	42,460	11.47%
Polish	4,073	1.10%
Scottish only	3,411	0.92%
Welsh only	3,212	0.87%
Irish or Other, and at least one UK identity	1,576	0.43%
Irish only	1,378	0.37%

- The general public (including residents and visitors to the Borough);
- Cheshire East Council stakeholders;
- Public transport operators;
- Local businesses/organisations;
- Schools and education establishments;
- Neighbouring local authorities;
- Governmental bodies (e.g. Local Enterprise Partnership);
- Statutory transport bodies (e.g. Department for Transport and Transport for the North).
- Partner organisations
- Town and Parish Councils;
- Umbrella organisations for people with specialist transport needs; such as:
  * Space4Autism
- * Disability Information Bureau (DIB)
- * Cheshire Centre for Independent living
- * Deafness Support Network

	○ * ADCA Medical Transport Service ○ * Congleton Disabled Club ○ * Care4CE ○ * Leonard Cheshire Disability ○ * The Stroke Association ○ Transport interest groups; Such as: * Crewe & District Bus Users Group * Transition Wilmslow * Active Travel Congleton * Travel Cheshire ○ Environmental groups; ○ MPs; and ○ Emergency services.
What consultation method(s) did you use?	As part of the process to develop the BSIP, engagement activities were undertaken with Councillors, Towns and Parishes, community groups, passengers and the public to collect a wide range of thoughts and ideas which helped to shape the vision and priorities for the bus network. The BSIP and EP Documents have been made publicly available and comments to the BSIP@cheshireeast.gov.uk inbox were welcomed. Enhanced Partnership Plan and Scheme documents have recently been through a 4 week consultation period (running from 13th June 2022 to the 11th July 2022), with the statutory consultees as identified within DfT guidance contacted directly and invited to comment. Statutory consultees include: • All operators of local bus services • Organisations that represent local passengers • Other local authorities that would be affected by the proposals • Traffic Commissioner • Chief of Police • Transport Focus • Competition and Markets Authority (CMA) The outcome of consultation will be reported and key findings shared amongst the Enhanced Partnership Forum and Board which are due to be initiated. The Enhanced partnership Forum in particular will allow for a wider conference of interested parties to raise thoughts and opinions on the BSIP and Enhanced Partnership documentation. The EP Forum will consist of the following members and will facilitate future variations and updates to the BSIP, Enhanced Partnership Plan and Enhanced Partnership Scheme: • Cheshire East Borough Council • All local bus operators

	• Bus User Groups • Train operating companies • Healthcare and education providers • Police • Chamber of Commerce • Neighbouring Authorities and LEP • Traffic Commissioner

Stage 2 Initial Screening

Who is affected and what evidence have you considered to arrive at this analysis? (This may or may not include the stakeholders listed above)	All residents of Cheshire East may be impacted by the BSIP and Enhanced Partnership as any optimisation of the existing bus network would involve the review of routes and the efficiency of existing services. These would include: • Transport Operators • People who live / work in the borough • Education / training providers • Anyone with a travel need in the borough • Local Businesses / employers
Who is intended to benefit and how?	The BSIP includes a number of key investment themes which are outlined below alongside their impact on protected characteristics in order to identify who is intended to benefit from the BSIP. Protected characteristics include: • Age; • Disability; • Gender; • Race/ethnicity; • Sexual orientation; • Gender reassignment; • Marriage/Civil partnership; and • Pregnancy/Maternity • Religion & belief
Could there be a different impact or outcome for some groups?	There is a potential for varying impacts on some groups: • Young People – can be vulnerable to social exclusion through reliance on public transport, walking & cycling. Personal security and the cost of public transport can be a barrier. Also, the desire to access public transport during evenings / weekends where availability is less • Elderly – reliant on public transport and can face particular challenges relating to physical access to public

	transport. Also fear of crime can be a barrier • Disabled - can face particular challenges relating to physical access to public transport. Access to transport information is a potential barrier restricting, for instance, deaf and visually impaired people. Access to disabled parking can also be a challenge • Gender – women are likely to be more reliant on public transport than men which can impact on their access to services. Fear of crime can be more of an issue for women. • Racial Groups – access to appropriate transport information could be a barrier through language difficulties and the ability to read / understand timetables • Deprivation – lack of access to a car can be a common cause of social exclusion. Cost of public transport can be an issue for those on low income who tend to be reliant on this form of transport and walking / cycling
Does it include making decisions based on individual characteristics, needs or circumstances?	No
Are relations between different groups or communities likely to be affected? (eg will it favour one particular group or deny opportunities for others?)	No
Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?	There is no specific targeted action to promote equality other than to ensure that the importance of the challenges faced and the absence of strategic guidance on the matter recognise the need for CEC to develop a strategic approach to bus passenger transport

Is there an actual or potential negative impact on these specific characteristics? (Please tick)

Age		**N**	**Marriage & civil partnership**		**N**	**Religion & belief**		**N**
Disability		**N**	**Pregnancy & maternity**		**N**	**Sex**		**N**
Gender reassignment		**N**	**Race**		**N**	**Sexual orientation**		**N**

What evidence do you have to support your findings? (quantitative and qualitative) Please provide additional information that you wish to include as appendices to this document, i.e., graphs, tables, charts	**Consultation/ involvement carried out**	
As part of the BSIP, EP Plan and EP Scheme development a comprehensive review of the current bus market within Cheshire East has		**No**

taken place. This evidence base explores the following data: • Network and routes • Fleet composition • Bus user patronage and trends • Bus passenger feedback and user groups • Fares and ticketing • Population and overview of socio economic factors • The Cheshire East Council Tartan Rug • Bus Accessibility and Connectivity - Mapping the current levels of bus accessibility across Cheshire East to show accessibility to principal towns and key service centres; and • Historic monthly patronage data from operators to identify longer term trends in usage as well as any seasonal variation; The full evidence base is detailed within the latest Cheshire East Bus Service Improvement Plan (BSIP).			
Age	No particular negative impacts have been identified at this stage however, there may be positive or adverse impact on older and younger people who tend as groups to use public transport more than other age groups. Nationally the proportion of trips made by bus is highest amongst those aged between 17 and 20. Young people also face barriers to transport, include the availability and cost of public transport, particularly to further and higher education. Bus use is higher for those aged 60 and over than those in middle aged groups and this has been considered within the BSIP.		
Disability	No particular negative impacts have been identified at this stage, however positive or adverse impacts are possible depending on how the BSIP is implemented but generally the BSIP itself is intended to be positive. Key challenges faced by disabled people on the transport system include being able to access accurate and relevant travel information both before and during the journey, being able to access public transport interchanges, especially at night when these may be poorly lit, being able to access public transport vehicles and concerns regarding safety and comfort on the public transport network. This has been considered within the BSIP.		
Gender reassignment	No particular negative impacts have been identified at this stage however it is widely accepted that gendered abuse and sexual harassment are particularly associated with public transport with concerns around personal safety when travelling and this has been considered within the BSIP.		
Marriage & civil partnership	No particular negative impacts have been identified at this stage.		
Pregnancy & maternity	No particular negative impacts have been identified at this stage, however a lack of		

	adequate public transport provision creates further barriers to accessing medical establishments providing essential maternity services and has been considered within the BSIP.		
Race	No particular negative impacts have been identified at this stage however it is important to recognise that Bus Services are aimed at all potential users regardless of ethnicity. Consideration also needs to be given to how fears and risks of violence associated with public transport disproportionately affect people from ethnic minorities.		
Religion & belief	No particular negative impacts have been identified at this stage however, consideration needs to be given to how fears and risks of violence associated with public transport disproportionately affect people because of their religion or religious beliefs		
Sex	No particular negative impacts have been identified at this stage however, it is widely recognised that women are very often constrained by several barriers that shape how they travel. Women are also more likely to travel by bus and less likely to travel by rail than men and this has been considered within the BSIP.		
Sexual orientation	No particular negative impacts have been identified at this stage however, it is crucial to consider how fears and risks of violence associated with public transport proportionately affects people from the LGBT community.		
Proceed to full impact assessment? (Please tick)	**Yes**		**Date: -**

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

Cheshire East Council

Stage 3 Identifying impacts and evidence

This section identifies if there are impacts on equality, diversity and cohesion, what evidence there is to support the conclusion and what further action is needed

Protected characteristics	**Is the policy (function etc….) likely to have an adverse impact on any of the groups?** **Please include evidence (qualitative & quantitative) and consultations** *List what negative impacts were recorded in Stage 1 (Initial Assessment).*	**Are there any positive impacts of the policy (function etc….) on any of the groups?** **Please include evidence (qualitative & quantitative) and consultations** *List what positive impacts were recorded in **Stage 1** (Initial Assessment).*	**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)** *Once you have assessed the impact of a policy/service, it is important to identify options and alternatives to reduce or eliminate any negative impact. Options considered could be adapting the policy or service, changing the way in which it is implemented or introducing balancing measures to reduce any negative impact. When considering each option you should think about how it will reduce any negative impact, how it might impact on other groups and how it might impact on relationships between groups and overall issues around community cohesion. You should clearly demonstrate how you have considered various options and the impact of these. You must have a detailed rationale behind decisions and a justification for those alternatives that have not been accepted.*
Age	Following funding announcements there will be a need to review bus services operating within Cheshire East. Any changes to bus services will most significantly affect older and younger age groups. Younger people are likely to be affected by changes to bus services following BSIP funding	Within the BSIP and EP documents there is ambition to make bus services more appealing and available for residents within Cheshire East. There is a desire for fares to be cheaper, services to be more frequent and comfortable. These measures will be put in place	High	Gather further data from future consultation on impact and alternatives for older and younger people during consultation period. Explore possibilities for mitigation.

	announcements which may limit leisure and employment opportunities should any service withdrawals take place.	to increase patronage and as a result existing bus users (including the young and old who make up a significant proportion of current bus users) will benefit from these service enhancements.		
Disability	Previous consultations have shown that people with disabilities make up a disproportionately high number of bus users. As a result of BSIP funding decisions any future service alterations may leave residents isolated with no alternative travel options.	The BSIP and EP Scheme document propose to enhance vehicle and bus stop accessibility (which is critical to anyone with a physical impairment) in a bid to draw more passengers to local services. Similarly more accessible information is proposed in an easy to read/understand format which will benefit passengers with visual, hearing and physical disabilities as well as all other customer groups.	High	Gather further data from future consultation on the impact and alternatives for people with disabilities during consultation period. Explore possibilities for mitigation.
Gender reassignment	This policy is not expected to have any greater impact on this group than it does on the general public.	No	N/A	
Marriage & civil partnership	This policy is not expected to have any greater impact on this group than it does on the general public.	No	N/A	

Pregnancy and maternity	This policy is not expected to have any greater impact on this group than it does on the general public.	No	N/A	
Race	This policy is not expected to have any greater impact on this group than it does on the general public.	No	N/A	
Religion & belief	This policy is not expected to have any greater impact on this group than it does on the general public.	No	N/A	
Sex	This policy is not expected to have any greater impact on this group than it does on the general public.	No	N/A	
Sexual orientation	This policy is not expected to have any greater impact on this group than it does on the general public.	No	N/A	
Is this change due to be carried out wholly or partly by other providers? If yes, please indicate how you have ensured that the partner organisation complies with equality legislation (e.g. tendering, awards process, contract, monitoring and performance measures)				

Cheshire East Council

Stage 4 Review and Conclusion

Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed The full impact of the proposed service alterations detailed within the BSIP and Enhanced Partnership Scheme document will be determined as a result of data collection and detailed consultation. The Council will continue to work with specific groups and focus groups to monitor the impact of all future alterations as a result of the BSIP and EP.			
Specific actions to be taken to reduce, justify or remove any adverse impacts	**How will this be monitored?**	**Officer responsible**	**Target date**
Review consultation findings following the close of the EP consultation period (closed 11th July 2022)	Results of consultation	Chris Taylor & Jenny Marston	July 2022
Undertake future consultation to further determine the impacts on groups identified as having a significant impact through the EP Forum.	As part of the Enhanced Partnership Forum	Chris Taylor & Jenny Marston	Autumn 2022
When will this assessment be reviewed?	This will be reviewed at BSIP annual renewal and following any alterations to services as a result of the Enhanced Partnership Scheme.		
Are there any additional assessments that need to be undertaken in relation to this assessment?	Yes, when further data on the implemented schemes has been gathered.		
Lead officer sign off	Jenny Marston	**Date**	12/07/2022
Head of service sign off	Richard Hibbert	**Date**	12/07/2022

EQUALITY IMPACT ASSESSMENT 0026

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

OFFICIAL

This page is intentionally left blank

Highways and Transport Committee Work Programme

Ref No	Committee Date	Report title	Purpose of Report	Report Author/ Senior Officer	Consultation and Engagement Process and Timeline	Equality Impact Assessment Required and Published (Y/N)	Part of Budget and Policy Framework (Y/N)	Corporate Plan Priority	Exempt Item and Paragraph Number (Y/N)
HT/42/22-23	22 September 2022	Review of Ward Member Budget scheme	To review the effectiveness of the new ward member budget scheme.	Tom Shuttleworth, Paul Davies Matt Davenhill	N/A	N	TBC	A thriving and sustainable Place	N
HT48/22-22	22 September 2022	First Financial Review of 2022/23	To receive an update on the financial position for 2022/23 To note or approve virements and supplementary estimates as required.	Alex Thompson	N	N	Y	An open and enabling organisation	N
HT/43/22-23	22 September 2022	The Approval of The Speed Management Strategy, Skid Resistance Strategy and Vehicle Restraint System Strategy	To approve the Speed management strategy following consultation period.	Matt Davenhill / Tom Shuttleworth	Completed	Y	N	A thriving and sustainable Place	N

OFFICIAL

Highways and Transport Committee Work Programme

HT57/22/23	22 September 2022	Greenway Crossing of the River Dane	To approve the preferred solution for the Greenway crossing of the River Dane, Congleton and agree the development of the scheme through the SCAPE framework.	Chris Hindle / Paul Griffiths	N	Y	TBC	A thriving and sustainable Place	N
HT64/22/23	22 September 2022	It's Not Just Water: An investigation into the manageable causes and impacts of severe flooding across Cheshire East including flood risk management, recovery and the reduction of future risk.	To consider the findings, and suggested recommendations for approval proposed by the former Environment and Regeneration Overview and Scrutiny Task and Finish Working Group	Councillor Paul Findlow/ Helen Davies	N	N	N	A council which empowers, and cares about people	N

OFFICIAL

Highways and Transport Committee Work Programme

HT49/22-23	24 November 2022	Second Financial Review of 2022/23	To receive an update on the financial position for 2022/23 To note or approve virements and supplementary estimates as required.	Alex Thompson	N	N	Y	An open and enabling organisation	N
HT/26/21-22	24 November 2022	Flowerpot Junction Improvement Scheme	Authorise to make Compulsory Purchase Orders and Side Roads Orders for the delivery of the Flowerpot Junction Improvement Scheme. Approve the forward funding of the additional developer contributions in accordance with the capital programme.	Chris Hindle/ Tom Moody	Y	Y	Y	A thriving and sustainable Place	Y Part confidential

OFFICIAL

Highways and Transport Committee Work Programme

HT/53/22-23	24 November 2022	Idling Vehicle Engines	Officers to undertake a feasibility study in relation to whether the Council should adopt powers that would allow Civil Enforcement action on engine idling.	Richard Hibbert/Tom Moody	TBC	TBC	TBC	A thriving and sustainable Place	N
HT/62/22-23	24 November 2022	Asset Management Documents and Resilient Network Strategy	To receive the Asset Management Policy, Asset Management Strategy, Highway Infrastructure Asset Management Plan and Resilient Network Strategy.	TBC	No	TBC	TBC	A thriving and sustainable Place	N
HT50/22/23	26 January 2023	MTFS Budget Consultation	Respond to Budget consultation (Highways & Transport)	Alex Thompson	Y	Y	Y	An open and enabling organisation	N

OFFICIAL

Highways and Transport Committee Work Programme

HT51/22-23	2 March 2023	Third Financial Review of 2022/23	To receive an update on the financial position for 2022/23 To note or approve virements and supplementary estimates as required.	Alex Thompson	N	N	Y	An open and enabling organisation	N
HT/44/22-23	TBC	Middlewich Eastern Bypass Full Business Case Approval	To approve the full business for the scheme for submission to DfT	Neil Grundy	N/A	TBC	N	A thriving and sustainable Place	N
HT/45/22-23	TBC	A500 Full Business Case Approval	To approve the full business for the scheme for submission to DfT	Simon Kerr	N/A	TBC	N	A thriving and sustainable Place	N

OFFICIAL

This page is intentionally left blank