

### Appendix 3 – School Day Bus Services: Consultation Responses – Impact Assessment

No.	Route Description	No. of respondents	Consultation Response - Impact Assessment	Commentary
61	Audlem – Nantwich	20 members of the public  1 organisation (Overwater Marina)	<p>Only 1 respondent uses service 61 to access education. The majority state that they use the service to access shops and services, with one respondent using the service for work on 2-3 days per week.</p> <p>The majority state that a reduction in the service would have a high impact on them. Many of the comments also relate to other local bus services supported by the Council (e.g. 72/73, 75).</p> <p>In summary, it is felt that any reduction in local bus services will isolate residents who rely on public transport and reduce independence for young people and older people, as well as visiting canal boaters in Audlem - affecting tourism and the rural economy.</p> <p>There is a mixed response to flexible transport with 55% stating that they wouldn't use it. Comments suggest that respondents would generally prefer to retain fixed route services operating to a regular timetable.</p> <p>10 respondents are aged 65+ and 8 respondents are concessionary pass holders. 2 respondents have a limiting long term illness or disability.</p>	<p>The journeys in question on the 61 service operate on school days only. Many of the survey responses relate to overall reductions in bus services in the Audlem community, rather than the specifics of the school journeys supported by the Council.</p> <p>Many respondents who state that they use service 61 also use local services 72/73 (Nantwich – Whitchurch) and 75 (Wrenbury/Audlem – Market Drayton), both of these services are subsidised by the Council and score highly against the Council's criteria. These routes offer a higher frequency of service for those wanting to access shops and services, particularly older people.</p> <p>Service 61 currently carries 48 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.</p>
K80	Congleton Area – Eaton Bank School	18 members of the public  1 organisation (Congleton Town Council)	<p>The majority of respondents are parents whose children use the service daily to travel to education. Others use the service 2-3 times per week to access shops and services.</p> <p>The vast majority of respondents state that a reduction in the service would have high impact on them. The reasons include getting to school on time, safety concerns in walking to school and it would take too long to walk. Many respondents also use the K95 and K96. (further information on these services listed below)</p> <p>Other comments include the threat of isolation, particularly for older people in the community of Timbersbrook. Those who use the service to access shops and services are generally retired, aged 65+ and often without access to a car. 4 respondents are concessionary pass holders. These respondents indicated that they would use flexible transport and the preferred day of operation is Tuesday.</p>	<p>Services K80, K95 and K96 (listed as one contract because buses have the same departure time and point) currently carry 8 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.</p> <p>The survey reveals that – in the experience of bus users – the service is very well used often with standing room only. The Council will work with the bus operator to explore opportunities for the service to be operated commercially.</p> <p>There are a range of other alternative bus services in Congleton (both subsidised and commercial) which can be used throughout the day to access shops and services. However, for those who live in more rural areas, flexible transport could provide a suitable alternative, particularly for older and disabled people.</p>
79	Rode Heath – Alsager	12 members of the public  1 organisation (Odd Rode Elderly and Disabled Residents Group)	<p>Respondents state that they use service 79 to access shops and services and medical / health appointments. Two thirds of respondents felt that a reduction in the days or frequency of operation would have a high impact on them. Many respondents also use service 315 (Alsager – Congleton).</p> <p>There is a mixed response to flexible transport – 50% would not use. Comments include “flexible services need pre-booking and elderly people will find this difficult due to health” and “would be difficult to tie in with appointments such as hospitals”. Of those who would use a flexible transport service Monday is the most popular day. 9 respondents are aged 65+ and 7 have a limiting long term illness or disability.</p>	<p>Many of the comments which describe a significant impact relate to service 315, rather than the school journeys in question on the 79. The 315 is also subsidised by the Council and scores highly against the Council's support criteria.</p> <p>The service currently carries 49 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.</p>

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K98	Park Lane – Congleton High School	8 members of the public  1 organisation (Congleton Town Council)	<p>The vast majority of respondents are parents whose children use the service daily to travel to education. 1 respondent uses the service to access work daily. All respondents state that any reduction in the days of operation would have a high impact on them.</p> <p>Parents working full time describe the difficulty they would experience in taking their children to school and safety concerns in children walking to school, particularly in the dark winter months.</p>	<p>The service currently carries 30 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided.</p> <p>Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.</p> <p>The survey reveals that – in the experience of bus users – the service is very well used often with standing room only. The Council will work with the bus operator to explore opportunities for the service to be operated commercially.</p>
95	Goostrey – Holmes Chapel	7 members of the public  1 organisation (Goostrey Parish Council)	<p>Those completing the survey as members of the public state that they use the service to access shops and services, visiting friends or leisure. 5 respondents are aged 65+ and 4 respondents have a limiting long term illness or disability. The response on behalf of Goostrey Parish Council relates to access to education.</p> <p>It is felt that any reduction in service would have a high impact on access to education and a moderate impact on access shops and services. Many respondents also use the 319 service (Sandbach – Holmes Chapel – Goostrey) operating Monday to Friday all day and the comments on detrimental impact relate specifically to that service, rather than the 95 school day service. Whatever the outcome of the review, the Parish Council would like to see plenty of publicity to let people know what public transport exists in the local area.</p>	<p>The 319 service is supported by the Council and scores moderately high against the Council's criteria. All comments referring to the impact of reduction will be taken into consideration when analysing other public transport services.</p> <p>The 95 service currently carries 58 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided.</p> <p>Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.</p>
891	Middlewood – Poynton High School	7 members of the public	<p>4 respondents are parents whose children use the service to travel to school and any reduction would have a high impact on them. Comments include safety concerns in children walking to school and difficulties for parents in maintaining a reasonable work life balance when working full or part time.</p> <p>Other respondents are older people who use the bus service to access shops and services. Comments include: "the village of Poynton has a large community of older people who rely on free travel via the bus services." Many respondents also use the 391 (Poynton – Stockport) and 392/3 (Macclesfield – Poynton – Stockport) services.</p>	<p>The 891 service currently carries 31 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided.</p> <p>Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.</p> <p>The 392/3 operates all day Monday to Saturday and scores highly against the Council's support criteria providing access to Macclesfield and Stockport.</p>
K95	Congleton Area – Eaton Bank School	5 members of the public  1 organisation (Congleton Town Council)	<p>The majority of respondents are parents or young people who use the service to access education and any reduction would have a high impact on them. 1 respondent uses the services to access work.</p> <p>Comments include the distance being too far to walk, for example: "My daughter travels to and from school Eaton Bank High School daily on the bus as she is only 12 it is too far for her to walk on her own." Those who use this service also use the K80 and K96 services.</p>	<p>Services K 95, K80 and K96 (listed as one contract because buses have the same departure time and point) currently carry 8 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.</p> <p>The survey reveals that – in the experience of bus users – the service is very well used often with standing room only. The Council will work with the bus operator to explore opportunities for the service to be operated commercially.</p>

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K96	Congleton Area – Eaton Bank School	5 members of the public  1 organisation (Congleton Town Council)	The majority of respondents are parents or young people who use the service to access education and any reduction would have a high impact on them. 1 respondent uses the services to access work.  Comments include the difficulty in getting to school on time and the time it would take to walk. For example, “It would take my daughter approximately 40 minutes to walk in a morning, and 40 minutes in the evenings.” Those who use this service also use the K80 and K95.	Services K 96, K80 and K95 (listed as one contract because buses have the same departure time and point) currently carry 8 children eligible for transport under the Council’s Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.  The survey reveals that – in the experience of bus users – the service is very well used often with standing room only. The Council will work with the bus operator to explore opportunities for the service to be operated commercially.
K79	Congleton – Macclesfield, All Hallows	2 members of the public  1 organisation (Congleton Town Council)	2 respondents state that they use the service to access work and one respondent uses the service to access shops and services. Any changes or reduction in the service are felt to have a high impact.  Comments include: “Employers would tend to look for sites which have good public transport links when seeking to expand or relocate.” and “The impact upon journeys to school would be highly detrimental if the above services were withdrawn and / or reduced.”	The service currently carries 1 child eligible for transport under the Council’s Home to School Transport Policy and should the service be withdrawn alternative transport will be provided.  Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
100	Middlewich – Northwich, St. Nicholas	2 members of the public	The responses are incomplete and do not provide a journey purpose. Such limited responses from 2 respondents do not enable a meaningful assessment of the impact of any changes or reductions.	A replacement commercial service will be provided by Stanways Coaches from September 2012 – the Council is therefore able to withdraw subsidy without affecting the service provided to the public.
71	Tytherington – Poynton High School	2 members of the public	Respondents are parents whose children use the service to travel to school and any reduction in service is felt to have a high impact. Comments include: “if the school bus (which is already over full) was reduced in any way my child would not be able to attend school and continue to A levels...the removal of the school bus would threaten my child’s ability to stay on in education and my ability to remain employed. I regard the removal of the school bus as extremely high impact.”	The service currently carries 17 children eligible for transport under the Council’s Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
737	Weston – Shavington/Crewe	1 member of the public	1 respondent uses the service for shops and services, as well as service 37 (Crewe – Winsford). The respondent is aged 65+ and it is felt that any reduction in local services would have a high impact on older people who rely on public transport. Flexible transport is not felt to provide a suitable alternative.	The service currently carries 34 children eligible for transport under the Council’s Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
K78	Mossley/Congleton – All Hallows	1 organisation (Congleton Town Council)	Comments include: “The impact upon journeys to school would be highly detrimental if the above services were withdrawn and / or reduced.”	The service currently carries 8 children eligible for transport under the Council’s Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
77	Betley – Brine Leas	0	A number of responses were received but after looking at the detail it is clear that respondents had selected this bus service in error as their comments and postcode clearly related to other service 77 (Kidsgrove – Mow Cop – Congleton), which is also supported by the Council. These responses have therefore been transferred to the correct service and will be analysed in detail in due course.	Service 77 currently carries 17 children eligible for transport under the Council’s Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.

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78	Crewe – Malbank School	0	A number of responses were received but after looking at the detail it is clear that respondents had selected this bus service in error as their comments and postcode clearly related to service 78 (Nantwich – Sandbach – Alsager), which is also supported by the Council. These responses have therefore been transferred to the correct service and will be analysed in detail in due course.	The service currently carries 11 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
68	Coppenhall – St.Thomas More/St.Marys	0	No information available	A replacement commercial service will be provided by Routemaster Buses Ltd from September 2012 – the Council is therefore able to withdraw subsidy without affecting the service provided to the public.
K44	Weston – Shavington/Malbank Schools	0	No information available	The service currently carries 7 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
69	Bradfield Green – St.Thomas More/St.Mary's	0	No information available	A replacement commercial service will be provided by First Potteries Limited from September 2012 – the Council is therefore able to withdraw subsidy without affecting the service provided to the public.
71	Aston/Wrenbury – Brine Leas/St.Thomas More	0	No information available	The service currently carries 45 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
63	Swanwick – Brine Leas/St.Thomas More	0	No information available	The service currently carries 50 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.
E41	Lach Dennis – Holmes Chapel School	0	No information available	The service currently carries 17 children eligible for transport under the Council's Home to School Transport Policy and should the service be withdrawn alternative transport will be provided. Children who are not eligible either live too close to be entitled to transport at the taxpayers expense or are not at their nearest suitable education establishment.