

***Winner of CILT award for best practice in passenger transport (2013)***

***promoting quality public transport.....***

Supported Bus Service Review,  
Research and Consultation,  
Cheshire East Council,  
Westfields,  
Middlewich Road,  
Sandbach,  
CW11 1HZ

27<sup>th</sup> July 2017

Dear Sir/Madam,

## **Supported Bus Service Review**

TravelWatch NorthWest is an independent Community Interest Company representing public transport users in North West England. We welcome the opportunity to comment on this consultation and apologise for it being slightly late due to IT problems..

As a general observation, we feel that the complete withdrawal of evening and Sunday (including Bank Holiday) services is not in the interests of any current or potential bus passengers.

We now live in a world where Sunday is the busiest day for shopping, leisure and sport and public transport is vital for these activities, not just for the use of visitors to these venues, but the large number of workers employed in the leisure industry. Many of these are in low paid jobs and are unable to afford alternative transport if buses are not available.

The early end to services means that workers may be able to reach work in the morning, but will be unable to return home by bus. This situation will have the effect of forcing workers off the morning buses, which will then become unsustainable in the future. Also, some people may have to give up their jobs if they cannot get there by bus and they will then become a major burden on other local authority services.

### **Route 1B – Crewe to Nantwich**

The alternative proposal appears to be adequate.

### **Routes 5 & 6 – Macclesfield to Weston Estate**

The withdrawal of the complete Sunday service is dealt with above.

### **Route 6E – Brookhouse to Leighton Hospital**

The withdrawal of the weekday evening service is dealt with above, plus this withdrawal will have an impact on visitors and staff at the major hospital in the Crewe area.

### **Route 8 – Sydney to Wistaston Green**

The withdrawal of the evening and Sunday services is dealt with above.

### **Route 9 – Macclesfield to Moss Rose**

### **Route 10 – Macclesfield to Bollington**

The withdrawal of the evening services is partly dealt with above, but the extremely early Sunday last bus is unacceptable. If the Sunday evening service has to be withdrawn, it should finish at the same time as the weekday service.

### **Route 19 – Macclesfield to Prestbury**

The last journey currently operated on this service should continue to operate and there is no justification for a lunchtime gap in the service.

### **Routes 27, 27A, 27B – Macclesfield to Knutsford**

The proposals for this service appear to be adequate as long as the Alderley Park area continues to be served by service 130.

### **Route 37 – Crewe to Winsford**

### **Route 38 – Crewe to Macclesfield**

The withdrawal of the evening services on these main inter-urban routes cannot be justified as they provide vital links to and from Crewe and Macclesfield railway stations.

### **Route 39 – Nantwich to Crewe**

### **Route 42 – Crewe to Congleton**

The proposals for these services appear to be adequate.

### **Route 47 – High Leigh to Warrington**

This service only operates on two days a week and the introduction of The Little Bus may improve services to the High Leigh area. This will only be achieved if passengers can travel from outside High Leigh without being a member of a “closed club”.

### **Routes 51, 52, 53 – Nantwich Town Services**

The proposals for these services appear to be adequate.

### **Route 56 – Tiverton to Nantwich**

Passengers do not start and finish their journeys at borough boundaries and the idea of withdrawing support from a service based on such boundaries cannot be justified.

### **Route 58 – Macclesfield to Buxton**

### **Route 60 – Macclesfield to Hayfield**

The proposals for these services are unchanged.

**Route 71 – Wrenbury to Nantwich**

The proposals for this service appear to be adequate.

**Routes 72, 73 – Nantwich to Whitchurch**

**Route 75 – Nantwich to Market Drayton**

The comments regarding borough boundaries also apply to these services, especially on these inter-urban routes.

**Route 77 – Congleton to Kidsgrove**

The railway route between these two towns is not a replacement, especially as Congleton station is over a mile outside the town and The Little Bus would not cope with the traffic in between.

**Route 78 – Nantwich to Scholar Green**

The withdrawal of nearly all services from Scholar Green cannot be justified as mentioned above regarding borough boundaries. The withdrawal of the afternoon Scholar Green service means that any passengers using the retained outward morning journey will have no means of returning.

**Route 79 – Nantwich to Hanley**

**Route 83 – Nantwich to Chester**

The comments regarding borough boundaries apply to these routes.

**Route 88 – Knutsford to Altrincham**

The proposals for this service appear to be adequate.

**Route 89 – Nantwich to Wrexham**

The comments regarding borough boundaries apply to this route.

**Routes 90, 91, 92 – Congleton “Beartown” Network**

The proposals for these services appear to be adequate.

**Route 99 – Macclesfield to Congleton**

The train service between the two towns is not a replacement due to the location of Congleton station. The Little Bus is not a satisfactory replacement.

**Route 130 – Macclesfield to Manchester**

The withdrawal of a major inter-urban Sunday service cannot be justified. This service was one of the major casualties in the GHA disaster and is just recovering with a growing passenger count. It takes a long time for a service to recover from the near collapse it sustained under GHA and should have more time to prove itself. The service is used by a large number of workers using this route.

**Route 200 – Wilmslow to Manchester Airport**

Contrary to the information provided in the consultation, there are no alternatives to the withdrawn route. The weekday rail service between

Wilmslow and Styal consists of just six trains a day at peak hours. The 378 bus was withdrawn earlier this year.

**Route 289 – Northwich to Altrincham**

The proposals for this service appear to be adequate.

**Route 300 – Knutsford to Longridge**

This service covers the major housing areas of Knutsford and no alternative transport is proposed. Therefore, the service cannot be withdrawn.

**Route 315 – Congleton to Rode Heath**

**Route 319 – Sandbach to Goostrey**

Again, The Little Bus is not an adequate replacement.

**Routes 392, 393 – Macclesfield to Stockport**

**Route P1 – Middlewood to Hazel Grove**

There has been a previous attempt to curtail these services at Hazel Grove Park and Ride and these had to be dropped. The circumstances have not changed since then. The comments regarding borough boundaries also apply here.

**Routes SB1, SB2, SB3 – Sandbach Town Services**

The Little Bus is not an adequate replacement.

**Crewe Flexirider**

This is a demand responsive service which is being put forward in many cases as a replacement. This proposal does not seem logical.

The Little Bus DRS service will not be able to cope with the extra demand placed upon it, plus it automatically excludes any intending passenger who has not registered as a member of the club. This will apply to anyone who is not a Cheshire East resident.

Thank you for the opportunity to respond

Yours faithfully

*John A Moorhouse*

John Moorhouse  
Company Secretary

*(Response written by Chris Dale)*