

Public Transport Consultation 2012

Introduction

Cheshire East's Business Plan 2012-15 includes a saving of £500,000 in the support for local bus services. A consultation exercise was undertaken to obtain the views of the public, local businesses, and organisations such as Parish Councils and local interest groups. The consultation period was from 27 April to 22 June 2012 and feedback could be made through an online survey or by completing a paper questionnaire. Emails and letters received during the consultation period were also incorporated into this analysis. News of the consultation was distributed as widely as possible, and a number of public sessions were held to assist respondents.

A total of 1,610 questionnaires were received. Around a quarter were not fully completed, particularly questions about the respondent's characteristics; although this has not unduly hindered analysis, the statistical analysis must therefore be viewed with a degree of caution.

Location of Respondents

Over 1,400 respondents provided their postcode so analysis showed the general distribution of respondents throughout Cheshire East. It is not surprising that residents in the more populated areas of the Authority produced most of consultation responses. Appendix A shows the full list of local areas in Cheshire East.

The highest proportion of responses from any one local area came from Bollington. Areas providing more than 5% of all responses were:

- Bollington – 183 (13.6%)
- Poynton – 136 (10.2%)
- Crewe – 115 (8.6%)
- Sandbach – 95 (7.1%)
- Alsager – 85 (6.4%)
- Macclesfield – 81 (6.1%).

Appendix B shows the list of responses from each local area.

It is not surprising that the more densely populated areas would produce a high proportion of responses. However some urban area did not provide as many responses as their population might suggest. These were:

- Wilmslow – 35 (2.6%)
- Holmes Chapel – 29 (2.2%)
- Middlewich – 24 (1.8%).

Several rural areas provided just one or nil responses. These included Arley, Ashley, Bickerton, Eaton, Mobberley, Morley, Bunbury, Mount Pleasant and Wheelock.

Use of Supported Bus Services

The bus services included in the consultation are those that receive funding from the Council. They account for around 10% - 15% of all bus services and journeys in the borough.

The service from Macclesfield via Poynton to Stockport (route 392/3) was the service most frequently selected by respondents, followed closely by Macclesfield to Bollington (route 11). Respondents had been asked to select from a list of 80 services which ones they used currently. The top 30 most frequently selected services are shown in Table 1.

Table 1: Top 30 Most Frequently Selected Services

Route No.	Service Area	Number of respondents	% of all respondents
392/3	Macclesfield- Poynton- Stockport	222	13.8%
11	Macclesfield- Bollington	217	13.5%
391	Poynton- Stockport	184	11.4%
78	Nantwich- Sandbach- Alsager	167	10.4%
84	Crewe- Chester	140	8.7%
20	Crewe- Hanley	132	8.2%
38	Crewe- Macclesfield	114	7.1%
130	Macclesfield- Manchester	103	6.4%
42	Crewe- Middlewich- Congleton	92	5.7%
9/10A	Macclesfield- Moss Rose/Bollington	87	5.4%
27	Macclesfield- Knutsford	79	4.9%
37	Crewe- Winsford	79	4.9%
72/73	Nantwich- Whitchurch	74	4.6%
6	Shavington- Leighton Hospital	64	4.0%
319	Sandbach- Holmes Chapel- Goostrey	63	3.9%
315	Alsager- Congleton	61	3.8%
32	Sandbach- Crewe	58	3.6%
88	Knutsford- Wilmslow- Altrincham	58	3.6%
60	Disley- Macclesfield	50	3.1%
58	Bakewell- Buxton- Macclesfield	50	3.1%
39	Crewe- Nantwich	47	2.9%
6E	Shavington- Crewe- Leighton Hospital	44	2.7%
51	Nantwich- Cronkinson Oak-Delamere Road	41	2.5%
390	Bramhall- Poynton- Stockport	39	2.4%
378	Stockport- Handforth- Wilmslow	39	2.4%
44	Crewe- Shavington- Macclesfield	31	1.9%
300	Knutsford Town Service	30	1.9%
14	Crewe- Elm Drive	29	1.8%
64	Glossop- Macclesfield	28	1.7%
K80	Congleton area- Eaton Bank School	26	1.6%

Nine of the bus services were not selected by any of the respondents. These were:- 52A (Nantwich-Reaseheath); 56 (Tiverton-Nantwich); 63 (Swanwick-BrineLeas/St.Thomas More); 68 (Coppenhall-St.Thomas More/St.Marys); 69 (Bradfield Green- St.Thomas More/St.Marys); 71 (Aston/Wrenbury- BrineLeas/St.Thomas More); 83 (Bulkeley-Chester); E41 (Lach Dennis-Holmes Chapel School) and K44 (Weston_Shaving/Malbank Schools).

Twenty of the bus services had responses from more than 6 local areas. A further 12 had responses from 5 or 6 areas. Service 38 (Crewe- Macclesfield) had the greatest number of responses from different local areas, 21.

Frequency of Use of Services

When asked how regularly they used the bus services the most frequently mentioned response was '2-3 times per week', chosen by 30% of respondents. The full results were:

- Daily (16.4%)
- 2-3 times per week (30.2%)
- Weekly (22.6%)
- Monthly (16.1%)
- Infrequently (14.7%).

Over two-thirds of service users (69%) used bus services at least weekly.

Of the top 10 most frequently mentioned services, route 78 (Nantwich- Sandbach- Alsager) had the highest proportion using the service daily (20.7%). Nine of the top 30 most frequently mentioned services had over 80 per cent of users saying they travelled at least weekly. These were:

- 51 (Nantwich-Cronkinson Oak-Delamere Road) – 98%
- 14 (Crewe-Elm Drive) – 93%
- 300 (Knutsford Town) – 93%
- 37 (Crewe-Winsford) – 87%
- K80 (Congleton Area-Eaton Bank School) – 86%
- 319 (Sandbach-Holmes Chapel-Goostrey) – 85%
- 64 (Glossop-Macclesfield) – 84%
- 315 (Alsager-Congleton) and 11 (Macclesfield- Bollington) – both 81%.

Several services with smaller numbers of responses had the highest proportions using the service daily as Table 2 shows.

Table 2: Less Used Services with Highest Proportions Using Service Daily

Route No.	Service Area	% using service daily	Number of responses
71	Tytherrington- Poynton High School	100	2
K78	Mossley/Congleton- All Hallows	100	1
K95	Congleton Area- Eaton bank School	100	6
K98	Park Lane- Brine Leas	100	1
K96	Congleton Area- Eaton Bank School	83	6
15	Crewe- Sydney- Elm Drive	82	11
K98	Park Lane- Congleton High School	80	10

Times Services Used

Over three quarters of bus service users travelled Monday to Friday off peak (78%) as Table 3 shows. Saturday daytime was the second most frequently mentioned travel time, selected by 42% of users. Least used was Sunday services.

Table 3: Distribution of Time Travelled By Respondents and Total Number of Responses

Travel Times	% of respondents	% of responses
Monday - Friday peak time	27.0	15.0
Monday - Friday off peak	78.1	43.3
Monday - Friday evening	13.2	7.3
Saturday daytime	41.7	23.1
Saturday evening	10.0	5.5
Sunday daytime	7.3	4.1
Sunday evening	3.1	1.7
Base for % *	2,707	4,885

*Respondents had multiple choices on services and times travelled

The travel times of users of the top 10 most frequently used services by respondents followed the same pattern as for all services as Table 4 shows. Users travelling Monday-Friday off peak ranged from 84% for Service 392/3 to 70% for Service 38.

Table 4: Main Travel Times for Top 10 Most Frequently Selected Services

Service No.	Service Area	M-F peak %	M-F off peak %	M-F evening %	Sat. Daytime %	Respondents
392/3	Macclesfield- Poynton- Stockport	19	84	7	39	211
11	Macclesfield- Bollington	26	83	9	48	207
391	Poynton- Stockport	24	81	21	39	177
78	Nantwich- Sandbach- Alsager	24	82	6	39	161
84	Crewe- Chester	28	76	15	57	131
20	Crewe- Hanley	28	76	12	48	123
38	Crewe- Macclesfield	32	70	26	42	108
130	Macclesfield- Manchester	33	81	15	45	98
42	Crewe- Middlewich- Congleton	28	82	7	32	88
9/10A	Macclesfield- Moss Rose/Bollington	14	73	30	42	79

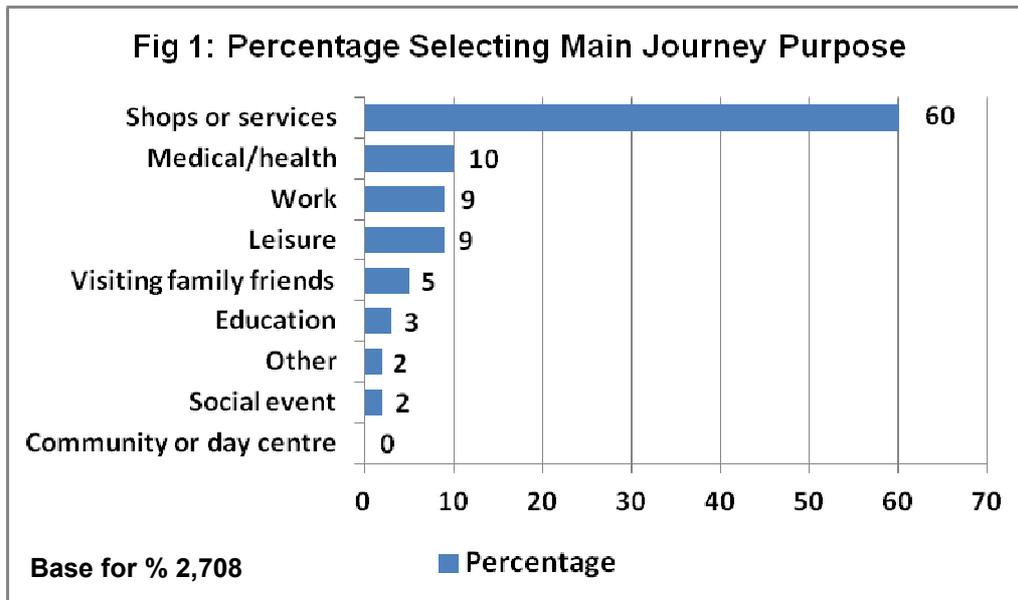
Some services had results that were significantly different to the average. These included:

- 300 (Knutsford Town) – 48% used service on Saturday evenings
- 5/6 (Macclesfield Estate) – 44% used service on Saturday evenings

- 378 (Stockport-Handforth-Wilmslow) – 38% used service on Sunday daytimes.

Reasons for Travelling

The overwhelming main purpose of bus service journeys for all of the selected services was ‘shops and services’ amounting to 60% of all main journeys. ‘Medical/health’ (10%), ‘work’ (9%) and ‘leisure’ (9%) were the other main purposes. Figure 1 shows the results for all respondents. Respondents could comment on up to 3 separate services.



The main responses for the top ten most frequently mentioned services are shown in Table 5 below.

- Three quarters (74.4%) of users of service 11 (Macclesfield- Bollington) chose ‘shops and services’ as their main purpose
- Almost one-fifth (19.4%) of users of service 130 (Macclesfield- Manchester) used it to get to work
- Service 78 (Nantwich- Sandbach- Alsager) was used for medical/health visits (31.9%)
- Service 84 (Crewe- Chester) was used for leisure (20.6%).

Table 5: Main Purpose of Journeys for Top 10 Most Frequently Selected Services

Service No.	Service Area	Shops and services %	Work%	Medical /health %	Leisure %	Base for %
392/3	Macclesfield- Poynton- Stockport	65.4	8.5	8.5	8.1	211
11	Macclesfield- Bollington	74.4	10.1	5.3	3.9	207
391	Poynton- Stockport	61.4	10.2	8.0	10.8	176
78	Nantwich- Sandbach- Alsager	48.8	6.3	31.9	5.6	160

84	Crewe- Chester	61.1	6.1	2.3	20.6	131
20	Crewe- Hanley	66.4	6.4	14.4	6.8	125
38	Crewe- Macclesfield	49.5	17.8	4.7	11.2	107
130	Macclesfield- Manchester	41.8	19.4	13.3	14.3	98
42	Crewe- Middlewich- Congleton	52.8	14.6	16.9	4.5	89
9/10A	Macclesfield- Moss Rose/Bollington	51.9	11.4	10.1	12.7	79

Users were also asked for what other purposes they travelled by bus. Table 6 shows the responses for all reasons combined, as well as main and other purposes separately. 'Shops and services' (46%) and 'medical/health' (23%) continue to be the most frequent purposes for travelling when considering all reasons. 'Leisure' and 'visiting family and friends' were chosen by a higher proportion of users for other purposes and, overall, are greater than journeys to 'work' combined.

Table 6: Proportion of Respondents Choosing Each Purpose When Using Bus Services

Purpose	All Purposes %	Main Purposes %	Other Purposes %
Shops or Services	46	60	27
Medical/Health	23	10	42
Leisure	21	9	36
Visiting family and friends	16	5	30
Social event	11	2	23
Work	7	9	5
Other	5	2	10
Education	4	3	6
Community/day centre	1	0.1	2
Base for %	4,740	2,712	2,028

Impact of Changes in Services

It was important to ascertain the views of users of the impact of any change in the services provided to them.

Users were asked to rate the significance of each of eight possible changes for their selected services from 0 (zero) having 'no impact' to 5 having 'high impact'. Three of the possible changes had over half of the service users stating it would have a 'high impact' on them. The rates of high impact were:

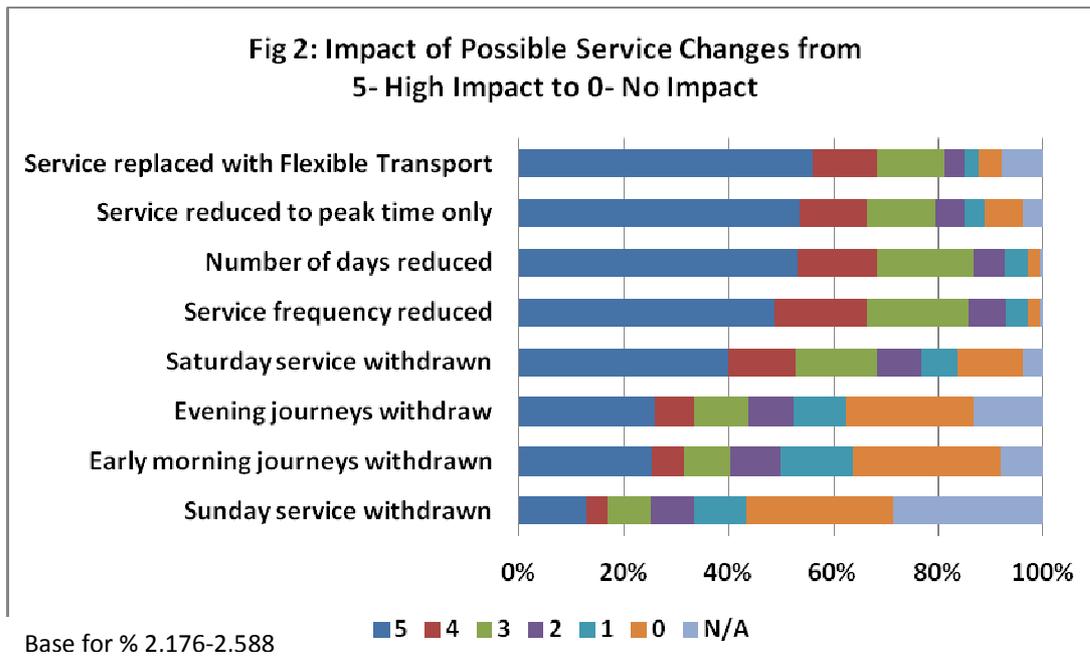
- Service replaced with Flexible Transport (56.1%)
- Service reduced to peak time only (53.6%)
- Number of days reduced (53.1%)

- Service frequency reduced (48.8%)
- Saturday service withdrawn (39.9%)
- Evening journeys withdraw (25.7%)
- Early morning journeys withdrawn (25.4%)
- Sunday service withdrawn (12.7%).

Figure 2 shows the range of impacts on each of the 8 timetable changes overall.

For some services there were significantly higher proportion of respondents saying loss or reduction in service would have a high impact on them. These included:

- Service 392/3 (Macclesfield- Poynton- Stockport) - evening services withdrawn (38%) and Sunday services withdrawn (26%)
- Service 78 (Nantwich- Sandbach- Alsager) – service frequency reduced (59%)
- Service 84 (Crewe- Chester) – Saturday service withdrawn (50%)
- Service 319 (Sandbach- Holmes Chapel- Goostrey) - service frequency reduced (71%)
- Number of days reduced – Service 300 (Knutsford Town Service) 85%, Service K80 (Congleton Area- Eaton bank School) 79%, Service 14 (Crewe- Elm Drive) 73%.



When given the opportunity almost 1,500 respondents wrote comments on the impact possible changes to bus services would have on them. Some comments dealt specifically with aspects of possible changes but many were concerned with stating the impact of any loss to existing services. The views of older respondents (55+) plus all those with a disability were compared with younger respondents. Table 7 shows the most frequently made comments.

Table 7: Comments on High Impact of Service Changes

Comments	Older 55+ and those with a disability	Younger
Needed for shops/services/social activities	25%	20%
Needed for hospital visits and early appointments	24%	5%
No car /needed for all travel	18%	19%
Badly affected by more limited service, poorer, less regular service would deter users, need convenient service	11%	3%
Bus is lifeline, would be isolated, must be regular service to be of use	10%	7%
Have health problems including mobility, walking	10%	1%
Needed to get to work	7%	41%
Needed to get to school/college/classes	1%	20%

A high proportion of younger respondents relied on bus services to get to their place of work, several mentioning that shift work meant that they needed to use early and late services. Older respondents used buses to access services with many mentioning they shopped regularly to avoid carrying heavy bags. There was concern, mainly among older respondents, about the difficulty in making medical appointments to fit in with bus services. A concern for many older respondents was that they would be isolated and that a regular bus service was their lifeline.

A few of the comments outlining concerns about reduced bus services are shown:

Bus services are the only form of transport available - walking is not an option as it's over 1 mile to the village. I rely on this form of transport across all aspects of my life, without it I would be practically housebound. Older resident using a least strategic service

Semi disabled – can't drive - very reliant on local bus service for work, education, leisure. Train is not a practical option. Work at different times of day so need transport throughout the day. Ageing population surely means we need more public transport as often people have to stop driving due to health issues. Younger resident using a least strategic service

I use the bus regularly; it's a life line service. I don't drive any more due to poor eyesight. No alternative transport to use. Older resident using a least strategic service

The views of older respondents using services that least meet strategic needs were not significantly different to the same groups using all other services.

Flexible Transport Services

Introduction

There is currently limited flexible transport provision across the borough. The Council supports some services, available primarily for residents with physical disabilities, across the borough. Nevertheless, coverage is not universal, and had not been reviewed or revised for some years. In April 2012, a pilot flexible transport service was launched in the north of the borough that is available to the general public, and in the south of the borough a temporary arrangement was introduced whilst the consultation process was undertaken. The purpose of both these types of services is to provide access to the nearest town for essential facilities and services, such as basic shopping needs, accessing healthcare and social facilities, banking and financial services, etc.

It is recognised that - should the proposals for reductions in subsidy for public transport be implemented - there may be adverse impacts on the ability of some residents to access local services. Whilst not a replacement for public transport, flexible transport services can meet some transport needs that otherwise would not be met. This is especially the case for residents who might have difficulty using public transport due to physical disability, do not have public transport available in the local area, or may need special assistance with occasional journeys (e.g. to and from health care appointments).

Travel Preferences

When asked if flexible transport was introduced into their area which would be their preferred day to travel, there were no significant differences in the responses for any weekday travel. Responses ranged from Tuesday (8.8%) to Monday (6.7%). A smaller proportion chose Saturday (4.8%) or Sunday (2.4%). The greatest proportion (53.4%) said they would not use flexible transport as they did not consider it met their travel needs.

- Respondents from Bollington were significantly more likely to say that they would not use flexible transport (65%).

Respondents aged 75+ were more likely to say that they would use flexible transport (71%) and that they would prefer to travel during the week rather than at weekends. All of the holders of a concessionary pass under the National Concessionary Travel Scheme (ENCTS) who answered the question said they would use flexible transport.

Certain groups of users were significantly more likely to say they would not use flexible transport. These were:

- Men (66%) compared to women (45%)
- Able bodied people (60%) compared to users with a LLTI or disability (49%)
- Full time employed (81%) compared to retired (45%).

A total of 1,040 responses were received to this question.

Travel Times

Respondents who had selected a particular day to travel by Flexible Transport were asked what time of day they would prefer to travel. 'Weekday off peak (09.30 to 1530)' was by far the most popular time selected by 76%. 'Weekday peak times' was chosen by 12% with 'evening' and 'weekend day time' by 6% each. Some groups of respondents had a higher proportion wanting to travel on weekdays off peak.

- Aged 65+ (86%)
- Females (80%)
- LLTI or disability (87%)
- Retired (85%)
- Concessionary pass holder (84%).

Concessionary Pass Holders and Flexible Transport Services

Older and disabled people are entitled to free off-peak travel on fixed route bus services under the ENCTS. This is not the case for flexible transport services. Users were asked to prioritise services within the flexible transport service scheme by choosing one of 3 options the Council could implement for concessionary pass holders on flexible transport services.

The options and proportions supporting them were:

- Free travel, but with a limited frequency of service (e.g. once per week / fortnight) (24%)
- Apply a part subsidy and part passenger fare, with a moderate frequency of service (e.g. once / twice per week) (53%)
- Apply a full fare and provide the maximum frequency of service possible (22%).

Therefore, 75% of respondents supported the introduction of either a part or full fare.

Three quarters of users answering this question had a concessionary pass under ENCTS and a similar proportion said their current status was retired. Over two-thirds (69%) were female. Table 8 below shows responses for some categories.

- A significantly higher proportion of concessionary bus pass holders chose 'free travel, but with a limited frequency of service' (27%) compared with non pass holders (15%); conversely non pass holders were more likely to choose 'apply a full fare and provide the maximum frequency of service possible' (41% and 18% respectively).

Table 8: Preferred Option for Council Implementation for Concessionary Pass Holders on Flexible Transport Services

Service	Males %	Females %	Pass Holder %	No pass %	Aged 16-64 %	Aged 65+ %
Free travel, but with a limited frequency of service	28	21	27	15	18	26
Apply a part subsidy and part passenger fare, with a moderate frequency of service	48	57	55	45	53	54
Apply a full fare and provide the maximum frequency of service possible	24	22	18	41	29	20
Number of users	124	273	326	80	119	279

No analysis is possible of responses by local area as fewer respondents answered this section.

Views and Suggestions on Flexible Transport Services

Some respondents shared their views and suggestions on how the proposals about Flexible Transport would affect them. There were a higher proportion of comments against the introduction of Flexible transport than support for it, a ratio of 3 to 1. Nearly all respondents making comments were aged 55 plus.

The main comments against Flexible Transport were:

- Do not want to be reliant of Flexible Transport
- Service would not be frequent or flexible enough and unsuitable for workers.

Comments in support of Flexible Transport included:

- Would use Flexible Transport/ be of interest
- Flexible or any transport would improve existing service.

Several respondents commented on keeping and improving the existing bus services with some mentioning that money should be found from other Council services to fund this.

Some examples of comments made included:

I simply don't think that Flexible Transport is a viable option in a village of 15,000 residents. Older resident using a least strategic service

I would not be happy only having access to transport once a week/fortnight, as this would result in a considerate change to my lifestyle and would restrict me massively. Older resident using a least strategic service

I live in a rural area - the nearest bus route is 1/2 mile walk down a narrow unlit lane with no pavement so flexible transport would improve life for me. Older resident using a least strategic service.

Community Transport

Voluntary Car Schemes

These schemes are very often operated by voluntary, church or community groups and are set up to meet the needs of a specific community. The schemes have a number of drivers to call on who can use their own vehicles to transport residents to hospital/doctors appointments, or to other essential services. Users will register to use the service, book their transport in advance through the organisation and then reimburse the driver's expenses to cover fuel and other costs. There are 10 community car schemes operating in the borough.

About one-quarter (26%) were aware of a voluntary car scheme operating in their local community. A further 11% were not sure and 62% were not aware of any schemes. Those aged 65+ were more likely to have heard of schemes (30%) than other age groups.

In some local areas, a greater proportion of respondents were aware of voluntary car schemes. This is not surprising as schemes do not cover the entire borough. The local areas with greatest awareness, with a minimum of 10 responses, were:

- Holmes Chapel (65%)
- Goostrey (62%)
- Knutsford (57%)
- Poynton (42%)
- Audlem (40%).

Just under one in five (18%) of those aware had used this service, a total of 57 individuals. People most likely to have used the service were those aged 75+ (39%) and those with a long-standing illness, disability or infirmity which limited their activities (32%).

5% (56 individuals) were interested in participating in a local transport scheme.

Shopmobility

This service operates in towns and is often provided by community and voluntary groups for those with restricted mobility. The scheme allows users to hire out electric mobility scooters for a few hours giving them access to town centre services.

Almost a third (32%) were aware of a shopmobility scheme operating in their local town, 60% were not aware and a further 8% were not sure. Those who were aware of the scheme operating in their local town were asked if they had used it. Overall, 5% had used it. This rose to 8% of those aged 75+ but this is not a significant increase.

The local areas with greatest awareness of Shopmobility, with a minimum of 10 responses, were:

- Macclesfield (73%)
- Brookhouse (69%)
- Congleton (50%)
- Crewe (47%).

General Views on Council's Proposals

Finally, respondents were asked if they had any general views on how any of the Council's proposals would impact on them or their local community. Over 700 respondents took this opportunity. Many reiterated their concerns about loss or reduction in bus services and some making further suggestions to improve services. The views of older respondents (55+) plus all those with a disability were compared with younger respondents. Table 9 shows the most frequently made comments.

Table 9: General Views on Council's Proposals

Comments	Older 55+ and those with a disability	Younger
Essential service, bad effect on social life, independence, Quality of Life, community	22%	15%
Affects the poor and disadvantaged, elderly are isolated	18%	18%
Keep/improve local services to encourage users; reduced services/ days unrealistic	17%	9%
Consider the old; lifeline for rural communities, rely on buses	14%	7%
Flexible Transport/ Community Transport not appropriate/ not flexible/frequent enough/ costly	10%	6%
Workers should be protected and principal routes	2%	19%
Need school bus	0%	16%

Many older and younger respondents mentioned the detrimental effect loss of bus services would have on their community for both very rural areas and those living on the outskirts of towns, for many to great a distance to walk to obtain essential services. They stated how any reduced service would affect the poor and disadvantaged mainly and isolate the elderly. Several mentioned that local facilities such as Post Office, banks and shops have been eroded in recent years making bus services more essential.

Many stated that a reduction in number of days services were provided was unrealistic and that services should be improved to encourage greater use. A small minority mentioned that charges could be made for concessions or some reduction in frequency of service to keep routes open.

Younger respondents, as well as being concerned for their communities, were anxious to protect services taking workers to their employment and buses taking children to school.

A sizeable minority made negative comments about the Council and its priorities, the Government and Bankers being the financial causes of loss of transport services. Many were concerned that reduced services would result in increased use of cars.

A few of the comments outlining general views are shown:

The government closed most of the Post Offices; people have to travel to the nearest town for many things. Older people can only get out by public transport - if it was cut some people would be prisoners in their homes. Older resident using a least strategic service

It would be extremely difficult to get dental and medical appointments etc on a once/twice weekly service. Also social activities would be very hard to continue doing. I would suggest a part subsidy, part passenger fare with maximum frequency of service possible. Older resident using a least strategic service

Should not restrict or cut down on the buses I travel on they have already been cut enough as we now have no Sunday service which has made my job difficult as I have no way of getting to work on a Sunday if required. Younger resident using a least strategic service.

Characteristics of Respondents

Users were asked questions about their characteristics. These are asked so that the views of protected groups can be obtained and included in the report where their views are significantly different from those of all other respondents. The vast majority had responded to the survey as a member of the public (96%). 3% replied on behalf of an organisation, business or other group and 1% as an elected member of a council or Parliament.

About one quarter of all respondents did not provide answers to the following questions.

39% of respondents were male and 61% female, a higher proportion of females than found in the general population which are 49% and 51% respectively.

The age profile of respondents did not match the age profile of the general population but were more likely to reflect the age profile of local bus users. 60% were aged 65+ including 26% aged 75+. In Cheshire East, 24% of the adult population are aged 65+ including 11% aged 75+.

This older age group are less likely to have constant access to their own transport.

The ethnic group mix of respondents was predominately white British with a small number, between 10 and 20, from other ethnic groups.

45% had a long standing illness, disability or infirmity and over four in five of these people said it limited their activities in some way.

The majority of respondents who gave an answer were retired (66%). Over a fifth (21%) were employed either full, part-time or self employed.

Over half (56%) had access to a car either themselves or by someone else in their household. This proportion is considerably lower than the 82% of households in Cheshire East who had access to a car from the 2001 Census of Population data. This left 44% (528 individuals) reliant on other transport.

In general, a higher proportion of older residents, those with a LLTI or disability and those without access to a car, took part in this consultation than found in the adult population of Cheshire East. This may reflect the profile of bus users in the area.

APPENDIX A Neighbourhood Areas of Cheshire East

Name	Include Areas	Name	Included Areas
Acton	Acton, Barbridge, Burland, Ravensmoor, Sound	Bosley	Bosley, Gawsworth/ Warren, Highlane, North Rode, Rodeheath
Adlington	Adlington, Wood Lanes	Brookhouse	Brookhouse, Kettleshulme, Pott Shrigley, Rainow
Alderley Edge	Alderley Edge	Bunbury	Bunbury
Allgreave	Allgreave, Burntcliff Top, Langley, Macclesfield Forest, Sutton Lane Ends, Wildboarclough, Wincle	Chelford	Chelford
Alsager	Alsager	Church Lawton	Church Lawton, Lawtongate
Arclid	Arclid, Bradwall Green, Brereton Green	Congleton	Congleton
Arley	Arley, Bate Heath, Pickmere, Sworton Heath	Crewe	Crewe
Ashley	Ashley, Bucklow Hill, Little Bollington, Mere, Rostherne	Disley	Disley
Astbury	Astbury, Brereton Heath, Brookhouse Green, Brownlow Heath, Four Lanes End, Hulme Walfield, Spen Green	Eaton	Eaton, Gleadsmoss, Henbury, Lower Withington, Marton, Siddington, Withington Green
Aston	Aston juxta Mondrum, Bradfield Green, Church Minshull, Minshull Vernon, Rease Heath, Warmingham, Wettenhall, Worleston	Goostrey	Goostrey
Audlem	Audlem	Handforth	Handforth
Barthomley	Barthomley, Weston	Haslington	Haslington
Bickerton	Bickerton, Brindley, Bulkeley, Chorley, Egerton Green, Faddiley, Haughton, Peckforton, Spurstow	Hassall	Hassall, Hassall Green, Lawton Heath, Lawton Heath End
Blakenhall	Blakenhall, Checkley, Chorlton, Hatherton, Hough	High Legh	High Legh
Bollington	Bollington	Higher Poynton	Higher Poynton, Middlewood

Name	Include Areas	Name	Included Areas
Holmes Chapel	Holmes Chapel	Handforth	Handforth
Lower Peover	Lower Peover, Marthall, Ollerton, Over Peover, Peover Heath, Plumley, Smithy Green	Knutsford	Knutsford
Macclesf'ld	Macclesfield	Presbury	Prestbury
Middlewich	Middlewich	Rode Heath	Rode Heath, Scholar Green
Mobberley	Mobberley	Sandbach	Sandbach
Morley	Morley, Morley Green, Styal	Shavington	Shavington
Mount Pleasant	Mount Pleasant, Mow Cop (Cheshire)	Wheelock	Wheelock Heath/ Winterley
Nantwich	Nantwich	Wilmslow	Wilmslow
Nether Alderley	Nether Alderley	Wrenbury	Wrenbury
Poynton	Poynton	Wybunbury	Wybunbury

APPENDIX B Neighbourhood Areas and Number of Responses

Acton	5	Handforth	22
Adlington	8	Haslington	4
Alderley Edge	5	Hassall	11
Allgreave	6	High Legh	2
Alsager	85	Higher Poynton	61
Arclid	14	Holmes Chapel	29
Arley	1	Knutsford	47
Ashley	1	Lower Peover	11
Astbury	4	Macclesfield	81
Aston	5	Middlewich	24
Audlem	45	Mobberley	1
Barthomley	5	Morley	1
Bickerton	1	Mount Pleasant	0
Blakenhall	6	Nantwich	66
Bollington	182	Nether Alderley	2
Bosley	2	Poynton	136
Brookhouse	37	Prestbury	11
Bunbury	1	Rode Heath	27
Chelford	9	Sandbach	95
Church Lawton	11	Shavington	14
Congleton	54	Wheelock	0
Crewe	115	Wilmslow	35
Disley	10	Wrenbury	15
Eaton	1	Wybunbury	6
Goostrey	23		