Stockton Heath Parish Council

Parish Council Office, Stockton Heath Library, Alexandra Road,
Stockton Heath, Warrington, Cheshire WA4 2AN

Telephone: (01925) 210558 Email: clerk@stocktonheathpc.org.uk
www.stocktonheathpc/.org.uk

Dear Councillor

I hereby summons you to attend the **MEETING OF THE PARISH COUNCIL** which will be held at **STOCKTON HEATH LIBRARY**, Alexandra Road, Stockton Heath on **TUESDAY 8 MARCH 2022,** commencing at **7.30 pm** for the consideration of the subjects mentioned below.

Yours sincerely
Lara Jacob
Clerk to the Council 2 March 2022

AGENDA

21/166 Apologies
To receive and accept apologies given for non-attendance**.**

21/167 Declarations of Interest
Members are reminded of their responsibility to declare any disclosable pecuniary or non-pecuniary interest which they have in any item of business on the agenda no later than when the item is reached. Declarations are a personal matter for each Member to decide and the decision to declare, or not, is the responsibility of the Member based on the particular circumstances. Dispensations on any declarations of pecuniary interest made either before or during the meeting to be then considered by the Parish Council and any dispensations documented accordingly.

21/168 Public Participation
In accordance with Standing Order 3 (d,e,f,g,h,i) - The meeting shall be adjourned for a maximum of 30 minutes for Public Participation. Speeches will not last more than 3 minutes. No elector will be allowed to speak more than once on any one subject.
168.1 PCSO Monthly Report
168.2 Members of the Public

21/169 Minutes
169.1 Parish Council
The minutes of the Monthly Meeting of the Parish Council held on Tuesday 8 February 2022 to be confirmed as a true record and signed by the Chairman.
169.2 Planning, Finance and General Purposes Committee
The minutes of the Planning, Finance & General Purposes Committee held on Tuesday 21 February 2022 and Tuesday 1 March 2022 to be confirmed as a true record and signed by the Chairman.

21/170 Report on actions from previous minutes and on correspondence received
To receive and note the above reports (attached)

21/171 Councillors' Reports
To report any matters that have been raised to councillors since the Monthly

Parish Council Meeting held on Tuesday 8 February 2022.

21/172 Working Group Reports
To receive and consider any actions from the following Working Groups:
172.1 Communications
172.2 Climate and Ecological Emergency
172.3 Queen's Jubilee Parish Events

21/173 Annual Parish Meeting and Annual Parish Council Meeting
To confirm the date and time of the Annual Parish Meeting as 12 April 2022 at 7.00pm and the Annual Parish Council Meeting as 10 May 2022 at 7.30pm.

21/174 Donation to Warrington Foodbank
To consider a donation to Warrington Foodbank, proposed by Cllr Barlow.

21/175 Livewire Grant Contract
To consider the grant contract provided by Livewire (enclosed)

21/176 Reserves
To consider proposed increases to Earmarked Reserves from the General Reserves for FY 2022 to 2023.

21/177 Cheshire Constabulary Helpdesk Consultation
To consider a response to the consultation.
https://wh1.snapsurveys.com/s.asp?k=164432458930

21/178 WBC Enhanced Partnership Plan Consultation
To consider a response to the consultation (supporting papers enclosed)
Warrington Enhanced Partnership - Statutory Consultation (snapsurveys.com)

21/179 Boundary Commission Consultation
179.1 **To consider** a response to the consultation
https://www.bcereviews.org.uk/node/6487?postcode=WA46AT

179.2 **To consider** how the parish council can encourage residents to take part in the consultation (supporting papers enclosed)

21/180 Remembrance Day and Walking Day
To receive an update from Cllr. Wheeler.

21/181 Thank You Day 5 June 2022
To consider a proposal from Cllr Barlow to mark the day and discuss appropriate plans.
https://tinyurl.com/359wewb2
https://thankyouday.org.uk/

21/182 Reports from Outside Bodies
To receive and **discuss** reports from attendance at other meetings.

21/183 Future Agenda Items and Items for Publicity
To agree items to be placed on a future agenda.
To agree items to be publicised through the website, newsletter or by report to

the press and media.

21/184 Staff Appraisals

184.1 **To note** that staff appraisals have been completed and **to consider** any recommendations.

184.2 **To note** that the respective Unions and Employers have settled the pay claim for April 2021 to March 2022, agreeing on an award of 1.75%. The award to be backdated to April 2021 and paid in the March 2022 salary.

21/185 Planning Applications

To consider a response to the following planning applications received:

2022/40930 17, Summerville Gardens, Stockton Heath, Warrington, WA4 2EG
Proposed reduction in size of foot print of extension on application 2021/38587 Householder - Single storey side extension with external alterations to existing opening and new rear dormer extension with juliet balconies

https://tinyurl.com/yc4ykrn3

Matters for discussion in closed session

Public Bodies (Admission to Meetings) Act 1960 s.2
A body may, by resolution, exclude the public from a meeting whenever publicity would be prejudicial to the public interest by reason of the confidential nature of the business to be transacted or for some other special reasons stated in the resolution and arising from the nature of that business of the proceedings; and where such a resolution is passed, this Act shall not require the meeting to be open to the public during proceedings to which the resolution applies.

21/186 Date and Time of Next Meeting

Tuesday 12 April 2022, 7.30pm

Stockton Heath Parish Council

MINUTES OF THE MEETING OF STOCKTON HEATH PARISH COUNCIL HELD AT STOCKTON HEATH LIBRARY ON TUESDAY 8 FEBRUARY 2022 AT 7.30PM.

Present: Councillor P Todd (Chair)
Councillors Barlow (left 9.18 pm), Dutton, Gillibrand, Harris (left 9.20pm), Harrison, Jones, North (left 9.17pm), Walker (left 9.17pm) and Wheeler.

Attending: L Jacob – Clerk; PCSO Helen Jaras; 2 members of the public (left 9.17pm)

21/149 Apologies

Apologies were received and accepted from Cllrs. Jordan, Murphy, Olsen and Taylor. Cllr Dean was absent.

21/150 Declarations of Interest

Cllr Walker, as a substitute member of the Development Management Committee would not speak on any planning matters.

21/151 Public Participation

151.1 PCSO Monthly Report

PCSO Helen Jaras was welcomed to her first meeting.

A report had been made available prior to the meeting and PCSO Jaras provided additional detail. Reassurance calls had been made to residents following several attempted break-ins and one arrest had been made in connection with these. There were three incidents of criminal damage, two to cars and one to property; several anti-social behaviour incidents, one involving the discovery of a large canister of nitrous oxide and another where youths had been setting fire to aerosol cans. PCSO Jaras had attended St Thomas' Primary School to give advice on staying safe online, part of Safer Internet Day.

Councillors asked for the following to be given attention – speeding on Ellesmere Road and the possibility of the police supporting a request for the road to be reduced to a 20mph zone; inconsiderate parking across junctions at Derby Road, Sothern Street and Hawthorne Road.

PCSO Jaras left the meeting

151.2 Members of the Public

A resident provided positive community feedback on the planters through the high street; reported that community groups were making progress with planning for Jubilee events.

21/152 Minutes

152.1 Parish Council

The minutes of the Monthly Meeting of the Parish Council held on Tuesday 11 January 2022 were confirmed as a true record and signed by the Chairman.

152.2 Land Assets Committee

The minutes of the Land Assets Committee held on Tuesday 18 January 2022 were confirmed as a true record and signed by the Chairman.

152.3 Village Committee

The minutes of the Village Committee held on Tuesday 25 January 2022 were confirmed as a true record and signed by the Chairman.

152.4 Planning, Finance and General Purposes Committee

The minutes of the Planning, Finance & General Purposes Committee held on Tuesday 18 January 2022 and Tuesday 1 February 2022 were confirmed as a

true record and signed by the Chairman.

21/153 Matters to be resolved from minutes

Village Committee, Tuesday 25 January 2022

153.1 (minute V21/033) **Recommended** that £3000 is made available to WBC to assist with the purchase and ongoing maintenance of street trees, with a recommendation that the monies be vired from the following budgets: Christmas Tree Lights (£1500), Grass cutting (£1000) and History Trail Project (£500).
Resolved to accept the recommendation.
(minute V21/036) Full council to contribute ideas for Stockton Heath Festival stall activities.
This was noted and councillors were asked to email ideas to the clerk for collation and consideration by a working group to be convened for the purpose ahead of the event.
Cllr Wheeler suggested the use of historic OS maps to compare with Stockton Heath's development today and would seek costing details.

Planning, Finance and General Purposes Tuesday 1 February 2022

153.2 (minute P21/115) **Recommended** the current grant policy and guide be amended to incorporate the changes introduced by the words in italics that require an application to be filled in as part of the process and for financial information to be provided at the time of making the application.
Resolved to accept the recommendation, with an additional change to state that funding should be spent within a calendar year of receipt rather than in the financial year in which it was awarded.
153.3 (minute P21/116) **Recommended** that the following grants be made:
a grant of £2200 to Stockton Heath Festival to assist with holding the 2022 Festival;
a grant of £380 to Wild About Stockton Heath to assist with website hosting and public liability insurance costs.
a grant application of £500 to Promote Stockton Heath (representing the local retailers) to help fund Queen's Platinum Jubilee flags.
Resolved to accept the recommendations for providing grants, and that the payment to the Stockton Heath Festival is regarded as a sponsorship of the event rather than a grant.

21/154 Report on actions from previous minutes and on correspondence received

To receive and note the above reports (attached)
In addition a Traffic Notification had been received regarding the closure of Parkgate Road from 14 February 2022 for two weeks to allow gas mains replacement; an email from a resident regarding the fault with the lamp post at Vicarage Walk, with the matter currently in hand.

21/155 Councillors' Reports

To report any matters that have been raised to councillors since the Monthly Parish Council Meeting held on Tuesday 11 January 2022.

Correspondence had been received from a resident regarding the failure of WBC to remove a tree in Limetree Avenue which was a potential trip hazard. This to be followed up with WBC.
Correspondence regarding damage to a car from a fallen tree was ongoing and

the borough councillor, Mr Biggin, had been contacted.
A resident had raised concerns about the replacement of flagged paving with tarmac in the conservation area of Grappenhall Road. A response from WBC explaining that the slabs were not a heritage feature and unsuitable in relation to street trees had been relayed. WBC had also reiterated the necessity for residents in the area to remove all vegetative growth from their boundary with the footpath to allow the works to be carried out without undue risk to the contractors.
A complaint lodged with WBC regarding large quantities of leaf litter and mud on pavements at Queen's Drive had been responded to within ten days, with residents rallying to ensure cars were not parked and causing obstruction so that the work could be carried out effectively.

21/156 Working Group Reports
To receive and consider any actions from the following Working Groups:
156.1 Communications
The group had not met.
156.2 Climate and Ecological Emergency
The group had not met.
156.3 Queen's Jubilee Parish Events
The group had met just prior to this meeting and an oral report on discussions was given.
Many ideas had been discussed including:
Offering Mill Lane field to the community for community-led activities;
Advertising the offer of the field and inviting ideas from the community for its use;
Investigating the cost of providing toilet facilities on the field during the holiday weekend;
Rallying councillor and parish ranger volunteers to monitor the activities;
Investigating the scope for additional Jubilee tree planting;
Providing new benches at various locations across the parish (and in particular at the Ellesmere Road easement) with community suggestions invited, and to include a Jubilee Commemorative Plaque on each bench;
Refurbishment project at Victoria Square;
Investigate the possibility of a light show projection at Victoria Square;
Use of advertising hoardings to display a Jubilee Greeting;
Hanging bunting at various locations across the parish;
Investigating if banners or symbols can be displayed on lamp posts.
Resolved that Mill Lane Field will be advertised for community-led activities and that the working party will progress their ideas, bringing financial requests to the PFGP or full council.

21/157 Internal Control Check
Cllr. Gillibrand was appointed to carry out a check on the parish council's financial systems in February 2022.

21/158 Community Traffic Surveys in Lymm
Cllr Wheeler provided information on a community-based traffic survey project being undertaken by Lymm Parish Council. The scheme involved members of the community volunteering to host traffic monitoring systems in their homes which collected data on traffic movement, including heavy vehicles, cars, bicycles and pedestrians. More information on the scheme will be brought

forward to a future meeting.

21/159 Red Lane Allotment Lease
Resolved that the draft lease prepared by the solicitor should, with the inclusion of a short introductory summary, be finalised, and sent to the Allotment Association.

21/160 Future Meeting Venues
Resolved that meetings of the full council continue to be held at Stockton Heath Library, that two additional light weight fold down tables be purchased at a cost of £110 each and that further communication with the Friends of the Library take place to explore the use of audio-visual equipment to improve sound and access to information at meetings.

21/161 Quotations for Tree Works
Two quotations to carry out works advised by a health and safety tree inspection, had been received, but as the second had not been received until the meeting, the quotations were difficult to compare.
Resolved that the decision be delegated to the Clerk and the Chair of the Parish Council.

21/162 Planning Applications
The discussion on the Grappenhall Road planning application was taken after 21/164 when only the following councillors remained in the room – Cllrs. Dutton, Jones, Gillibrand, Harrison, Todd and Wheeler.

2022/40776 32, Grappenhall Road, Stockton Heath, Warrington, WA4 2AG
dropped kerb

A concern to be raised that the development could compromise the street scene in a conservation area.

EN060006-000006
Application by Cadent Gas Limited (the Applicant) for an Order granting Development Consent for the HyNet North West Hydrogen Pipeline (the Proposed Development)
No comment

21/163 Reports from Outside Bodies
There were no reports from attendance at Outside Bodies.

21/164 Future Agenda Items and Items for Publicity
The following items to be placed on a future agenda:
Remembrance Day/Walking Day Road Closures; Street Trees
Publicity – to advertise the availability of Mill Lane Field for community-led Jubilee activities.

21/165 Date and Time of Next Meeting
Tuesday 8 March 2022, 7.30pm

The meeting closed at 9.30pm

Stockton Heath Parish Council

Minutes of an extra meeting of the Planning, Finance & General Purposes Committee was held on Monday 21 February 2022, commencing at 11.00am at Stockton Heath Library.

Present: Cllr C Jones (Chairman)
Councillors H Dutton and P Todd

Attending: Mrs I Derbyshire (Assistant Clerk)

P21/122 Apologies
Apologies were received and accepted from Cllrs P J Walker, J C Wheeler, A North, L Murphy and S Taylor

P21/123 Declarations of interest
No declarations were made.

P21/124 Public Participation
No members of the public were in attendance,

P21/125 Planning Applications
Responses to planning applications received are detailed in the appended table.

P21/126 Date and Time of Next Meeting
Tuesday 1 March 2022 at 7.30 pm.

P21/125 Planning Applications to consider

Date received	Planning Application Number	Address	Proposal	Comments
02/02	2022/40877	13, Greenbank Gardens, Stockton Heath, Warrington, WA4 2DR	Application for a Lawful Development Certificate for a Proposed Single storey rear and side extension and hip to gable/rear dormer extension	Info Only
02/02	2021/39910	20, Kimberley Drive, Stockton Heath, Warrington, WA4 6JU	Erection of a part two storey/part single storey side extension following demolition of existing side extension and detached garage. Associated elevational alteration including rendering of main dwelling house.	No comment
03/02	2022/40885	18, Cawdor Street, Stockton Heath, Warrington, WA4 6LU	Erection of a single storey rear/side	No comment
14/02	2022/40868	11, Swanage Close, Stockton Heath, Warrington, WA4 2YZ	Single Storey Rear Extension	No comment

STOCKTON HEATH PARISH COUNCIL

Minutes of a meeting of the Planning, Finance & General Purposes Committee was held on Tuesday 1 March 2022, commencing at 7:30pm at Stockton Heath Library.

Present: Cllr. C Jones (Chair),
Cllrs. H Dutton, L Murphy, A North (arrived 7.41pm), P Todd, J Wheeler, S Taylor and P Walker
Attending: I Derbyshire (Assistant Clerk)

P21/127 Apologies
No apologies were received.

P21/128 Declarations of interest
None declared.

P21/129 Public Participation
No members of the public were present.

P21/130 Accounts for Payment
130.1 **Resolved** that approval be given for payment of the accounts as detailed on the schedule of payments dated to 28 February 2022 and that authorisation will be approved, via internet banking, by Cllrs. Jones and Todd.

130.2 **Resolved** that the bank reconciliations presented to 31 January 2022 match the bank statements received and Cllr Taylor, who is not Chairman of the Parish Council nor a cheque signatory, signed the reconciliation and accompanying statements.

130.3 **Resolved** retrospectively the increased cost of the bench in the Forge car park at £356 (not £285 as previously agreed). This was due to a delivery charge of £76

130.4 No updates on other financial issues.

P21/131 Receipts
Noted the receipt of monies into the following accounts
For the period 1 February 2022 to 28 February 2022

Cash donation from a Street Trader at the Christmas Event	£20.00
Annual interest from the Mansfield Building Society for 2021	£594.34

P21/132 Statement of Receipts and Payments to date 2021/22
Noted the Statement for the period to 28 February 2022.

P21/133 <u>Risk Management Register</u>
This item to be deferred to the next Planning, Finance & General Purposes Meeting. The Register with the suggested amendments to be circulated to all committee members, for them to peruse and return with any queries before the next meeting.

P21/134 Update on Grant Application
Noted that PCSO Jordan Burke had advised that the Sale Sharks project, that the parish council had agreed to fund, is not progressing at this time.

P21/135 Planning Applications
135.1 No planning applications had been received.
135.2 Noted one refused planning application as appended in the table below.
135.3 There were no other updates on any other planning issues.

P21/136 Date and Time of Next Meeting
Tuesday 29 March 2022 at 7.30 pm

Meeting closed at 8.02pm

P21/130 Schedule of Payments

The following accounts are submitted for approval and payment by the Committee from the agreed budget for 2021/22

Payee	Goods or Service provided	Budget Heading	Net	VAT	Gross
Staff Costs	Staff Salaries	People Costs	4549.61	0.00	4549.61
WAP Lawton	Flags at the Weir	Land Assets Ackers Pit	725.00	145.00	870.00
Livewire	Rental Oct - Dec 2021	Office Costs	750.00	0.00	750.00
Pest Control P Griffiths	Pest Control Ackers Pit	Land Assets Ackers Pit	260.00	0.00	260.00
Information Commission	Data Protection Fee	Office Costs	35.00	0.00	35.00
Wavenet	Office Broadband	Office Costs	9.40	1.88	11.28
National Westminster Bank	Bank Charges	Office Costs	27.65	0.00	27.65
Stockton Heath Festival	Sponsorship	Grants	2,200.00	0.00	2,200.00
Promoting Stockton Heath	Grant	Grants	500.00	0.00	500.00
Wild About Stockton Heath	Grant	Grants	380.00	0.00	380.00
			9436.66	**146.88**	**9583.54**
Debit Card Transactions					
Amazon	Wall Planner	Office Costs	7.48	1.50	8.98

P21/135.2 Details of Refused Planning Applications

Date received	Planning Application Number	Address	Proposal	Decision
07/01/2022	2021/40755	6 Burnside Avenue Stockton Heath	Proposed loft conversion including rear dormer	Refused. The proposed hip to gable extension would unbalance the semi-detached pair and create an awkward juxtaposition with the existing two storey side extension resulting in varying roof styles to the front elevation. The impact of this would be an incongruous appearance in the street scene, which would have a discordant and prominent effect. The development would not reinforce or enhance the defined local character and would therefore be contrary to policy QE7 contained within Warrington's adopted Local Plan Core Strategy (2014) and the House Extensions Supplementary Planning Document (2021)

Grant Contract

The Parties to this Grant Contract are:

Stockton Heath Parish Council
Address (**the Grantor**) represented by:

and

LiveWire (Warrington) CIC Registered at Orford Jubilee Park, Jubilee Way, Warrington, WA2 8HE (**the Grantee**) represented by

Emma Hutchinson, Managing Director

referred to collectively as the **Parties** and each individually as a **Party**, on the following terms.

1. Introduction and Definitions

1.1 This Grant Contract contains the terms on which grant funding is being provided to the Grantee for the Project.

1.2 In this Grant Contract the following terms have the meanings set out below:

Grant Contract

(a) **'Project'** means the activity in support of Stockton Heath Library for which the Grantor has sought proposals and awarded grant funding to the Grantee under this Grant Contract;

(b) **'Financial Year'** means the year ended 31 March in which the grant funding paid under this Grant Contract is received by the Grantee

1.3 Any reference to UK primary legislation (Acts) or secondary legislation (Statutory Instruments) in this Grant Contract includes reference to any changes to or replacement of those Acts or Statutory Instruments.

2. Grant Offer

2.1 The Grantor offers to pay the Grantee the grant funding set out in this Grant Contract **on condition that** the Grantee complies fully with the terms of this Grant Contract.

2.2 The Grantee acknowledges that the Grantor agrees to provide funding only for the amount, period and purposes set out in this Grant Contract.

3. Purpose of the Grant

3.1 The Grantor is providing grant funding for the support in operational costs at: *Stockton Heath Library* ("the Library"). The Library outputs and activities under the Project are set out in Annex A.

3.2 The Grantee accepts responsibility for the proper use and administration of all funding provided by the Grantor under this Grant Contract and undertakes that this will be used only for the purpose of using the funding as set out in accordance with Annex A.

4. Grant Funding Period

4.1 The grant funding period is from *1st April 2022* to 31st March 2023

5. Amount of the Grant

5.1 The Grantor shall provide up to a maximum of £1,281.00 towards the total costs of operating the Library.

5.2 The Grantor does not guarantee grant funding for subsequent periods after the term of this Grant Contract. If the Grantor were to provide additional grant funding this will depend on factors including:

(a) The availability of funding to the Grantor and

(b) Full compliance with the terms of this Grant Contract by the Grantee in the period covered by this Grant Contract.

6. Managing the Grant

Reporting

6.1 Within 3 months of the end of the Financial Year the Grantee will share accounts information for the Library to demonstrate where and how the grant funding has been utilised in support of the Project.

Surplus funding

6.2 Any grant funding not used for the Project will be returned to the Grantor as agreed between both parties.

7. Lawful Conduct

7.1 The Grantee acknowledges that the Grantor is subject to the Freedom of Information Act 2000, the Data Protection Act 1998 and the Equality Act 2010.

7.2 The Grantee must ensure that it complies with any applicable law or organisational directives and regulations which is binding on it.

8. Publicity – Acknowledgement of Funding

8.1 The Grantee may acknowledge the grant funding provided by the Grantor for the Library in materials produced during the grant funding period and at related public events unless the Grantor directs otherwise. Where the Grantor directs that its funding must not be acknowledged the Grantee shall comply with this instruction.

9. Liability and Indemnity

9.1 Neither Party may limit its liability for personal injury or death caused by negligence, fraud or fraudulent representation.

9.2 Subject to clause 9.1, the Grantor does not accept any liability to the Grantee or to any third Party for any costs, claims, damage or losses however they are incurred.

9.3 The Grantee agrees to indemnify the Grantor for any costs, claims, damage or losses which arise as a result of negligence by the Grantee or out of any breach by the Grantee of any terms of this Grant Contract.

10. Dispute Resolution

10.1 The Parties shall attempt in good faith to negotiate a settlement to any dispute between them arising out of or in connection with this Grant Contract.

10.2 The Parties may settle any dispute using a dispute resolution process which they agree.

11. Entire Agreement

11.1 This Grant Contract constitutes the entire agreement between the Parties and supersedes all negotiations, representations or agreements either written or oral preceding it, without prejudice to either parties rights and remedies at law or otherwise.

12. Governing Law

12.1 This Grant Contract will be governed by and construed in accordance with substantive English law and the Grantee hereby irrevocably submits to the non-exclusive jurisdiction of the English courts. The submission to such jurisdiction will not (and will not be construed so as to) limit the right of the Grantor to take proceedings against the Grantee in any other court of competent jurisdiction, nor will the taking of proceedings by the Grantor in any one or more jurisdictions preclude the taking of proceedings by the Grantor in any other jurisdiction, whether concurrently or not.

E Hutchinson

Signed for the Grantee		Signed for the Grantor	
Name:	Emma Hutchinson	Name:	
Date:	4 February 2022	Date:	

Annex A Funding Specific Requirements

Contribution towards the running costs of the Library to enable the core library offer at the Library to be sustained as follows:

- Maintaining current opening hours as at 1st April 2022

Monday: *10:00am – 5:00pm*
Tuesday: *10:00am – 6:00pm*
Wednesday: *Closed*
Thursday: *10:00am – 6:00pm*
Friday: *10:00am – 5:00pm*
Saturday: *9:30am – 1:00pm*
Sunday: *Closed*

- Maintaining current staffing levels as at 1st April 2022:

4 Members of Staff, equating to 2 FTE. 1 Lead LiveWire Advisor plus 3 Library Assistants

- Maintaining the current level of People's Network provision as at 1st April 2022:

As detailed within the design for the refurbished library building.

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We Want Your View on Helpdesk Proposal

Cheshire Constabulary is asking for the public's feedback on plans to have helpdesks at five police stations across the county.

Currently there are 16 helpdesks which have varying opening hours over five to seven days a week, but many are seldom used.

With more and more people now choosing to contact the police in different ways, the Constabulary is working to ensure the service it provides meets the changing needs of the public.

Under the new proposals a helpdesk service would be provided at police stations in Blacon, Crewe, Warrington, Widnes and Macclesfield.

These helpdesks would be open to the public between 8am and 5pm from Monday to Saturday. In addition, a virtual video link to a helpdesk officer will be available within the same opening hours at Northwich Police Station.

Assistant Chief Constable Bill Dutton said: "Firstly I would like to reassure the public that these proposals will not reduce the level of service or the current police presence in Cheshire. Our operational teams and where we deploy our police officers and police community support officers from are unaffected.

"Since helpdesks were introduced in 2004 the landscape has changed significantly. A large proportion of the population have mobile phones and access to online services meaning the need for face-to-face contact is reducing.

"We have noticed that more people than ever are now choosing to report crime and interact with police online or via a mobile device, and as a police service we have to adapt to these changes in our society.

"It is important to reiterate that we are not proposing to close any police stations, and although some helpdesks would close under these proposals, these will be substituted by regular Police Community Support Officer (PCSO) surgeries.

"The savings we make will be reinvested into our force contact centre, helping improve our response times in answering 999 and 101 calls, which is a key priority for the Constabulary.
"This investment will also support our work in dealing with online enquiries, which we are seeing more and more of with the advancement of technology.

"However, it is really important we hear from our communities about these proposed changes and I want to encourage people to feedback to us during the consultation process."
John Dwyer, Police and Crime Commissioner for Cheshire, added: "In my Police and Crime Plan I talk about delivering a modern police service, and that includes changing the way the Constabulary works so that it reflects the ways that the public are contacting the police.

“I want people to have confidence in our police service so it’s vital that everyone has their say on these proposals. More people are interacting with the police online but I want to make it clear that the Constabulary’s visible presence will increase.

“The Chief Constable and I are steadfast in our commitment to increasing the police presence across Cheshire by taking our officer numbers to their highest ever level on our current boundaries – a total of 2,347.

“We are investing in our force control centre, bringing 101 waiting times down and getting officers out quicker to both 999 and 101 calls. The budget I have approved for 2022/23 includes a further £1.3 million investment on top of this, putting more frontline staff where they are best placed in order to take your call in your moment of need.

“People consistently feed back to me that the police need to invest more in the ways that people want to contact us and prioritise resources efficiently. That is what these proposals aim to do.”

To have your say on the proposals please visit https://wh1.snapsurveys.com/s.asp?k=164432458930

The consultation is open from 14 February until 27 March 2022.

Anyone wanting to report a crime, incident or looking to seek advice from the police can do so by visiting www.cheshire.police.uk or by calling 101.

In the case of an emergency or threat to life, always dial 999.

WARRINGTON
Borough Council

Professor Steven Broomhead
Chief Executive

David Boyer
Director
Environment and Transport

East Annex
Town Hall
Warrington
WA1 1UH

Your Ref:
Our Ref: STS/AJ/BSIP-EP

11th February 2022

Dear Sir / Madam

Enhanced Partnership Plan and Scheme
Statutory Consultation: Friday 11 February - Friday 25 March 2022

Warrington Borough Council (WBC) has recently announced plans to improve local bus services through a formal Enhanced Partnership Scheme with bus operators (those that operate qualifying services), in response to the government's National Bus Strategy (Bus Back Better).

An Enhanced Partnership for Warrington will allow the authority to work together with operators to improve ticketing, routes, and frequency of services across the borough. It will also allow us to bid for a fair share of £3 billion of national funding pledged by government to encourage local bus use.

Our proposal for our network includes:

- introduction of multi-operator ticketing;
- a faster, more reliable and punctual system;
- improved provision of bus stop information;
- a better bus experience; and
- a new zero emission bus fleet.

The Enhanced Partnership (EP) Plan and Scheme are statutory documents which require consultation by law under the Transport Act 2000, section 138F. Your views will help us understand if the proposals within the EP Plan and the actions to achieve them in the EP Scheme are ambitious and extensive enough to reverse recent falls in patronage and grow the market.

You can take part in the consultation by completing our consultation questionnaire online before it closes on **Friday 25 March 2022**. This consultation questionnaire contains a mixture

of closed and open questions. At the end of the survey, you will be able to provide any other comments that you may have.

Our Draft EP Plan and Scheme have been included in the attachments to this email, alongside a competition test assessment:

- **Warrington's Enhanced Partnership Plan** (PDF, 4.6mb)
- **Warrington's Enhanced Partnership Scheme** (PDF, 2.4mb)
- **Warrington's Enhanced Partnership Competition Test Assessment** (PDF, 1.0mb)

Please note, participation in this consultation is completely voluntary. By completing and submitting this questionnaire, you give consent to take part in the consultation – you can find more information about confidentiality and data protection at the end of the questionnaire.

If you have any queries, please do not hesitate to contact me.

Thank you for taking the time to give us your views on our plans for bus service ambitions and the proposed improvements.

Yours sincerely



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Warrington Enhanced Partnership Plan DRAFT

December 2021











WARRINGTON
Borough Council

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1. Introduction

THE WARRINGTON ENHANCED PARTNERSHIP PLAN FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY WARRINGTON BOROUGH COUNCIL (WBC)

This document sets out Warrington Borough Council's (WBC) Enhanced Partnership (EP) Plan. The EP Plan provides a high-level vision and objectives for bus services in the local area, drawing on Warrington's 2021 Bus Service Improvement Plan (BSIP)[1], and will facilitate the introduction of one or more EP Schemes.

As outlined in the EP guidance[2] and in accordance with the statutory requirements for an EP Plan as set out in Section 138A of the Transport Act 2000[3], this document:

- Details the area and period to which the Plan relates;
- Sets out an analysis of local bus services;
- Sets out policies relating to local services in the area;
- Sets objectives regarding the quality and effectiveness of local bus services;
- Describes how the EP Scheme(s) are intended to assist in delivering these policies and achieving these objectives;
- Describes the intended effects of the EP Schemes on neighbouring areas; and
- Sets out how and when the EP Plan is to be reviewed.

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[1] https://www.warrington.gov.uk/buses

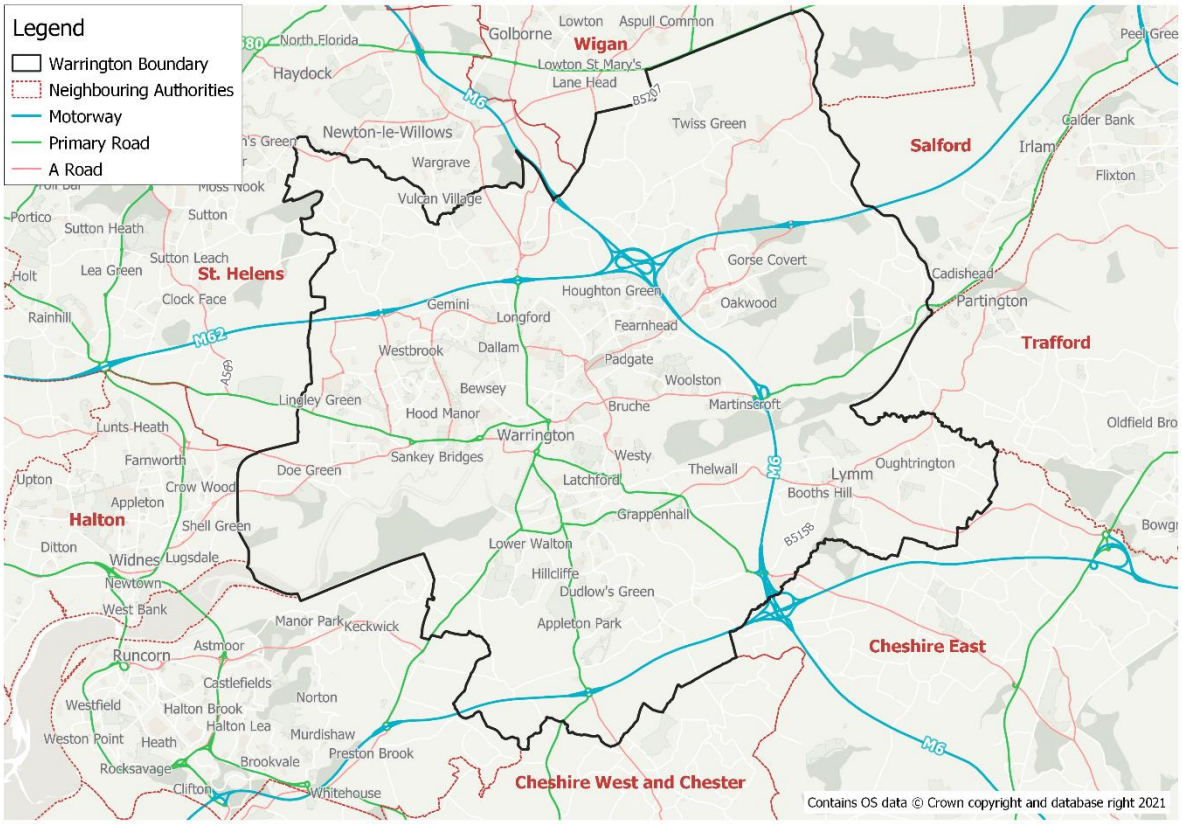
[2] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1002507/national-bus-strategy.pdf

[3] https://www.legislation.gov.uk/ukpga/2000/38/section/138A

2. Extent of the Enhanced Partnership

Figure 2.1 presents the geographical coverage of the EP Plan and Scheme, which covers the entire borough, comprising the main urban area, surrounded by a rural hinterland and includes a number of distinct settlements.

Figure 2.1: Warrington EP Boundary



As shown above, Warrington is bounded by seven neighbouring local authorities, including Cheshire East, Cheshire West and Chester, Halton, St. Helens, Salford, Trafford and Wigan. Whilst this EP is specific to Warrington, WBC liaises with neighbouring authorities regularly to identify and address any cross-boundary bus issues.

The EP Plan and EP Scheme will start on 1st April 2022. The Plan shall have no end date, but shall be reviewed every five years from the commencement date; this review will include its extent, objectives, governance and compliance with legislation. The EP Scheme shall have no end date, but shall be reviewed by WBC every six months.

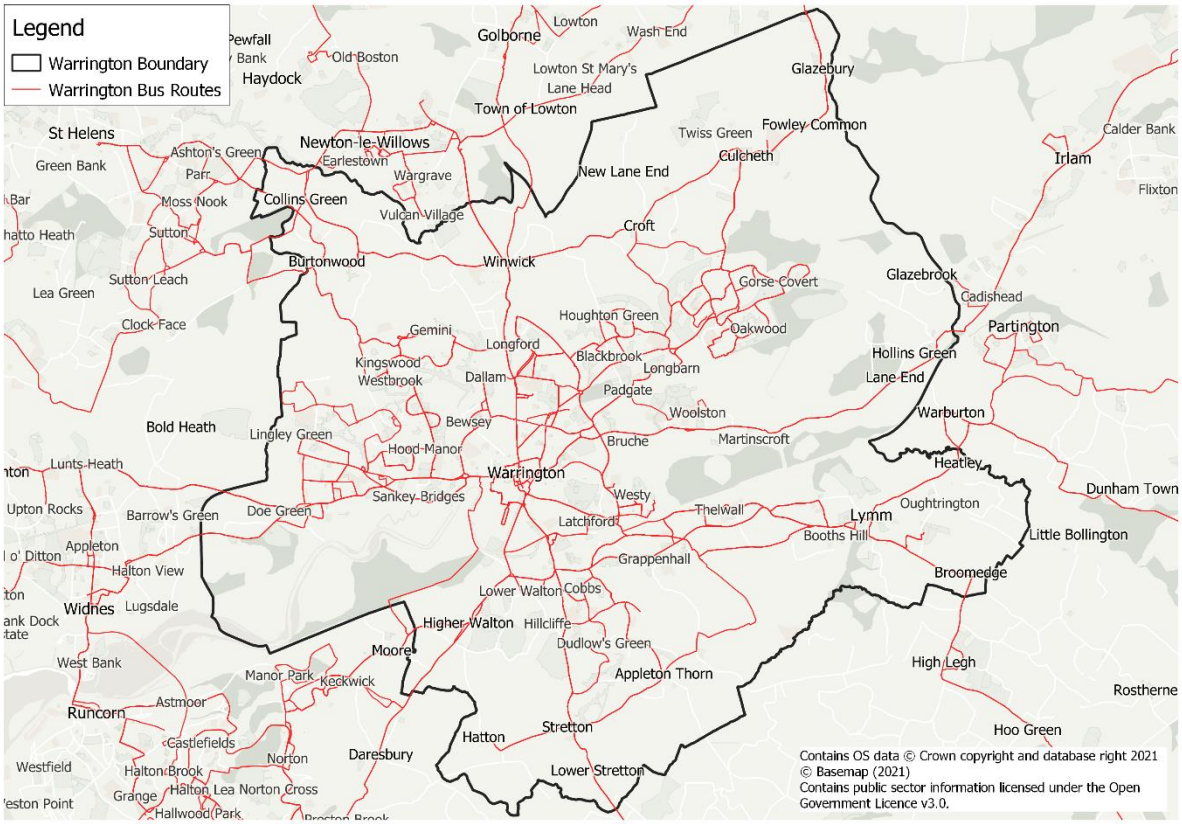
3. Bus Travel in Warrington

3.1 Bus Infrastructure and Provision

Warrington's bus network is shown in **Figure 3.1**; this captures all routes that stop within the boundary of Warrington. The bus network is centred on Warrington Bus Interchange, with most services following radial routes from the town centre. While this provides effective access to the town centre, there are few cross-city routes or routes between outlying areas of the borough.

Although most routes are internal within the Warrington boundary, there are some services to neighbouring towns and cities, including Altrincham, Chester, Liverpool, Manchester, Northwich, Runcorn, St Helens, Widnes and Wigan.

Figure 3.1: Warrington's Bus Network

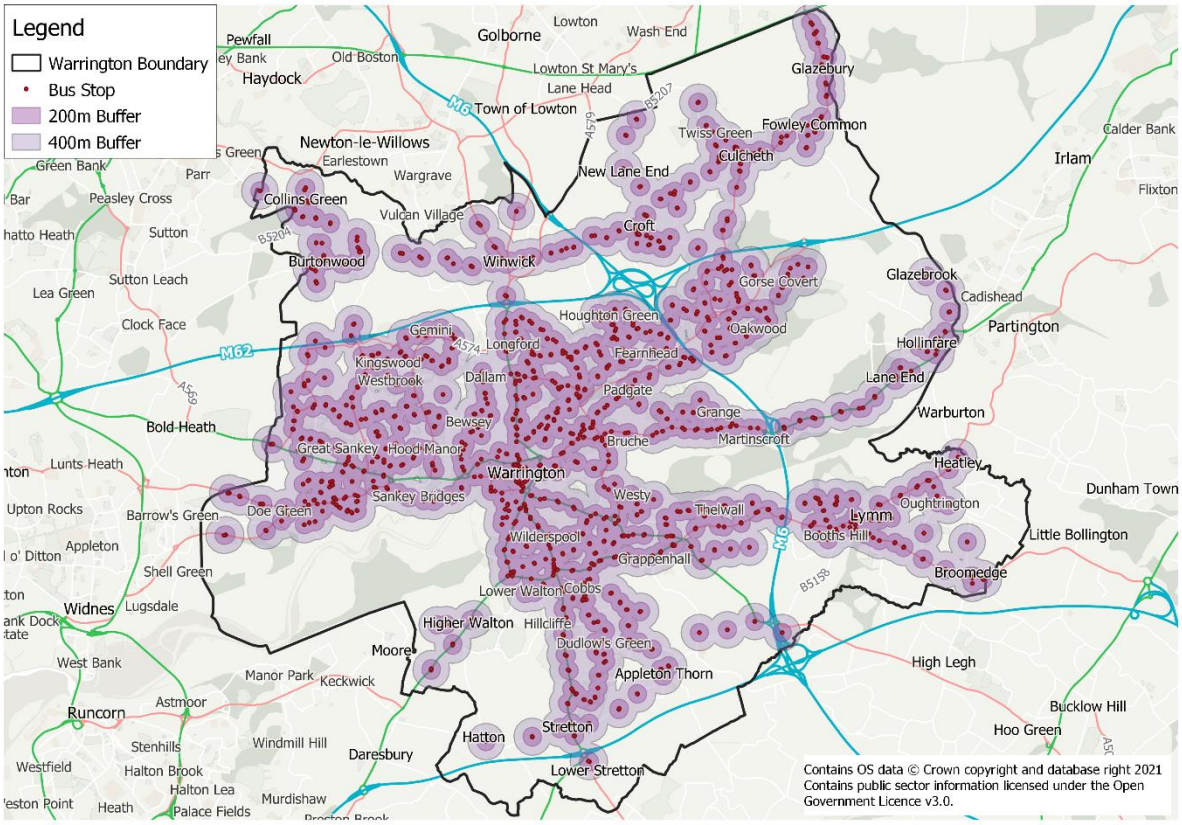


Source: Basemap DataCutter, accessed September 2021

Bus Stop Provision

Figure 3.2 presents a summary of bus stop provision in the borough, based on the Department for Transport (DfT) National Public Transport Access Node (NaPTAN) database from 2020. This includes a buffer representing the areas within a 200m or 400m walking catchment of a bus stop. This shows that the majority of the borough falls within 400m of a bus stop, with large parts of the urban area within 200m of a bus stop.

Figure 3.2: Warrington Bus Stop Access (2020)



Source: NaPTAN, DfT (2020)

In 2017, WBC invested in a Real-Time Passenger Information (RTPI) system that monitors the location of most buses in Warrington, giving a countdown at bus stops. The system consists of 55 at-stop electronic displays across the borough, which show scheduled departure times for the next five bus arrivals. Countdown information is shown when the bus is detected (via GPS units fitted on most buses) as being on route, including all buses operated by Warrington's Own Buses (WOB), who at the time of preparing this EP Plan, operated around 83% of mileage in the borough.

Real time information is also available on a number of travel apps, which can be accessed via internet enabled devices.

Bus Services and Frequencies

Although there is good provision of high frequency services on popular routes, evening frequencies are reduced with the majority of bus services finishing before 23:00 (see **Appendix A**). In addition, there are limited services on most routes on Sundays with few offering a Sunday evening service. Reduced evening and weekend provision limits bus mode share and reinforces Warrington's car dependency.

Accessibility analysis undertaken for the 2021 BSIP (see **Appendix B**) highlighted that areas close to key radial routes have the best access by bus and walking, while areas on the periphery of the borough have the worst access. Whilst bus access is good for many areas, journey times are often significantly longer than for a comparable journey by car, which presents a serious challenge in encouraging modal shift from car to bus.

Operators

At the time of preparing this EP Plan, the majority of bus services in Warrington were operated commercially, with over four-fifths (83%) of the overall mileage provided by WOB. Other bus operators, including Arriva North West and Go North West, operate other bus services within Warrington and are important for cross-boundary trips, connecting to other towns and cities.

Table 3.1: Distance by Operator (Km)

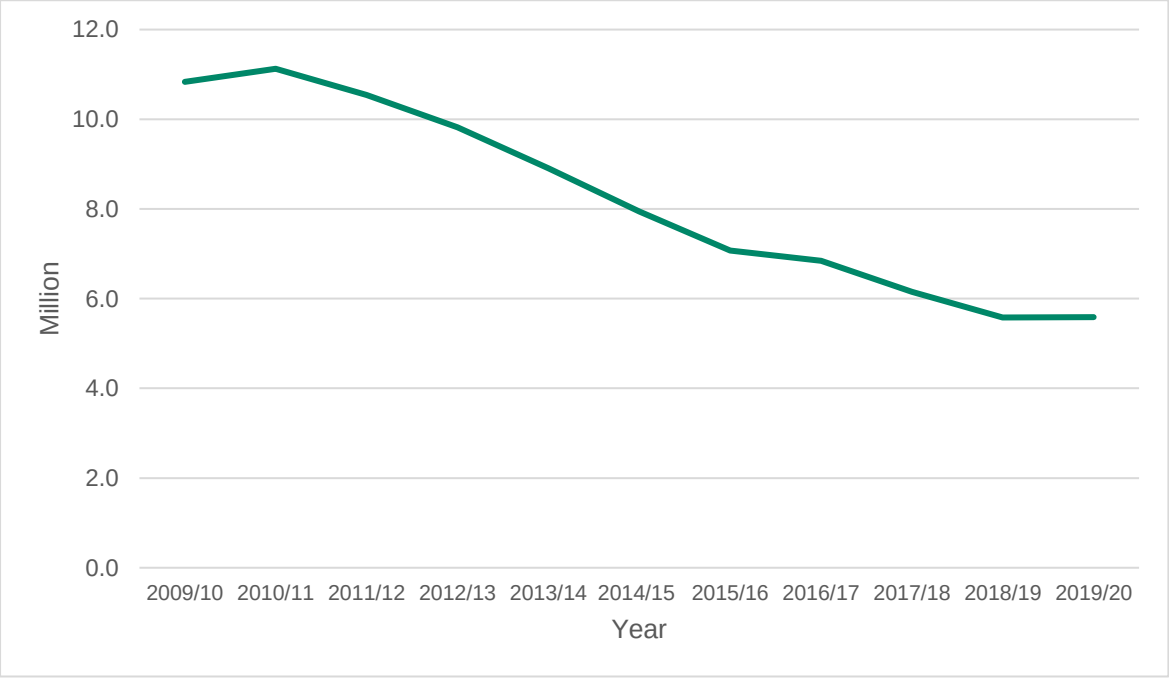
Operator	Live Kms in Warrington	Proportion of Bus Kms in Warrington
WOB	79,089	83%
Arriva	12,811	14%
Go North West	1,107	1%
MD Bus & Coach	-	1%
MP Travel	-	1%

Source: WBC (2020)

Bus Passenger Journey Trends

The number of people travelling by bus in Warrington has reduced significantly in recent years. **Figure 3.3** shows the number of passenger journeys on local bus services in Warrington between 2009/10 and 2019/20. During this period, the number of passenger journeys on bus services in Warrington peaked at 11.1m in 2010/11. Since then, there has been a general decline in annual passenger journeys, falling to around 5.6m journeys in 2018/19. Whilst there was a sharp fall over the period, there had been some stabilisation in numbers in 2018/19 and 2019/20, prior to the outbreak of COVID-19.

Figure 3.3: Passenger Journeys on Local Bus Services in Warrington (2009/10 - 2019/20)



Source: DfT Bus Statistics (Table BUS0109a)

3.2 Bus Passenger Views

The following section provides an overview of available information on individuals' experiences of using bus services in the area and priorities for improving them. The views of both bus users and non-users have been considered in the development of the BSIP and EP Plan.

Public Consultation

As part of the development of the 2021 BSIP, a Warrington 'Bus Back Better' consultation was launched, which sought the views of current bus users, as well as lapsed users and non-users of the perceived and actual barriers to bus use. The consultation was held for a period of just under six weeks between Thursday 8th July and Monday 16th August 2021, receiving 249 responses. Key findings from the consultation and their relevance are summarised in **Table 3.2**.

Table 3.2: Consultation Key Findings and Relevance

Consultation Findings	Relative Importance
Intensive services and investment on key corridors, with routes that are easier to understand	
Direct services (65%) and frequency (64%) were rated as more important than cheaper fares	Improved frequency, especially in the evenings and at weekends, appears to be the main area requiring intervention. While it is not always possible to provide direct services between all locations, improvements to integrated ticketing and timetable coordination would decrease the negative impacts associated with interchange. **Importance: Key Intervention**
57% rated frequency as more important than direct services	
49% rated frequencies as poor or very poor	
Over half thought frequencies should be improved in the evenings (54%), on Saturdays (55%) and on Sundays (56%)	
92% thought that the quality of the waiting environment was important or very important	Although the quality of the waiting environment is considered important, it is perhaps less important than other interventions, although improvements in lighting and CCTV provision could increase satisfaction with personal security at night. **Importance: Tertiary Intervention**
Only 5% were dissatisfied or very dissatisfied with personal security at the bus stop during the day, but this rose to 23% at night	
Significant increases in bus priority	
Only 31% thought journey times were always or often predictable	After improved frequencies and fares, the need for improved journey time reliability is in the next tier of interventions. Bus lanes and traffic light priority could be used to address unpredictability caused by congestion. **Importance: Secondary Intervention**
36% thought that journey times were unpredictable due to too many cars, 33% due to roadworks, 23% due to traffic lights and 15% due to passengers boarding and alighting	

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Consultation Findings	Relative Importance
Lower and simpler fares	
84% thought fares to be expensive or very expensive	While improvements to fares were ranked lower than improvements to frequencies, there is still a high level of dissatisfaction, with fares thought to be expensive and complex. Therefore, consideration will be required not only of fare levels but also of the ticketing structure. **Importance: Key Intervention**
66% are dissatisfied or very dissatisfied with value for money	
35% said that cheaper fares would encourage them to use the bus more	
Direct services (65%) and frequency (64%) were rated as more important than cheaper fares	
53% thought fares to be complex or very complex	
Seamless, integrated local ticketing between operators across all types of transport	
67% thought getting a ticket to use multiple services/modes to be complex or very complex	Improved provision of multi-operator ticketing is another secondary intervention and could encourage greater bus use, also helping to address concerns regarding the lack of direct services to all locations. **Importance: Secondary Intervention**
8% said that a multi-operator ticket would encourage them to use the bus more	
Service patterns that are integrated with other modes	
39% thought it difficult or very difficult to interchange between services/modes, especially as a result of timetables that do not connect (89%)	Although an improvement in timetable coordination is perhaps a tertiary intervention, it could help to address concerns regarding the lack of direct services to all locations. **Importance: Tertiary Intervention**
The local bus network presented as a single system that works together, with clear passenger information	
20% rated their awareness of the bus network as poor or very poor	Improved information provision is another tertiary intervention, but it is still apparent that 20% of bus users rate their awareness of the network as poor. There will be an increasing requirement to provide this information online and through apps but improved at-stop information may also be required for those without access to smartphones. **Importance: Tertiary Intervention**
22% thought that bus stop information should be improved	
60% wanted to access information through a website and 52% through an app	

Consultation Findings	Relative Importance
Modern buses and decarbonisation	
Most respondents (84%) supported WBC obtaining funding to secure zero emission buses in the future	Evident support for Warrington's aspiration to decarbonise the bus fleet, which will be critical in the context of the climate emergency. However, it is apparent that bus users also expect clean, safe and comfortable on-board facilities, with these improvements considered to be a tertiary intervention. **Importance: Tertiary Intervention**
The most important on-board aspects are thought to be cleanliness (96%), personal security (89%), ability to sit (89%) and comfort (86%)	
Only 6% were dissatisfied or very dissatisfied with personal security on-bus during the day, but this rose to 12% at night	

Bus passenger views received through the Warrington Bus Back Better consultation were supplemented by findings from other relevant engagement and research.

Bus Passenger Survey – Autumn 2019 WOB Routes (Transport Focus)[4]

The Autumn 2019 Bus Passenger Survey found that passenger satisfaction was high for the overall journey (86%) and for journey time (85%); however only 52% of respondents felt that WOB buses represented value for money. In many categories, satisfaction with WOB has deteriorated since the previous Bus Passenger Survey in 2018, though mostly not significantly. Key indicators where satisfaction had dropped by over 5% since the previous survey include personal security on the bus (-10%), interior cleanliness of the bus (-9%) and personal safety at the bus stop (-8%).

Satisfaction is generally lower for WOB than the average for all unitaries in 2019. Significant gaps between WOB and all unitaries include 'next bus' display (-23%) at bus stops, frequency of services (-22%), timetable (-21%), information on buses (-18%), route maps (-14%) and reliability of services (-14%).

Barriers to Non-Users

Whilst it is important to improve the bus experience for existing customers, the National Bus Strategy makes it clear that promoting the use of buses, to attract both lapsed users and new users on to buses is essential to reverse the trend of declining patronage.

Research into bus improvement priorities conducted by Transport Focus examined the views of non-users in addition to regular bus users.[5] This found that non-users are more likely to have negative perceptions of bus travel, compared with bus users. Coverage of the bus network presents a major barrier to non-users, who rated more destinations, higher frequencies and better value for money in their top three priorities for improvements.

[4] https://d3cez36w5wymxj.cloudfront.net/wp-content/uploads/2020/03/08184047/Bus-passenger-survey-autumn-2019-main-report.pdf

[5] Bus passengers' priorities for improvement, Transport Focus (2020)

Key Interventions Required

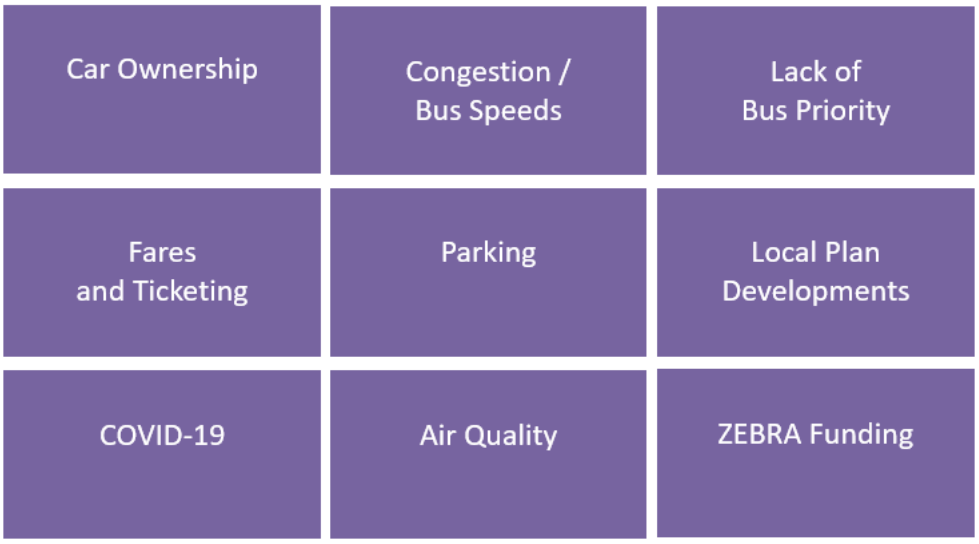
Public engagement provided an insight into the experiences of both bus users and non-users and helped to identify key interventions required in Warrington. In summary, the main interventions identified are:

- Improved frequency and coverage (especially in the evenings and at weekends);
- Improved journey time reliability;
- Integrated ticketing and timetable coordination; and
- Better value for money and simpler ticketing structure.

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4. Influences on Bus Travel

The following section considers all relevant factors that will affect, or have the potential to affect, the local bus market over the life of the EP Plan. This covers the key themes identified in the diagram below.



Car Ownership

Warrington's historic development as a new town favoured the car and as a result, car is the travel mode of choice and dominates the highway network. This has come at the expense of more sustainable modes of travel, including bus.

In the 2011 Census, 81% of Warrington households had access to at least one car or van with 39% having access to two or more cars or vans. In comparison to the averages for England (26%) and the North West (28%), fewer Warrington residents have no access to a car or van (19%).

In 2011, employees in Warrington were also more likely to drive to work. Census data shows that journeys to work by car or van as a driver are higher in Warrington (74%) in comparison to the North West (66%) and England (60%). Furthermore, there are lower levels of commuting by bus, minibus or coach in Warrington (5%), in comparison to the North West (9%) and England (8%).

Encouraging modal shift to bus will only be achieved if bus travel is seen as a competitive and attractive alternative to car.

Congestion / Bus Speeds

Congestion and poor journey time reliability have been noted as serious problems along Warrington's highway network. The impact of congestion can result in a reduction in service quality for passengers as buses are less reliable and therefore less attractive, leading to reduced patronage. Congestion can also drive up ticket prices, as operators are required to have more vehicles to provide the same level of service. Both outcomes reduce the profitability of services and undermine bus operators' ability to run routes effectively, and invest in improvements to the level of service provided to passengers.

High levels of congestion are observed in Warrington during peak periods and slow journey times exist at the following locations:

- The town centre – A57 / A5061 roundabout; A49 Cockhedge Green Roundabout; and Sankey Way / Liverpool Road roundabout.
- Waterway crossings – A49 Wilderspool Causeway Ship Canal Crossing; Bridgefoot Gyratory; Brian Bevan Island; and the A50 / A5031 gyratory.
- Approach to the town centre – the A5060 Chester Road, A57 Midland Way, A49 and Knutsford Road.
- Motorway access – along Birchwood Way accessing the M6; along the A50 accessing the M6; and where the A49 joins the M62.

A review of the Warrington highway network was undertaken as part of the Warrington Bus Priority and Mass Transit Study.[6] **Appendix C** shows Trafficmaster average speed data from 2019, plotted for the AM peak (07:45 to 09:15); inter-peak (10:00 to 16:00) and PM peak (16:30 to 18:00). This shows very low traffic speeds on the main radial routes into the town centre in the AM and PM peaks.

As part of the development of the BSIP, operator data was analysed to provide a benchmark for journey times, which was calculated by dividing scheduled mileage by scheduled time for operated services. This will be monitored to evaluate the success of the BSIP / EP Plan over time.

Lack of Bus Priority

Whilst there are existing sections of bus priority measures on key radial routes into Warrington and on the edge of the town centre, buses need greater priority on urban roads to make them faster and more reliable. WBC is committed to working with bus operators to identify highway improvements and bus priority measures to improve journey time and reliability for buses, and identifying funding sources for delivery.

Fares and Ticketing

There are currently a wide range of ticket options available to passengers using bus services in Warrington. All operators offer their own separate products with different charging structures; at present there is no multi-operator ticketing scheme in Warrington, though there are schemes from neighbouring areas that are accepted by some of Warrington's bus operators. As there is not a common scheme in which all of Warrington's operators participate, none of these tickets are valid for travel on every bus in Warrington.

A complex ticketing system and pricing structure can create a barrier to new bus users, who may perceive that the bus system is confusing or difficult to use. With so many different ticket types on offer, Warrington's bus users may not have confidence that they are getting the best value ticket on offer for their travel needs.

Parking

Warrington has been built around access by car and has a plentiful supply of free or cheap parking. The majority of parking spaces in the town centre are free of charge to their users, including many linked to specific retail outlets or businesses. The rest are a mixture of short-stay parking, which are designed to encourage short stays through their pricing structure, or long-stay parking, often lower cost and utilised mid-week by employees. The cost of car

[6] Warrington Bus Priority and Mass Transit Study - Element 4 Current Performance of the Highway Network Report (2020), AECOM (unpublished)

parking, which at the time of writing at £5.50 for over four hours at Golden Square and Time Square[7], is comparable with a bus adult day ticket.

WBC has little influence over the majority of parking costs in the town centre as it owns a relatively small number of the car parks. As the majority of publicly available off-street car parking spaces are owned and operated by the private sector, their quantity, location and cost are driven by commercial demand and the availability of land.

In order to influence the level of car parking in the town centre in the future, the Town Centre Supplementary Planning Document adopted in June 2021 has set specific guidelines for new parking within the town centre.[8] The guidelines seek to support less car dependant development and reduce the level of parking available within the core of the town centre.

Local Plan Developments

Strategic land-use planning for Warrington over the Local Plan period up to 2038 demonstrates significant growth of residential and employment sites that will contribute to increased travel demand. As proposed[9], the Plan aims to deliver 14,688 new homes (816 per annum) by 2038 and to allocate 316 hectares of employment land.

It will not be acceptable in environmental, social or economic terms to sustain the planned population growth in Warrington through continued car reliance. Therefore, enhanced public transport provision will be essential to ensure that development is delivered sustainably.

COVID-19

Bus patronage was severely impacted by the COVID-19 pandemic; however Government financial support has enabled operators to maintain a core service during the pandemic. Operators may face revenue challenges once funding ends if patronage does not return to pre-pandemic levels.

Home working significantly increased during the pandemic when the public was instructed to work from home if possible. Although not all sectors are able to work remotely, 27% of the workforce who previously did not do so, were still working from home in June 2021. [10] Long-term changes to workplace patterns could affect demand for commuting by bus.

Consumer behaviours may also have changed during the pandemic, whilst retail and hospitality businesses were closed, leading many to online shopping. If observed trends are lasting, there may be a change to travel demand and destinations.

Air Quality

Air pollution is associated with a number of adverse health impacts and is recognised as a contributing factor in cardiovascular disease and some cancers. Although everyone is at risk from poor air quality, it is often the most vulnerable in society who are hit hardest, including children, the elderly and those with existing health problems.

[7] https://gswarrington.com/your-visit/car-parking/, Council run car parks | warrington.gov.uk

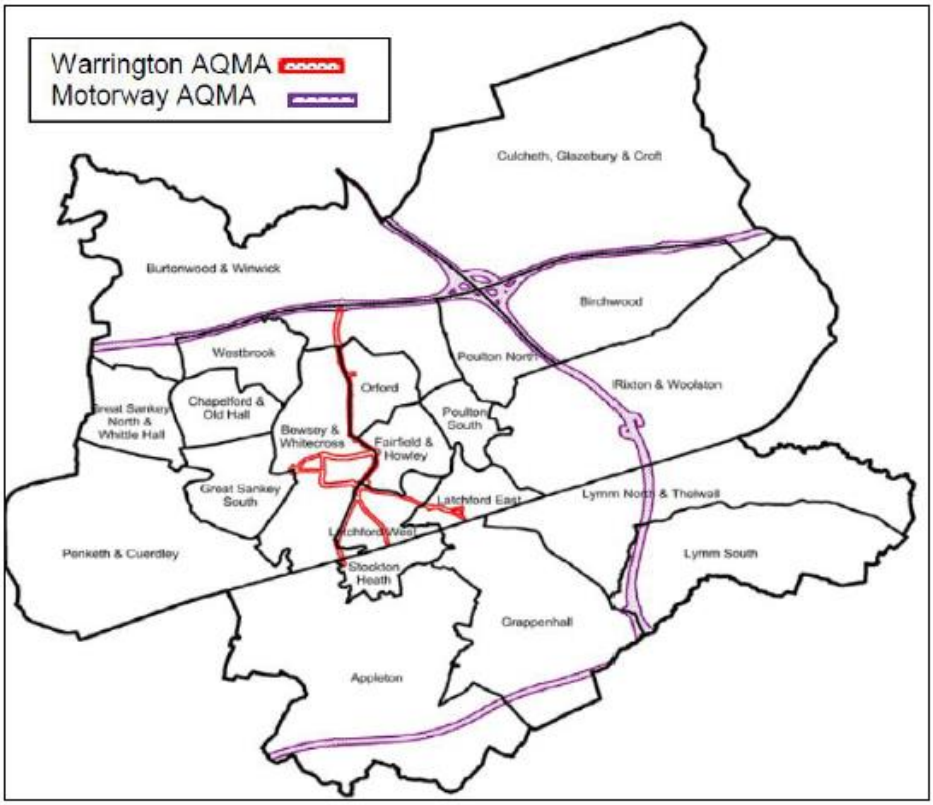
[8] Warrington Town Centre Supplementary Planning Document, WBC (2021)

[9] https://www.warrington.gov.uk/LocalPlan

[10] Business Insights and Impact on the UK Economy: 15 July 2021, ONS (2021)

WBC's Air Quality Action Plan (AQAP) was produced in 2018 as part of the Council's statutory duties under the Local Air Quality Management framework.[11] The Plan covers the years 2017 to 2022 and outlines how the Council will improve air quality in Warrington. There are two designated Air Quality Management Areas (AQMAs) in Warrington, as shown in **Figure 4.1**. The original motorway AQMA was designated in 2002 and covers parts of the M62, M6 and M56. The Warrington AQMA was designated in 2001 and follows the major arterial routes into and out of the town centre. The plan has been introduced to target improvements within these areas and where possible across the town.

Figure 4.1: Map of AQMAs



Source: Warrington AQAP 2017-2022, WBC

Emissions from buses are a significant contributor to poor air quality in Warrington. Whilst only accounting for 1% of distance travelled, buses contribute to approximately 11% of NO_x emissions in the Warrington AQMA. As such, reducing bus emissions will play an important role in tackling poor air quality. WBC has been actively working on the climate change agenda for the past decade. During this time, we have taken huge steps forward in changing attitudes. We want to inspire, drive, and support our communities to address the challenges of the climate emergency, working in partnership to achieve real change[12].

ZEBRA Funding

In October 2021, it was announced that WBC had been successful in its bid for Government Zero Emission Bus Regional Area (ZEBRA) funding. The ZEBRA fund was established to support the introduction of zero-emission buses and the infrastructure required to support them.

[11] https://www.warrington.gov.uk/sites/default/files/2019-10/air_quality_action_plan.pdf

[12] Climate Emergency | warrington.gov.uk

The funding will be used to deliver 240 zero-emission buses over a 30-year programme, with 120 buses delivered in the first phase, prior to the end of 2023. A further 120 buses will be needed to replace the first round of buses at the end of their operational lifespan, thereby delivering a total of 240 buses. The WOB fleet, covering approximately 83% of mileage in the borough at the time that this EP Plan was produced, will be converted to battery-electric operation in its entirety by September 2023, with the fleet charged overnight in a purpose built new depot in the town centre when services are not operating.

The new bus fleet will have a transformative effect on Warrington's bus offer, providing sustainable travel to residents and visitors. The new fleet will be modern and built to a high specification, including accessibility and inclusivity features in adherence with the Public Service Vehicles Accessibility Regulations (PSVAR) 2000. It is anticipated that this will increase the appeal of bus travel in Warrington and contribute to patronage growth.

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5. Policy Context

The EP Plan is aligned with local and regional policy and will contribute to the strategic aims of WBC and other partners.

Within the wider region, Cheshire and Warrington Local Enterprise Partnership (C&W LEP) determines economic priorities and leads growth and job creation. The LEP's **Strategic Economic Plan (SEP)** sets out the ambition for growth in Cheshire and Warrington, which aims to grow the regional economy to £50bn gross value added (GVA) per annum by 2040, create 120,000 jobs and build 127,000 new homes.

Transport and connectivity are central to ensuring that aspirations for growth within Cheshire and Warrington are met. The SEP identifies that the success of the Cheshire and Warrington economy is in part due to significant levels of inward commuting, highlighting the importance of maintaining and enhancing the local transport network, including roads and the provision of public transport. By growing bus patronage in Warrington, the EP Plan will support the SEP's transport and connectivity objectives.

C&W LEP, in conjunction with its local authority partners (also including Cheshire East and Cheshire West and Chester), is developing a bus strategy '**Cheshire & Warrington Bus Strategy**' to support its long-term economic growth ambitions. The vision for the strategy is 'to create a bus network that meets local economic, social and environmental needs and is resilient to the changing travel patterns and attitudes of the LEP area'. The strategy provides an overarching LEP-wide policy framework against which constituent authorities' BSIPs were developed. Warrington's ambitions for buses are aligned with the objectives of the strategy and will support the wider economic, social and environmental needs of the LEP area.

Warrington's Fourth Local Transport Plan (LTP4) sets out the vision that Warrington will be a thriving, attractive, accessible, and well-connected place with popular, high-quality walking, cycling, and public transport networks supporting a carbon-neutral future. The plan acknowledges that one of the most significant challenges facing Warrington is the town's dependency on car travel and sets the ambitious target to increase travel to work mode share for bus to 15% in 2041.

The policies outlined in LTP4 demonstrate a commitment by WBC to work alongside operators and other partners to improve the bus offer in Warrington. This includes commitments to promote the bus network, encourage sustainable development and introduce measures to prioritise public transport, such as bus priority measures and parking demand management. With regards to reducing the incentive to drive, it is proposed that in the first year of the 2021 BSIP, we would define the nature of potential parking control interventions, setting out a preferred approach and a timetable for delivery, including dependencies with other schemes.

A review of these policies has shown that the EP Plan is aligned with existing goals for Warrington, both locally and within the wider sub-region. By delivering an improved bus offer, there is an opportunity to address some of the challenges facing Warrington, notably car dependency and congestion. The EP Plan will contribute to developing a resilient and efficient transport network that supports Warrington's economic and growth aspirations.

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6. EP Plan Objectives

The following section outlines the objectives of the EP Plan, in terms of how it will improve the effectiveness of local bus services in the EP Scheme area.

EP Objectives

The Warrington EP Plan has the following objectives, which align with the BSIP and support local and regional policies.

Figure 6.1: Warrington BSIP / EP Objectives



Outputs

The expected EP Scheme outputs (linked initially to the vision set out in the BSIP) are summarised in **Table 6.1**, which has been aligned to the themes set out in the BSIP. These interventions will be required to improve local bus services in Warrington.

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Table 6.1: Warrington Scheme Outputs

BSIP Themes	Output Type
More frequent and reliable services	Service improvements *(Interim / kickstart funding)*
	Evening and Weekend service improvements
	Enhanced rural Monday to Saturday service levels
	Network review to inform current and future gaps, incl. socially necessary services *(initial study)*
	New bus priority measures
	Punctuality Improvement Plan – Hotspots *(initial study / prioritisation)*
	Bus lane camera enforcement
Improvements to planning / integration with other modes	Updated multi-modal network maps
Improvements to fares and ticketing	Lower fares / simplified fare structure *(Initial pilot)*
	Multi-operator ticketing offer
	Enhanced options for payment (e.g. Touch-on, touch off reader equipment allowing fare capping)
Higher specification buses	Destination blind upgrades
	Improved on-bus specification / facilities (incl. audio-visual upgrades and network identity) / live tracking
	New Electric Bus Fleet for WOB (ZEBRA)
	Euro 6 Retrofitting
	Improved waiting environment and bus shelter upgrades *(initial study)*
Improvements to passenger engagement	Warrington Bus Passenger Charter
Other interventions	Parking control options *(Initial study)*

Further detail on the delivery of these interventions will be provided through the initial and subsequently agreed EP Scheme(s).

Outcomes

Outcomes are the short to medium-term effects of an intervention. EP Scheme outcomes will be monitored to assess whether the intervention is having the desired effect, and this will be done through the collection of primary and secondary data.

The main outcomes expected from the interventions outlined in the BSIP include:

- Greater bus accessibility and connectivity;
- Improved attractiveness of the bus;
- Better access to jobs, services and opportunities;
- Modal shift from car to public transport;

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- Reduced bus journey times;
- Improved bus reliability;
- Increased awareness of the bus network;
- Increased bus user satisfaction;
- Increased perceptions of bus travel amongst non-users;
- Improved local air quality and environmental benefits; and
- Increased bus passenger journeys.

Logic Map

An Investment Logic Map (ILM) for the BSIP vision is included in **Appendix D**. This illustrates the links between the bus market context, inputs, outputs and the resulting outcomes and impacts that are anticipated. Colour coding illustrates the alignment between the objectives and the outcomes / impacts.

By delivering the outputs identified in **Table 6.1**, current and prospective bus passengers will benefit from an improved bus network. This should increase bus passenger satisfaction and perceptions of Warrington's buses, and should ultimately increase bus patronage in Warrington.

BSIP Targets

The EP Plan provides the framework to deliver the BSIP targets for journey times, reliability, passenger numbers and passenger, which can be updated annually as the BSIP is reviewed and developed each year. The current BSIP, which sets out the targets pertaining to that BSIP, can be found on WBC's website in the buses section.

While the EP Scheme(s) will not directly contribute to neighbouring areas that are outside of the extent of the EP Plan and Scheme, they will benefit from the enhanced bus provision in Warrington. Warrington's BSIP was developed within the framework of the Draft Cheshire & Warrington LEP's Bus Strategy and an open officer forum, which ensures that the objectives will complement the aims of Cheshire East Council and Cheshire West and Chester Council.

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7. EP Plan Review and Governance

The durations of the BSIP, EP Plan and any associated EP Scheme(s) are set out below, together with the frequency of review:

- BSIP: a new BSIP must be produced annually, with a review six months after production, as well as consultation to inform the new BSIP;
- EP Plan: the EP Plan has no end date, but shall be reviewed every five years; and
- EP Scheme(s): the EP Scheme(s) have no end date, but shall be reviewed every six months.

While EP Schemes can be varied using the bespoke variation mechanisms set out in each Scheme, any variations to the EP Plan must follow the statutory procedures set out in section 138L of the Transport Act 2000.

It is proposed that the BSIP is reviewed six months after production and the consultation required to inform the annual production of a new BSIP coincides with, and forms part of, the six monthly EP Scheme review process. Full details of the EP Scheme review process and the associated governance arrangements are set out in the accompanying EP Scheme(s).

While the EP Plan is to be subject to a formal review every five years, it must allow for ongoing consultation with the public, including through organisations that are representative of users of local bus services. This consultation must examine passengers' views on how well the EP Plan and EP Scheme(s) are performing and the extent to which they are delivering the targets set out in the BSIP. Therefore, we propose carrying out this consultation alongside the six monthly EP Scheme review process.

The main methods of consulting with the public concerning the performance of the EP Plan are as follows:

- Annual passenger surveys will be conducted to inform future updates of the BSIP and to help evaluate the success of the partnership as it is implemented. Through the 2021 BSIP consultation, respondents were asked to indicate their willingness to be contacted for further research, and those indicating a willingness to be contacted will be approached to glean feedback on how well the EP Plan and any related EP Scheme(s) are performing in delivering the targets set out in the BSIP.
- WBC has established a direct line of communication, via an email address buses@warrington.gov.uk, for the general public to raise bus issues and this email address will continue to be publicised in order to allow the public to provide their views, on an ongoing basis.
- In addition, WBC will look to recruit a user panel, via posters at interchanges and social media, which could also potentially be used as a source to establish focus groups as specific issues arise. Subject to agreement, this will be supplemented by WOB's existing group of approximately 250 individual consultees.

Following consultation and following the review process, when considering whether changes should be made to the EP Plan, the following questions will be asked:

- Has the EP Plan consultation and/or the EP Scheme and BSIP reviews indicated that the EP Plan and/or the EP Scheme(s) may not be delivering the targets set out in the BSIP?

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- Has the annual development of a new BSIP resulted in material changes from the previous BSIP?
- Have the EP Scheme governance arrangements resulted in variations being made to any EP Scheme(s) associated with this EP Plan?

If the answer is yes to any of these questions, a decision must be taken whether changes should also be made to the EP Plan. Therefore, on completion of the six monthly EP Scheme review process, WBC will report to its Highways, Transportation and Public Realm Portfolio Holder[13] on progress since the last review, any changes that are to be made to the BSIP and/or any EP Scheme(s) and whether or not these changes may require the EP Plan to be updated.

Therefore, the final decision on whether to progress changes to the EP Plan will reside with WBC's Portfolio Holder. If changes are required, the statutory procedures set out in section 138L of the Transport Act 2000 will be followed.

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[13] Portfolio Holder is an individual Cabinet Member with delegated authority from the Leader to make decisions on a number of matters, known as a portfolio.

Appendix A : Warrington Service Provision and Frequency (2021)

Service	Operator	Route Summary	Destinations Served	Frequency			
				Mon – Sat Daytime	Mon - Sat Evenings	Sun Daytime	Sun Evening
1	WOB	Warrington - Westy Circular	Warrington - Knutsford Road - Latchford - Westy - Manchester Road - Warrington	30 mins	60 mins	60 mins	No Service
2	WOB	Warrington - Westy Circular	Warrington - Manchester Road - Westy - Latchford - Knutsford Road - Warrington	30 mins	60 mins	60 mins	No Service
3	WOB	Warrington - Martinscroft	Warrington - Manchester Road - Martinscroft	30 mins	60 mins	60 mins	No Service
4	WOB	Warrington - Woolston	Warrington - Padgate Woolston	30 mins	No Service	No Service	No Service
CAT5	WOB	Warrington - Altrincham	Warrington - Stockton Heath - Grappenhall - Thelwall - Lymm - Warburton - Dunham - Altrincham	60 mins	120 mins	60 mins	No Service
CAT5A	WOB	Warrington - Altrincham	Warrington - Stockton Heath - Grappenhall - Thelwall - Lymm - Partington - Broadheath - Altrincham	60 mins	No Service	No Service	No Service
CAT6	WOB	Warrington - Grappenhall	Warrington - Stockton Heath - Cobbs Estate - Grappenhall	60 mins	No Service	60 mins	No Service
CAT7	WOB	Warrington - Appleton Thorn	Warrington - Stockton Heath - Dudlows Green - Stretton - Appleton Thorn	120 mins	No Service	No Service	No Service
CAT8	WOB	Warrington - Appleton Thorn - Hatton	Warrington - Stockton Heath - Cobbs Estate - Appleton Thorn - Stretton - Hatton	120 mins	120 mins	No Service	No Service
CAT8A	WOB	Warrington - Appleton Thorn - Hatton	As service CAT8 but via Lyons Lane and New Lane, operating at school times only	Infrequent	No Service	No Service	No Service
CAT9	WOB	Warrington - Northwich	Warrington - Stockton Heath - Stretton - Antrobus - Comberbach - Anderton - Barnton - Northwich	120 mins	No Service	No Service	No Service
CAT9A	WOB	Warrington - Northwich	Warrington - Stockton Heath - Stretton - Antrobus - Comberbach - Budworth - Wincham - Lostock Graham - Northwich	120 mins	No Service	No Service	No Service
CAT9B	WOB	Warrington - Hatton	Warrington - Stockton Heath - Stretton - Hatton	Infrequent	No Service	No Service	No Service
11	WOB	Warrington - Lower Walton Circular	Warrington - Knutsford Road - Latchford - Westy - Loushers Lane - Gainsborough Road - Warrington	60 mins	No Service	No Service	No Service
12	WOB	Warrington - Lower Walton Circular	Warrington - Gainsborough Road - Loushers Lane - Latchford - Westy - Knutsford Road - Warrington	60 mins	No Service	No Service	No Service
13	WOB	Warrington - Omega	Warrington - Hood Manor - Chapelford - Whittle Hall - Omega Business Park	30 mins	No Service	No Service	No Service
14	WOB	Warrington - Sankey Circular	Warrington - Hood Manor - Penketh - Lingley Green - Sankey - Hood Manor - Warrington	60 mins	60 mins	60 mins	No Service
15	WOB	Warrington - Sankey	Warrington - Hood Manor - Sankey - Lingley Green - Penketh - Hood Manor - Warrington	60 mins	No Service	No Service	No Service
16	WOB	Warrington - Dallam	Warrington - Warrington Hospital - Folly Lane - Dallam	30 mins	60 mins	30 mins	No Service
16A	WOB	Warrington - Dallam	Warrington - Warrington Hospital - Troutbeck Avenue - Dallam	30 mins	No Service	No Service	No Service
17	WOB	Callands - Warrington - Birchwood	Warrington - Gemini Retail Park - Callands - Westbrook - Old Hall - Warrington - Paddington - Fearnhead - Birchwood - Oakwood	15 mins (westbound) 30 mins (eastbound)	60 mins (to Callands)	60 mins (westbound) 120 mins (eastbound)	No Service
17A	WOB	Callands - Warrington - Birchwood	As service 17, but additionally serves Birchwood Park	Infrequent	No Service	No Service	No Service

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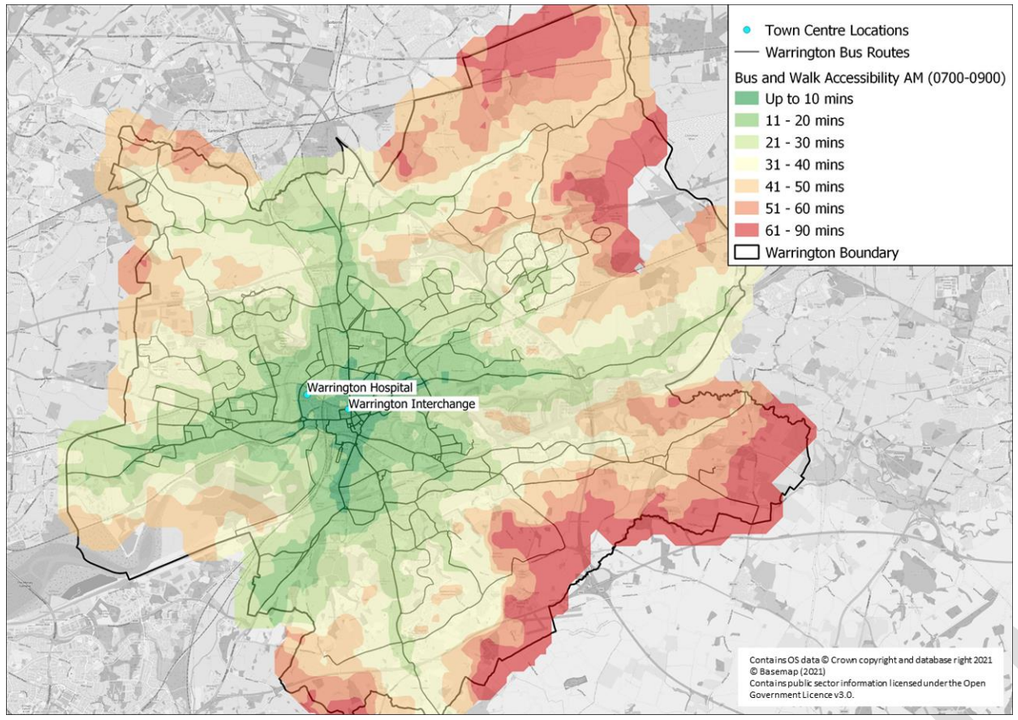
Service	Operator	Route Summary	Destinations Served	Frequency			
				Mon – Sat Daytime	Mon - Sat Evenings	Sun Daytime	Sun Evening
17C	WOB	Callands - Warrington - Birchwood	As service 17, but serves Birchwood Park instead of Birchwood Centre	Infrequent	No Service	No Service	No Service
18	WOB	Burtonwood - Warrington - Priestley College	Burtonwood - Callands - Westbrook - Warrington - Priestley College	Infrequent	No Service	No Service	No Service
19	WOB	Warrington - Leigh	Warrington - Winwick - Croft - Culcheth - Leigh	60 mins (120 mins Sat)	120 mins	60 mins (to Culcheth)	No Service
20	WOB	Warrington - Poplars Avenue Circular	Warrington - Orford - Longford - Poplars Avenue - Orford - Warrington	10 mins (15 min sat)	No Service	30 mins	No Service
21	WOB	Warrington - Poplars Avenue Circular	Warrington - Orford - Poplars Avenue - Longford - Warrington & Vale Royal College - Warrington	10 mins (15 min sat)	60 mins	30 mins	No Service
22	WOB	Warrington - Ashton-in-Makerfield	Warrington - Winwick - Newton-le-Willows - Earlestown - Haydock - Ashton-in-Makerfield	60 mins	No Service	No Service	No Service
22A	WOB	Warrington - Earlestown - Wigan	Warrington - Winwick - Newton-le-Willows - Earlestown - Golborne - Wigan	60 mins	60 mins	60 mins	No Service
25	WOB	Warrington - Gorse Covert	Warrington - Ryfields Village - Orange Grove -Cinnamon Brow - Locking Stumps -Birchwood - Oakwood - Gorse Covert	30 mins	120 mins (to Cinnamon Brow)	120 mins	No Service
28	WOB	Warrington - Leigh	Warrington - Padgate - Birchwood - Locking Stumps - Culcheth - Leigh	60 mins	No Service	No Service	No Service
28A	WOB	Warrington - Leigh	Warrington - Padgate - Locking Stumps - Culcheth - Leigh	Infrequent	No Service	60 mins	No Service
28E	WOB	Warrington - Leigh	Warrington - Padgate - Birchwood - Culcheth - Leigh	No Service	60 mins	No Service	No Service
32	WOB	Warrington - Widnes Market	Warrington - Sankey Bridges - Penketh - Widnes Market	15 mins (20 mins Sat)	Infrequent (to Penketh only)	60 mins (to Penketh only)	No Service
47	WOB	Warrington - Knutsford	Warrington - Latchford - Lymm - High Legh - Knutsford	Infrequent	No Service	No Service	No Service
62	WOB	Warrington - Halebank	Warrington - Stockton Heath - Moore - Halton - Runcorn - Widnes - Halebank	60 mins	No Service	No Service	No Service
62A	WOB	Warrington - Halebank	Warrington - Stockton Heath - Daresbury - Halton - Runcorn - Widnes - Halebank	Infrequent	No Service	No Service	No Service
100	Go North West	Warrington - Manchester	Warrington - Hollins Green - Partington - Cadishead - Trafford Centre - Eccles - Salford - Manchester Shudehill	60 mins	No Service	60 mins	No Service
7	Arriva North West	Warrington - Liverpool	Warrington - Doe Green - Huyton - Kensington - Liverpool ONE	30 mins	60 mins	30 mins	60 mins
110	Arriva North West	Warrington - Murdishaw	Warrington - Great Sankey - Widnes - Runcorn - Murdishaw	30 mins	60 mins	30 mins	60 mins
329	Arriva North West / Link Network	Warrington - St Helens	Warrington - Winwick - Burtonwood - St Helens	40 mins	No Service	60 mins	No Service
329	MD Link			60-90 mins	No Service	No Service	No Service
360	Arriva North West	Warrington - Wigan	Warrington - Winwick - Newton-le-Willows - Golborne - Platt Bridge - Wigan	40 mins	No Service	No Service	No Service
X30	Arriva North West	Warrington - Chester	Warrington - Halton Lea - Runcorn - Frodsham - Mickle Trafford - Chester	60 mins	No Service	No Service	No Service
B52	MP Travel	West - Warrington - Omega	Westy - Latchford - Warrington - Omega Business Park	Infrequent (shift times)	Infrequent (shift times)	No Service	No Service

Source: Warrington's Own Buses Website, Go North West Website, Arriva Website, MP Travel Website – Accessed 08/2021

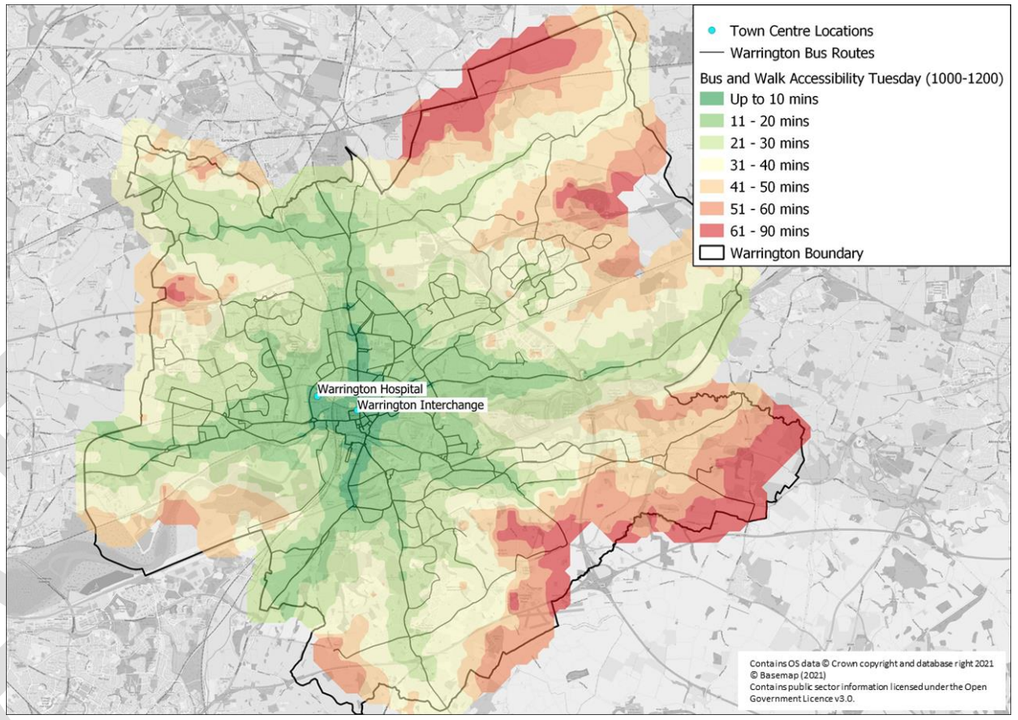
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Appendix B : Accessibility by Bus and Walking

B1: Town Centre Bus and Walk Accessibility – Weekday AM (07:00-09:00)

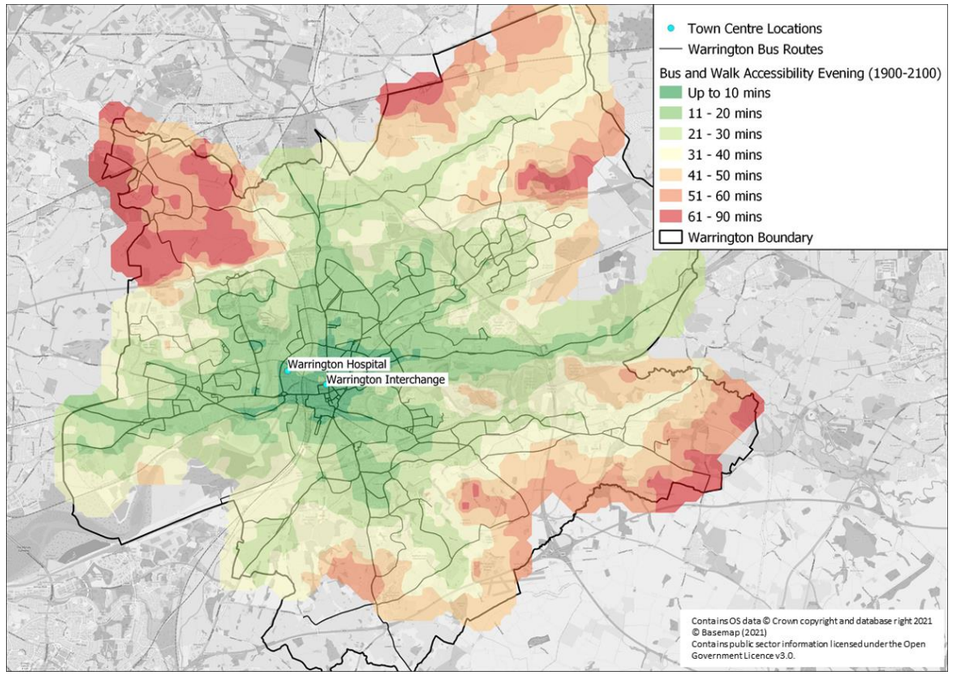


B2: Town Centre Bus and Walk Accessibility – Weekday Inter-peak (10:00-12:00)

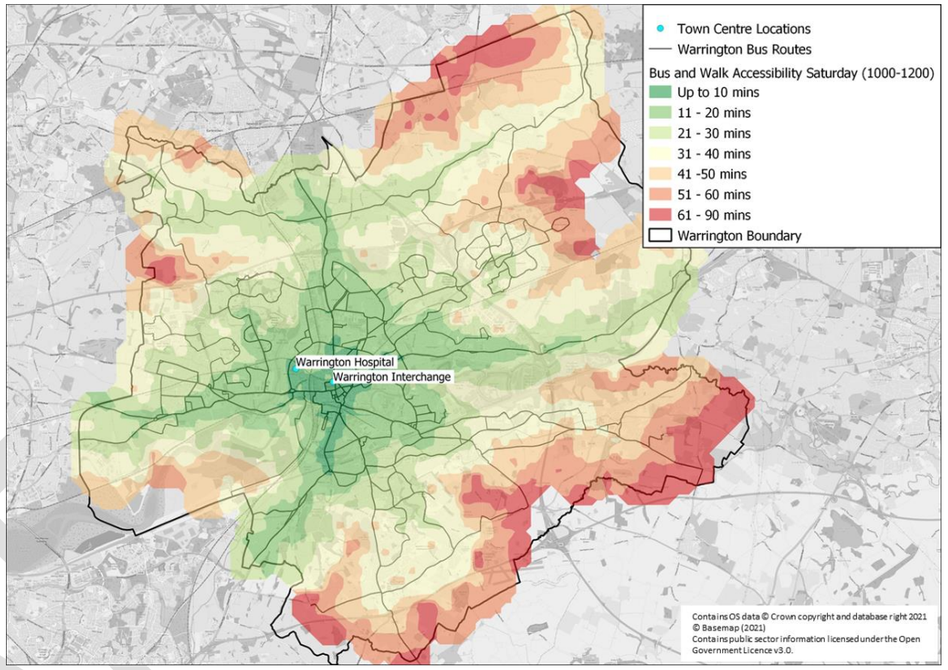


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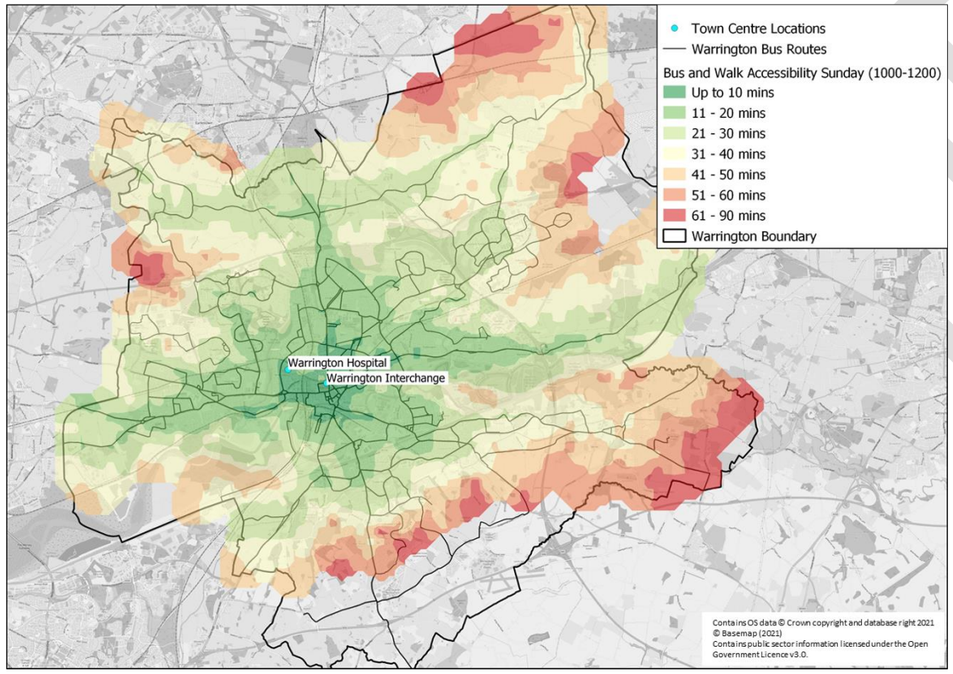
B3: Town Centre Bus and Walk Accessibility – Weekday Evening (19:00-21:00)



B4: Town Centre Bus and Walk Accessibility – Saturday (10:00-12:00)



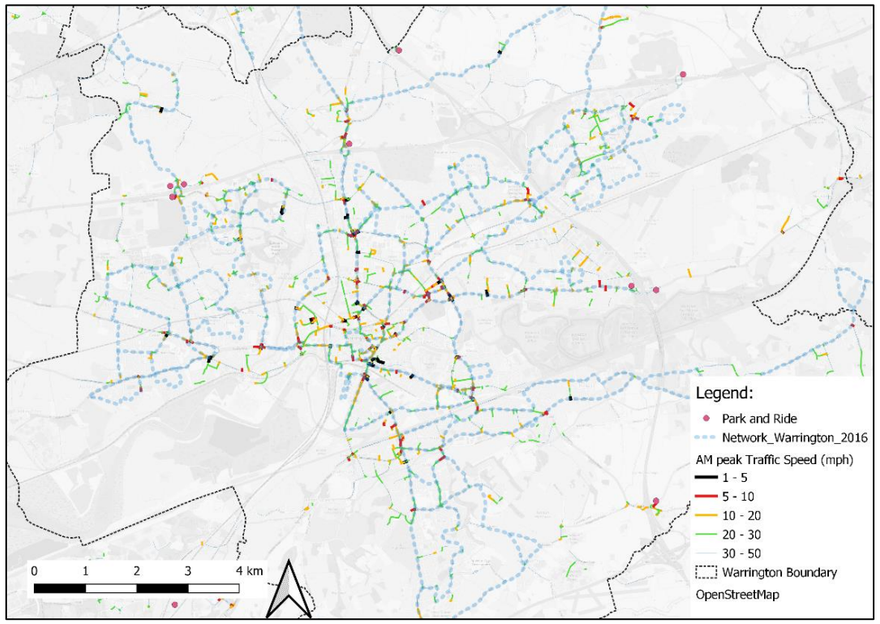
B5: Town Centre Bus and Walk Accessibility – Sunday (10:00-12:00)



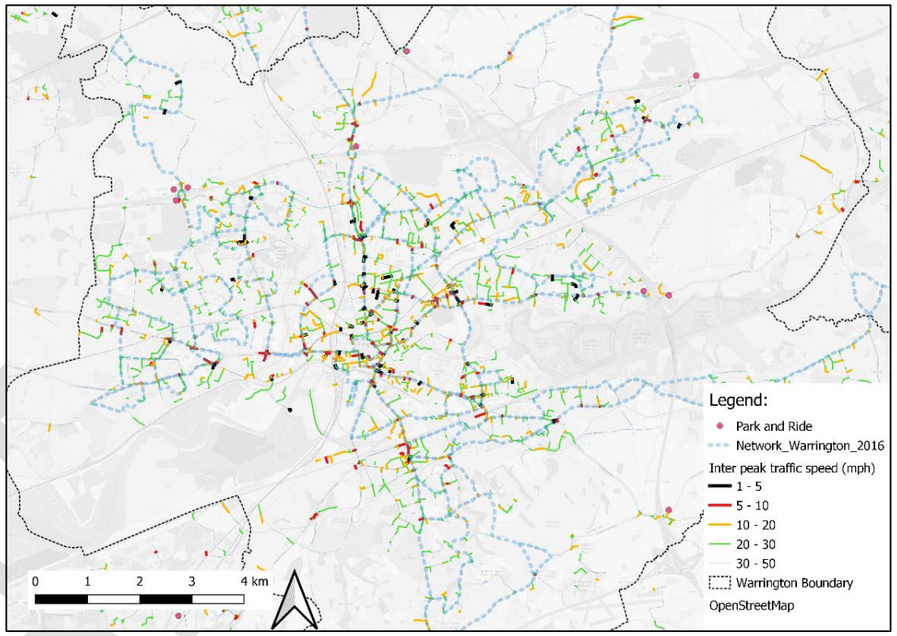
Source: TRACC 2019 / OS Open Roads 2021

Appendix C : Traffic Speeds

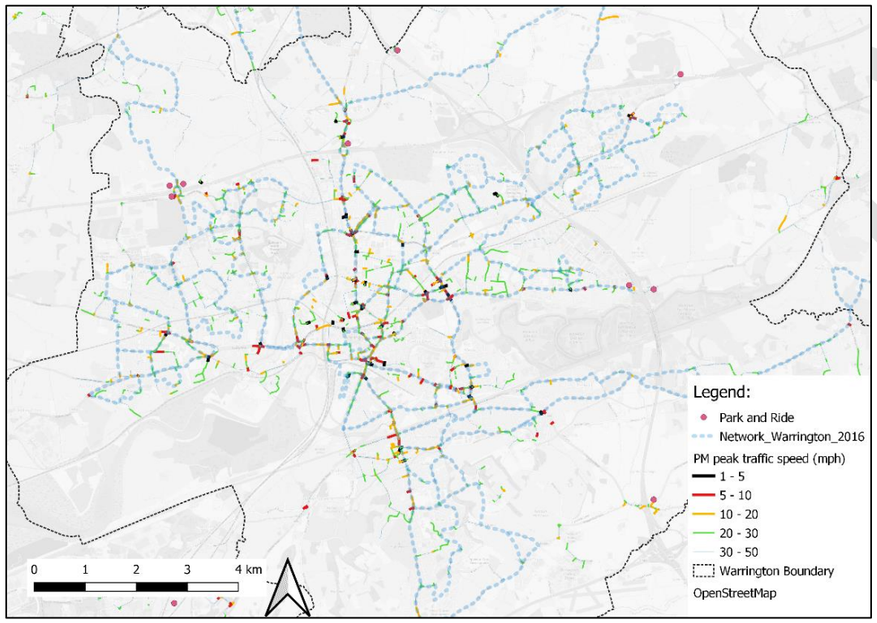
C1: Trafficmaster AM Peak (07:45 – 09:15) Warrington Borough with Bus Routes (June 2019)



C2: Trafficmaster Inter Peak (10:00 - 16:00) Warrington Borough with Bus Routes (June 2019)

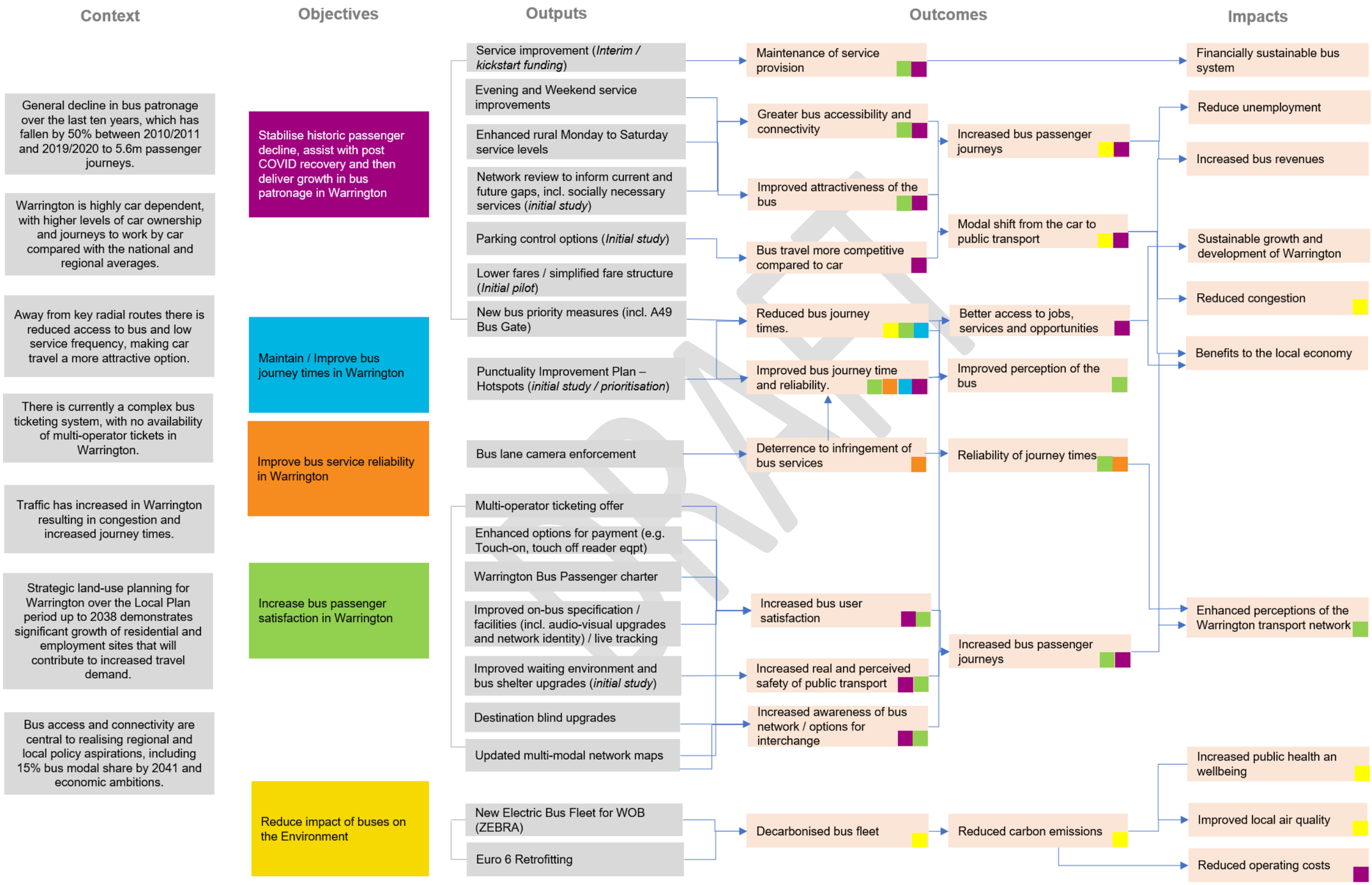


C3: Trafficmaster PM Peak (16:30 – 18:00) Warrington Borough (June 2019)



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Appendix D : Investment Logic Map (Indicative)







Warrington Enhanced Partnership Scheme DRAFT

December 2021











WARRINGTON
Borough Council

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1. Introduction

THE WARRINGTON ENHANCED PARTNERSHIP (WEP) SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY WARRINGTON BOROUGH COUNCIL (WBC)

SECTION 1 – ENHANCED PARTNERSHIP SCHEME CONTENT

This document fulfils the statutory requirements for an Enhanced Partnership (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 WBC;
- Section 4 – Obligations on Operators of Qualifying Bus Services; and
- Section 5 – Governance Arrangements.

The EP Scheme can only be put in place if an associated EP Plan has been made. Therefore, this document should be considered alongside the associated EP Plan.

The EP Scheme has been jointly developed by WBC and those Operators that operate Qualifying Bus Services in the EP Scheme Area. It sets out obligations and requirements on WBC, as both the Local Transport Authority (LTA) and the Local Highway Authority (LHA), and on Operators of Qualifying Bus Services in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.

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2. Scope of the Enhanced Partnership Scheme and Commencement Date

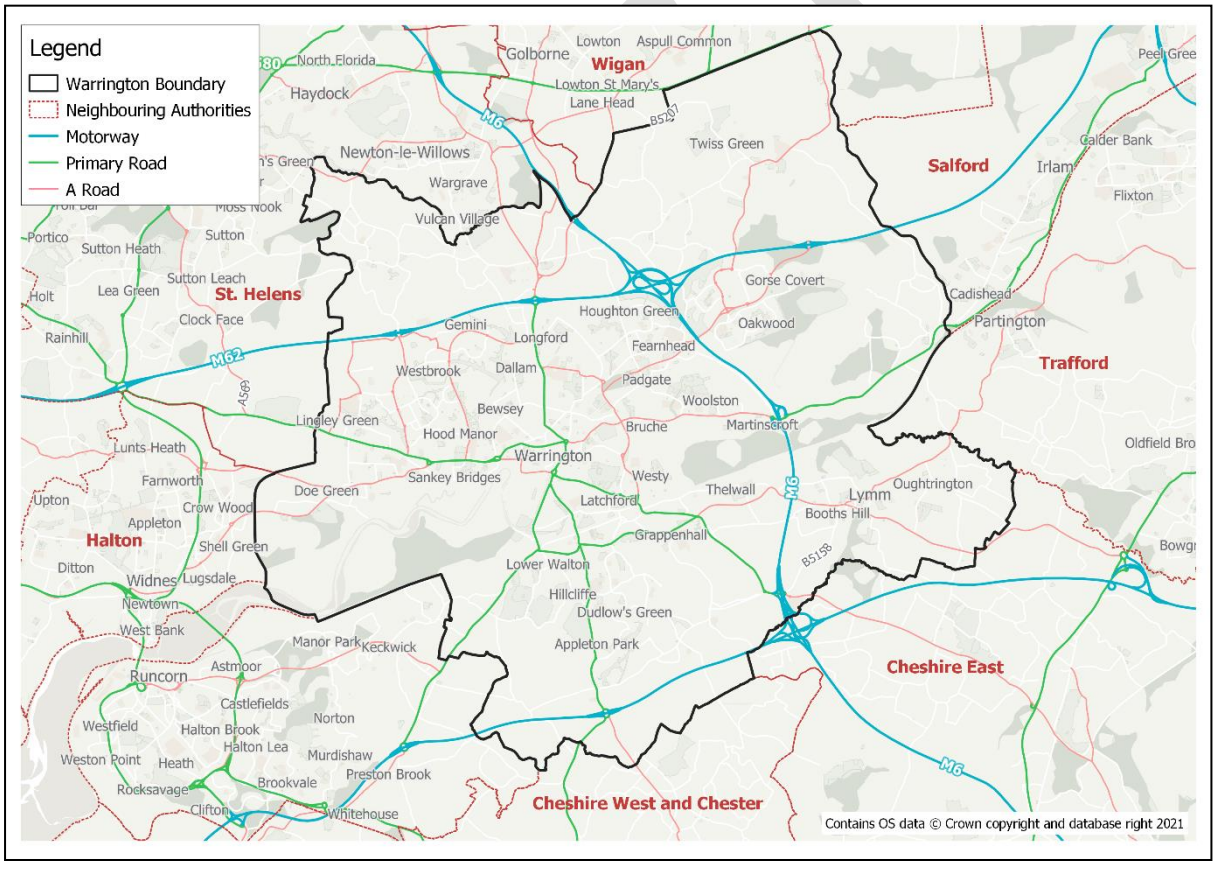
2.1. Description of Geographical Coverage

The EP Scheme shall support the improvement of Qualifying Bus Services operating within the Warrington Borough boundary, including cross-boundary services not otherwise covered by the Exempted Services provision below.

2.2. Map of EP Plan and EP Scheme Areas

Both the EP Plan and the EP Scheme areas cover the whole of Warrington, as displayed in **Figure 1.1**.

Figure 1.1: Warrington EP Plan and EP Scheme Area



2.3. Commencement Date

The EP Plan and EP Scheme are made on 1 May 2022. The Plan shall have no end date, but shall be reviewed every five years from the commencement date. The EP Scheme shall have no end date, but shall be reviewed by WBC every six months (see **Section 5**).

2.4. Exempted Services

All Registered Local Bus Services are included in the EP Scheme, with the exception of services ('Exempted Services') that are exempted through one or more of the following exemption criteria:

- Any Registered Local Bus Service operated under sections 89 to 91 of the Transport Act 1985.
- Any Registered Local Bus Service operated under section 22 of the Transport Act 1985.
- Any Registered Local Bus Service that has at least one departure provided exclusively for specific employees of particular employers, or provided exclusively for students of schools or colleges.
- Any Registered Local Bus Service that operates excursions or tours, within the meaning set out in section 137(1) of the Transport Act 1985.
- Any Registered Local Bus Service or coach service that, inside the EP Scheme Area, does not stop at any stopping places within the meaning set out in section 137(1) of the Transport Act 1985, other than Warrington Bus Interchange.
- Any Registered Local Bus Service or coach service that neither commences nor terminates within the EP Scheme Area.
- Any Registered Local Bus Service or coach service that is not eligible for Bus Services Operators Grant (BSOG).
- Services of limited duration provided in conjunction with specific events.

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3. Obligations on Warrington Borough Council

3.1. Adopted Facilities

WBC shall continue to provide and maintain the existing bus priority measures at the locations presented in **Figure 3.1** and detailed in **Table 3.1**.

Figure 3.1: Bus Priority Measures in Warrington

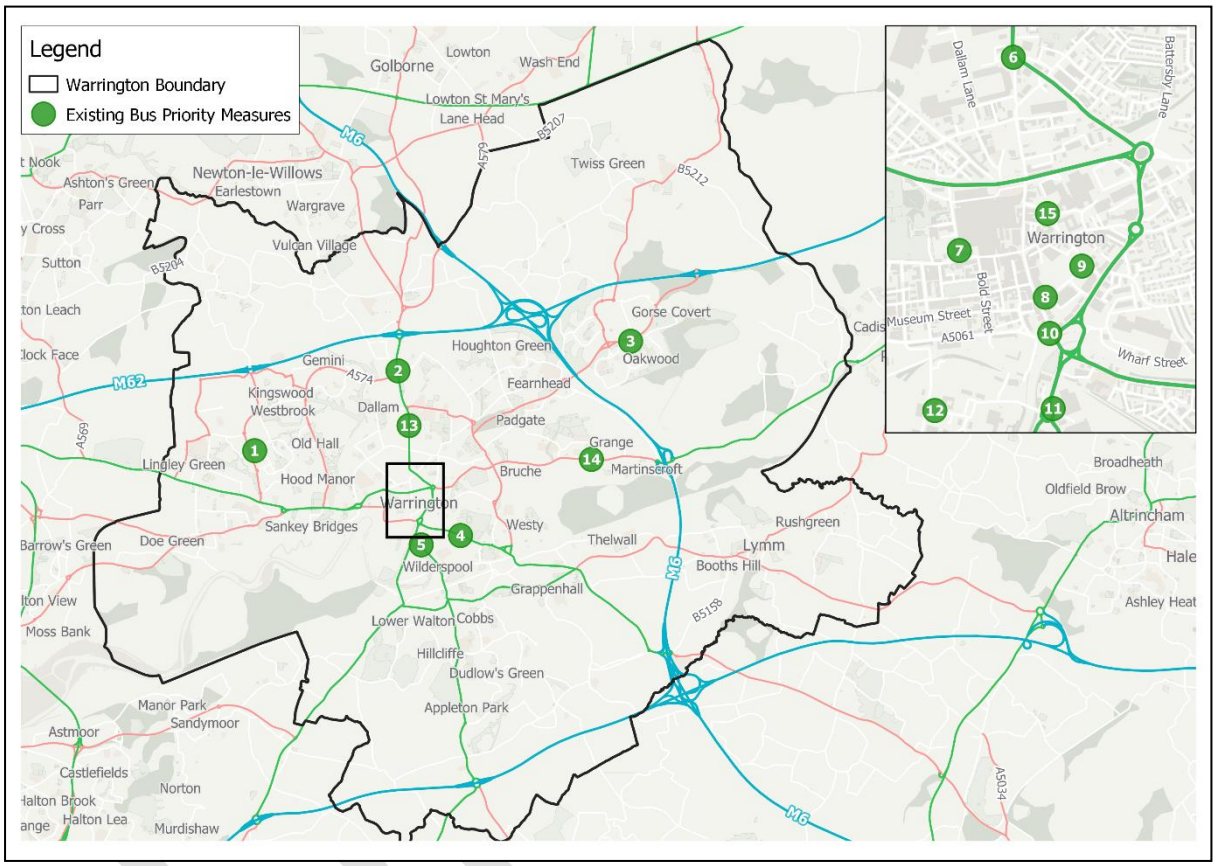


Table 3.1: Bus Priority Measures in Warrington

Map Reference	Location	Operational Hours	Vehicles Permitted	From	To	Length
1	Boston Boulevard (both directions)	07:00 – 19:00	Bus / Cycle / Taxi	Whittle Avenue	East of Portland Avenue	435m
2	A49 Winwick Road (southbound)	24 hour	Bus / Cycle / Taxi	Opposite Brendan Avenue	Sandy Lane West	220m
3	Birchwood bus gate – Faraday Street (both directions)	24 hour	Bus	Birchwood Way	Ordnance Avenue	120m
4	A5061 Knutsford Road (northbound)	07:30 – 09:30	Bus / Cycle / Taxi	St Mary's Street	Old Road	265m
5	A49 Wilderspool Causeway (northbound)	07:30 – 09:30, 16:30 – 18:30	Bus / Cycle / Taxi	Gainsborough Road	River Road	730m
6	A49 Winwick Street Bus gate (northbound)	24 hour	Bus	Silver Street	A49 Winwick Road	60m
7	Legh Street (southbound)	24 hour	Bus / Cycle / Taxi	Bath Street	Sankey Street	140m
8	Academy Way (eastbound)	24 hour	Bus / Cycle / Taxi	Bridge Street	Moulders Lane	40m
9	Academy Street (northbound)	24 hour	Bus / Cycle / Taxi	Academy Way	Buttermarket Street	130m
10	Lower Bridge Street (both directions)	05:00 – 19:00	Bus / Cycle / Taxi	Mini roundabout	Bridgefoot	25m
11	Bus gate into existing bus depot	24 hour	Bus	A49	Bus Depot	50m
12	Centre Park bus gate (both directions)	24 hour	Bus	Slutchers Lane	Centre Park Square	180m
13	Alder Lane bus gate (westbound)	24 hour	Bus / Cycle	Alder Lane	Winwick Road	45m
14	A57 Old Manchester Road bus gate (westbound)	24 hour	Bus	Manchester Road	Cliftonville Road	60m
15	Scotland Road	24 hour	Bus / Cycle / Taxi	Cockhedge Way	Prince Henry Square Car Park Exit	50m

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WBC shall also continue to provide and maintain the Warrington Bus Interchange.

While it is WBC's intention to provide and maintain infrastructure at bus stops, including, without limitation, bus stop poles and flags, shelters, seating and information displays, the majority of the bus shelter estate was subject to a retendering process at the time of preparing this EP Scheme. Therefore, bus stop infrastructure shall be treated as Potential Facilities for the purposes of this EP Scheme, with details of bus stop infrastructure that have been adopted as Adopted Facilities to be added to the EP Scheme following application of the Governance Arrangements set out at **Section 5**, once the retendering process has been completed.

3.2. Potential Facilities

Dependent on the nature and level of funding provided by Government, WBC may also give consideration to the following Facilities ('Potential Facilities'):

- Delivery of the Town Deal proposals for improved bus priority on the A49 Wilderspool Causeway;
- Delivery of bus priority measures in the A49 Triangle between A49 Winwick Road / Winwick Street, A49 Winwick Road / Pinners Brow and Winwick Street / Tanners Lane;
- Developing a programme for delivery of other bus priority measures;
- Developing a bus stop hierarchy that identifies standards for guaranteed levels of infrastructure provision at each level of the hierarchy;
- Increasing provision of at-stop information boards; and
- Increasing the provision of Real-Time Passenger Information (RTPI) at stops.

For the avoidance of doubt, unless a Potential Facility is adopted as an Adopted Facility, WBC is not obliged to deliver that Potential Facility. Prior to the adoption of a Potential Facility as an Adopted Facility, the Governance Arrangements set out at **Section 5** shall be followed. This provides Operators of Qualifying Bus Services with the ability to work with WBC to define what is to be adopted and also provides such Operators with the ability to raise objections through the Operator Objections process, as defined in **Section 5**.

3.3. Adopted Measures

WBC shall:

- Maintain a budget for expenditure on socially necessary services at 2021/22 levels for three years from 1 April 2022 to 31 March 2025.
- Maintain a budget for reimbursement of concessionary travel which is sufficient to adhere to scheme requirements, for three years from 1 April 2022 to 31 March 2025.

In addition, WBC shall continue to carry out the following activities:

Warrington Bus Interchange Management

- Facility management, including cleaning, security, reactive and proactive measures;
- Accident investigation and damage reporting and rectification;

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- Health and safety compliance checks, including audits, walk-around checks, proactive actions such as legionella checks and fire/bomb threat evacuation;
- Stand allocations;
- Publicity updates (paper and electronic);
- Operational protocol management;
- CCTV management and replacement;
- Commit to retention of Travel Shop as an invaluable resource for passengers, either through existing agreements or new arrangements as appropriate; and
- Enforcement.

Bus Stop Management

- Bus shelter estate contract management;
- Management of shelters other than those included in the bus shelter estate contract;
- Management of requests for new shelter provision;
- Renewal and replacement of existing and new poles, flags and cases; and
- Publicity updates.

Planned Events and Utility Works

- Engagement with the WBC Streetworks team and project sponsor to minimise disruption and review within the permit scheme;
- Advising Operators on the extent of expected disruptions and obtaining their feedback;
- Suggesting preferred route diversions or other mitigating courses of action; and
- Publicising consequent service and route changes.

Highway Scheme Development

- Identifying benefits and disbenefits to bus services;
- Agreeing timescales;
- Advertising changes (temporary and permanent) to bus service provision;
- Supporting highway network alterations, including new roads, bus priority measures and structural maintenance; and
- Procuring any new infrastructure, such as stops and shelters, in conjunction with the highways and design teams.

Funding under section 106 of the Town and Country Planning Act 1990 or section 278 of the Highways Act 1980

- Monitoring the development of planning applications;
- Agreeing what bus service interventions are required to support a new or extended development;
- Engaging with Operators about service diversions or designing tenders for new services;
- Procuring new infrastructure, such as stops and shelters, in conjunction with the highways and design teams;

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- Supporting and publicising new and diverted bus services; and
- Monitoring bus service performance and patronage levels.

Network Planning

- Specifying, procuring and overseeing contracted / supported services, both new and enhanced; and
- Co-ordinating the education transport eligibility processes where the bus service network is used.

Concessionary Travel

- Managing the process to agree reimbursement levels;
- Working with the Cheshire consortium on agreeing reimbursements to operators;
- Ensuring audit compliance; and
- Managing Operator appeals.

Timetable changes / Publicity

- Liaison with Operators concerning tendered service changes;
- Provision of information to inform the Bus Open Data Service (BODS), National Public Transport Access Nodes (NaPTAN) and Real Time Passenger Information (RTPI);
- Provision of timetable information including in printed, large print and other formats; and
- Production of Christmas and New Year service changes.

3.4. Potential Measures

Dependent on the nature and level of funding provided by Government, WBC may also give consideration to the following Measures ('Potential Measures'):

- Commencing a network review process to identify current and future gaps in the network;
- Finalising work being undertaken on the Warrington Mass Transit and Bus Priority Study to identify a network of mass transit routes;
- Co-ordinate the information required to support audio-visual next stop announcements, including ensuring that bus stop naming is consistent and accurate;
- Promoting interventions to be delivered through the EP Scheme; and
- Defining potential parking control interventions, setting out a preferred approach and timetable for delivery.

For the avoidance of doubt, unless a Potential Measure is adopted as an Adopted Measure, WBC is not obliged to deliver that Potential Measure. Prior to the adoption of a Potential Measure as an Adopted Measure, the Governance Arrangements, as set out at **Section 5**, shall be followed. This provides Operators of Qualifying Bus Services with the ability to work with WBC to define what is to be adopted and also provides such Operators with the ability to raise objections through the Operator Objections process, as defined in **Section 5**.

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4. Obligations on Operators of Qualifying Bus Services

4.1. Adopted Standards of Service

By 1 May 2022, when an Operator is obliged, prior to submission to the Traffic Commissioner, to provide information to WBC concerning registrations, variations or cancellations of a Qualifying Bus Service, in order to obtain a completed 'Local Registered Service in England Confirmation of Local Authority Notification' Pro-forma (in accordance with the Bus Services Act 2017, The Public Service Vehicles (Registration of Local Services) (Amendment) Regulations 2018), that Operator shall also be required to provide the same information to WBC in either ATCO-CIF format or TransXchange format, details of which can be provided by WBC.

By 1 May 2022, any Operator that operates a Qualifying Bus Service shall be required to maintain a website that provides information to the public on, at minimum, the timetable for each Qualifying Bus Service operated by that Operator. Each Operator that operates a Qualifying Bus Service shall also be required to ensure that its website is maintained such that the information provided concerning each Qualifying Bus Service is current.

By 1 May 2022, each Operator that operates a Qualifying Bus Service within the EP Area shall be required to provide on its website a link to the websites maintained by each other Operator that operates a Qualifying Bus Service and to the section of the website maintained by WBC that relates to buses (www.warrington.gov.uk/buses).

By 1 April 2023, each Operator that operates a Qualifying Bus Service shall only be permitted to change the timetable for those services three times a year:

- Prior to the start of the Warrington academic calendar spring term in January;
- Prior to the start of the Warrington academic calendar summer term in April; and
- Prior to the start of the Warrington academic calendar autumn term in September.

Each year, WBC shall inform Operators of the exact dates on which changes are permitted ('Service Change Dates') by no later than 31 March, for the following April to March period. Additional timetable changes shall be permitted over the Christmas period, and WBC shall inform Operators of the period over which such changes can be made ('Christmas Service Change Period') by no later than 31 March each year.

Where a Qualifying Bus Service also operates outside the EP Scheme Area, such that it is subject to an EP Scheme and/or a Franchising Scheme (as the case may be) in one or more areas covered by other LTAs, WBC shall seek to agree corresponding service change arrangements with those other LTAs. If corresponding service change arrangements cannot be agreed, any Qualifying Bus Service operating into an area where a corresponding service change arrangement has not been agreed shall be exempt from the requirement.

At the sole discretion of WBC, with agreement not to be unreasonably withheld, timetable changes may be made outside the advised Service Change Dates if circumstances occur that can be demonstrated to be outside the reasonable expectations of an Operator.

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For the avoidance of doubt, a timetable shall be deemed to have been changed if an Operator changes one or more of the service timing, frequency, route, start or end point, hours of operation or days of operation, where such changes could relate to the timetable in its entirety or any individual part of that timetable. A timetable shall also be deemed to have been changed if an Operator cancels an entire Qualifying Bus Service.

4.2. Potential Standards of Service

WBC shall also discuss with Operators of Qualifying Bus Services the conditions under which the following Standards Of Service ('Potential Standards Of Service') might be included in the EP Scheme:

- The conditions required to deliver improvements on Qualifying Bus Services to evening and weekend service levels, rural daytime service levels, cross-boundary service levels and service levels to key destinations;
- The conditions required to deliver, where appropriate, even gaps in departure times between individual Qualifying Bus Services operated by different Operators;
- An obligation for Operators of Qualifying Bus Services to participate in a Punctuality Improvement Plan with WBC;
- Appropriate forms of Multi-Operator Ticketing that all Operators of Qualifying Bus Services shall be obliged to accept, and the dates by which these might be delivered;
- The steps required for all Qualifying Bus Services to accept contactless payments and the date by which this might be delivered;
- The steps required for all Qualifying Bus Services to achieve Euro VI Equivalent Standards or better and the date by which this might be delivered;
- The steps required for all Qualifying Bus Services to be operated using Zero Emission Vehicles and the date by which this might be delivered;
- The steps required for all Qualifying Bus Services to achieve a minimum standard for display of service destinations and the date by which this might be delivered;
- The steps required for all Qualifying Bus Services to achieve improved on-bus standards, which could include driver training, vehicle cleanliness, provision of CCTV and other safety measures, and the use of audio-visual announcements, and the dates by which these might be delivered;
- An obligation for Operators of Qualifying Bus Services to publicise bus network maps, to be developed in conjunction with WBC, which cover all Operators, reference walking, cycling and railway routes and routes to key destinations;
- The steps required to extend the reporting of live departure times and bus tracking to all Operators of Qualifying Bus Services and the date by which this might be delivered;
- An obligation for Operators of Qualifying Bus Services to participate in joint promotional schemes with WBC and neighbouring LTAs; and
- An obligation for Operators of Qualifying Bus Services to participate in a jointly agreed passenger charter.

For the avoidance of doubt, unless a Potential Standard Of Service is adopted as an Adopted Standard Of Service, Operators of Qualifying Bus Services are not obliged to adhere to that Potential Standard Of Service. Prior to the adoption of a Potential Standard Of Service as an

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Adopted Standard Of Service, the Governance Arrangements, as set out at **Section 5**, shall be followed. This provides Operators of Qualifying Bus Services with the ability to work with WBC to define what is to be adopted and also provides such Operators with the ability to raise objections through the Operator Objections process, as defined in **Section 5**.

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5. Governance Arrangements

5.1. Warrington Enhanced Partnership Forum

The Warrington Enhanced Partnership (WEP) Plan and Scheme shall be governed by the WEP Forum, comprising:

1. An independent chairperson ('Chair'), who shall be agreed in advance by other members of the WEP Forum and shall not be an employee or representative of WBC or an Operator operating Qualifying Bus Services;
2. Employees or representatives of WBC Passenger Transport and Highways departments; and
3. Employees or representatives of Operators operating Qualifying Bus Services.

In addition, other external organisations may, from time to time, be invited to join the WEP Forum on an advisory basis for fixed periods of time to provide specialist expertise. From time to time (not more than once per financial year), a wider conference of relevant parties including, without limitation, representatives of organisations such as bus user groups, businesses and the Local Enterprise Partnership, may be invited in addition to WEP Forum members to review and discuss the progress of, and future opportunities for, the WEP.

WEP Forum meetings shall take place not less than four times per year, with provision for additional meetings as required to take decisions that in the opinion of the Chair cannot be deferred to a scheduled meeting. Meetings shall be chaired by the Chair and shall be arranged by WBC, who shall also take minutes. Meetings shall normally be held at Warrington Town Hall.

Agendas and meeting papers (including a copy of minutes and outcomes of decisions taken at the previous WEP Forum meeting) shall be circulated by WBC no less than 7 calendar days in advance of each meeting, and draft minutes shall be circulated no more than 14 calendar days after each meeting. Draft minutes shall be approved at the following WEP Forum meeting.

5.2. Variation

The future content of the WEP Plan and Scheme shall be considered by the WEP Forum. Consideration shall be given to a potential WEP Scheme variation (a 'Variation') raised by a WEP Forum member. The proposer of a Variation must demonstrate how this Variation might contribute to achieving the objectives set out in the WEP Plan and current local transport policies. A suggestion for a Variation should be set out in writing and submitted to buses@warrington.gov.uk. On receipt of a valid request for a Variation, WBC shall forward this Variation to all WEP Forum members. Discussion of a Variation shall typically take place during the next scheduled meeting of the WEP Forum, but in circumstances where WBC considers that the proposed Variation requires more urgent discussion, WBC shall reconvene the WEP Forum, giving at least 14 calendar days' notice of the meeting.

If all WEP Forum members present at this meeting agree that the Variation should be considered, based on a single vote per member organisation, with Operators that are subsidiaries of the same owning group only receiving one vote, it shall be subject to a Feasibility Study. WEP Forum members not represented at the meeting, or who do not express an opinion at the meeting, shall be deemed to be abstaining from the decision.

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Where WEP Forum members present at the meeting are not in full agreement that the Variation should be considered, each WEP Forum member, including any not present at the meeting, shall be given 7 calendar days to provide a response concerning the proposed Variation in writing to buses@warrington.gov.uk. These responses shall be reviewed by the Chair, with a final decision taken on whether the Variation is to be considered through application of the Variation Mechanism described below.

Where it is agreed that a Variation shall be considered, WBC shall carry out a Feasibility Study in conjunction with a working group made up of other WEP Forum members, with the timescales involved to be agreed by the WEP Forum members. Each Feasibility Study may, without limitation, report on Facilities and Measures that may be delivered by WBC in support of the Variation and the expected impacts on Operators operating Qualifying Bus Services. On receipt of a feasibility study report, Operators operating Qualifying Bus Services shall individually be given 14 calendar days to propose improvements to Standards Of Service that complement the Variation, in furtherance of the aims of the WEP Plan and current local transport policies.

WBC shall review the Standards Of Service proposed by Operators operating Qualifying Bus Services and shall consider whether, in the opinion of WBC, these appear to be proportionate to any Facilities and/or Measures (as the case may be) to be delivered by WBC, having regard to the terms of Schedule 10 of the Transport Act 2000 (the 'Competition Test'). As a result of this review, WBC may propose revisions to the Standards Of Service proposed by one or more Operator operating Qualifying Bus Services, who shall then be given 7 calendar days to consider whether to agree to the proposed revisions.

Following receipt of any responses from Operators operating Qualifying Bus Services, WBC shall consolidate the proposed changes to Facilities, Measures and/or Standards Of Service (as the case may be) into a Variation Proposal that shall be subject to application of the Variation Mechanism, as described below. Following application of the Variation Mechanism, the outcome of this process shall be used to decide whether or not the Variation Proposal is to be adopted.

If the application of the Variation Mechanism confirms that a Variation Proposal is to be adopted, the WEP shall be amended to include this Variation Proposal, including any milestone dates concerning when different aspects of the Variation Proposal are to be adopted.

5.3. Revocation

An EP Scheme can only exist if an EP Plan is in place. If, for any reason, the EP Plan is revoked, it would automatically mean that any associated EP Schemes would cease. Equally, if all EP Schemes ceased, the EP Plan would be revoked. A decision concerning the revocation of the WEP Plan and/or one or more of any associated EP Schemes (as the case may be) shall only be taken following a Review, as described below.

If, following a Review, a WEP Forum member wishes to propose Revocation of one or more of the WEP Schemes and/or the WEP Plan (as the case may be), they shall set out in writing why they consider this action to be appropriate and shall submit this proposal to buses@warrington.gov.uk. On receipt of a valid request for Revocation, WBC shall forward this proposal ('Revocation Proposal') to all WEP Forum members and reconvene the WEP Forum, giving at least 14 calendar days' notice of the meeting.

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If all WEP Forum members present at this meeting agree that Revocation should occur, based on a single vote per member organisation, with Operators that are subsidiaries of the same owning group only receiving one vote, the Revocation Proposal shall be adopted, in line with the processes set out in the Bus Services Act 2017 and any subsidiary legislation. WEP Forum members not represented at the meeting, or who do not express an opinion at the meeting, shall be deemed to be abstaining from the decision.

Where WEP Forum members present at the meeting are not in full agreement with the Revocation Proposal, each WEP Forum member, including any not present at the meeting, shall be given 7 calendar days to provide a response concerning the Revocation Proposal in writing to buses@warrington.gov.uk. These responses shall be reviewed by the Chair, with a final decision taken on whether the Revocation Proposal is to be adopted through application of the Variation Mechanism described below.

The above notwithstanding, if WBC should decide to pursue Franchising Scheme powers, as defined within the Bus Services Act 2017, the WEP shall cease to apply in the area covered by the Franchising Scheme from the commencement date of the Franchising Scheme.

5.4. Review

Once made, the WEP shall be reviewed by the WEP Forum (a 'Review') every six months, following publication of data on progress towards the targets set out in the Warrington Bus Service Improvement Plan (BSIP), as may be varied from time to time. WBC shall initiate and carry out these Reviews, with support from all WEP Forum members.

If, following a Review, the WEP Forum or any member thereof considers that the outputs set out in the WEP and/or (as the case may be) the targets set out in the BSIP may not be achieved, or that the outputs set out in the WEP are no longer aligned with achievement of the targets set out in the WEP, the WEP Forum, or that member, may propose a Variation or Revocation (as the case may be) by following the processes set out elsewhere for the proposal of Variation or Revocation.

In addition, if a WEP Forum member considers that there has been a material change in circumstances that may affect achievement of the aims of the WEP or current local transport policies, that member may propose an additional Review at any time, by following the process set out above for proposing a Variation. Without limitation, it may be considered appropriate to request an additional Review if there is a material change in:

1. Legislation;
2. Local, regional or national policy;
3. WBC funding; or
4. Circumstances affecting the demand for bus use and/or (as the case may be) the cost of bus operations.

5.5. Variation Mechanism

There are three aspects to the Variation Mechanism:

1. Operator Objections;
2. WBC Veto; and
3. Chair Opinion on the WBC Veto.

The Operator Objections aspect shall follow the process defined in the Enhanced Partnership Plans and Schemes (Objections) Regulations 2018 ('Objections Regulations'), as amended from time to time, in relation to the making of an EP, except that the minimum period for objections to be registered may be reduced from 28 calendar days to 14 calendar days in circumstances that are agreed by WEP Forum members. Operator Objections shall be assessed using two criteria; if either is satisfied, it shall be deemed that Operators are not in support of the proposed Variation or Revocation. These criteria are:

1. Criterion 1: the combined registered distance of the Qualifying Bus Services operated by objectors in the EP Scheme Area is at least 25% of the total registered distance of all Qualifying Bus Services operated by all the Operators in the EP Scheme Area and, if there are four or more Operators operating Qualifying Bus Services in the EP Scheme Area, at least three are objectors, or if there are fewer than four Operators operating Qualifying Bus Services in the EP Scheme Area, all are objectors.
2. Criterion 2: at least 50% of the total number of Operators operating Qualifying Bus Services in the EP Scheme Area object and the combined registered distance of Qualifying Bus Services operated by the objectors in the EP Scheme Area is at least 4% of the registered distance of all Qualifying Bus Services operated by all the Operators in the EP Scheme Area.

In determining the total registered distance of all Qualifying Bus Services in the EP Scheme Area and the registered distance of Qualifying Bus Services in the EP Scheme Area that are operated by objectors, Department for Transport (DfT) guidance on the requirements for establishing an EP (as may be amended from time to time) shall be followed. The services deemed to be Qualifying Bus Services and their registered distances shall be determined on the basis of each service registered with the Traffic Commissioner to be in operation in the week prior to the Operator Objections process commencing.

The WBC Veto aspect exists as a control to ensure that:

1. The voting system does not allow an individual Operator to influence the WEP to its own commercial benefit or to harm competitors;
2. There is no opportunity for a group of Operators to vote in a co-ordinated manner to mutual benefit on a sustained basis; and
3. Actual or potential competition, entry to new services and by new Operators, or innovation, is not inhibited, except where such actions can be certified by WBC as passing the Competition Test.

WBC may, in exceptional circumstances, exercise the WBC Veto over decisions that it may reasonably believe or suspect as having anti-competitive implications or being otherwise contrary to the aims of the WEP, current local transport policies and/or (as the case may be) not in the public interest. Without limitation, such circumstances may include the following:

1. WBC has insufficient funding to deliver a Variation Proposal;
2. There is insufficient public support for a Variation Proposal, as demonstrated though public consultation; or
3. WBC does not consider the Standards Of Service proposed by Operators to be proportionate to Facilities and/or Measures (as the case may be) to be delivered by WBC.

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If WBC decides to apply the WBC Veto, it shall provide the Chair with a written explanation as to why, in its opinion, the WBC Veto should be applied. The Chair shall consider this written explanation and shall inform WBC whether, in the Chair's opinion, application of the WBC Veto is appropriate. If the Chair does not consider application of the WBC Veto to be appropriate, they shall give WBC the opportunity to withdraw the WBC Veto or to provide the Chair with further written explanation as to why the WBC Veto should be applied.

Following this process, the Chair shall report to WEP Forum members on the outcome from the Operator Objections aspect of the Variation Mechanism, on whether or not WBC has decided to apply the WBC Veto and on the Chair Opinion on the WBC Veto. A Variation shall not be progressed if:

1. At least one of the Operator Objections criteria is met; and/or (as the case may be)
2. WBC applies the WBC Veto.

For the avoidance of doubt, WBC shall not be obliged to be bound by the Chair Decision on the WBC Veto, but in the interests of partnership and co-operative working with Operators, WBC shall not apply the WBC Veto unreasonably and shall explain to other WEP Forum members the reasons why, in its opinion, it is appropriate to apply the WBC Veto. If Operators operating Qualifying Bus Services consider application of the WBC Veto to be inappropriate, they may take action through other aspects of these Governance Arrangements including, without limitation, proposing Revocation.

Revocation shall not be progressed if at least one of the Operator Objections criteria is met. In the case of Revocation, the aspect of the Variation Mechanism relating to the WBC Veto and the Chair Decision on the WBC Veto shall not be applied.

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Annex A : Definitions used in the Enhanced Partnership Scheme

Adopted Facilities – Facilities that Warrington Borough Council is obliged to deliver through the terms of this EP Scheme.

Adopted Measures – Measures that Warrington Borough Council is obliged to deliver through the terms of this EP Scheme.

Adopted Standards Of Service – Standards Of Service that Operators of Qualifying Bus Services are obliged to adhere to through the terms of this EP Scheme.

ATCO-CIF – an electronic protocol supporting the transfer of bus route and timetable information.

Bus Open Data Service (BODS) – open data service that provides bus timetable, vehicle location and fares data for every Registered Local Bus Service in England.

Bus Service Operators Grant (BSOG) – a discretionary grant paid by Government to Operators of eligible Registered Local Bus Services to help them recover some of their fuel costs.

CCTV – closed circuit television system, whereby static or mobile cameras are used to record offences or for surveillance and safety and security purposes.

CVRAS – Clean Vehicle Retrofit Accreditation Scheme (CVRAS), which is a certification scheme for manufacturers of retrofit emissions reduction technology.

EP Plan – an Enhanced Partnership Plan within the meaning set out in section 138A of the Transport Act 2000.

EP Scheme – an Enhanced Partnership Scheme within the meaning set out in section 138A of the Transport Act 2000.

EP Scheme Area – the 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 Nitrogen Oxide (NOx) and Particulate Matter (PM) emissions and achieve Euro VI equivalent standards.

Exempted Services – types of Registered Local Bus Service that are not included in the provisions of this EP Scheme, as set out in **Section 2** (of this document).

Facilities – as set out in Section 138D of the Transport Act 2000.

Franchising Scheme – shall have the meaning set out in section 123A of the Transport Act 2000.

Governance Arrangements – the processes set out in **Section 5** (of this document).

Measures – as set out in Section 138D of the Transport Act 2000.

Multi-Operator Ticketing – common fares and ticketing product applied and accepted by multiple operators.

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National Public Transport Access Nodes (NaPTAN) – dataset of the geographic locations of all points where bus users can access or egress buses.

Operator – an operator, within the meaning set out in section 81 of the Public Passenger Vehicles Act 1981, of a Registered Local Bus Service.

Potential Facilities – Facilities that Warrington Borough Council is not obliged to deliver through the terms of this EP Scheme, but which may be adopted to become Adopted Facilities, subject to application of the Governance Arrangements.

Potential Measures – Measures that Warrington Borough Council is not obliged to deliver through the terms of this EP Scheme, but which may be adopted to become Adopted Measures, subject to application of the Governance Arrangements.

Potential Standards Of Service – Standards Of Service that Operators of Qualifying Bus Services are not obliged to adhere to through the terms of this EP Scheme, but which may be adopted to become Adopted Standards Of Service, subject to application of the Governance Arrangements.

Punctuality Improvement Plan – an agreement between a Local Transport Authority and Operators to monitor and report on the level of bus service timetable compliance, with actions to be agreed on the steps required to improve timetable compliance.

Qualifying Bus Services – Registered Local Bus Services that are included in the provisions of this EP Scheme, where Registered Local Bus Services that are defined as Exempted Services do not fall within the definition of Qualifying Bus Services.

Registered Local Bus Service – as set out in Section 2 of the Transport Act 1985. For the purposes of this EP Scheme, differentiation is also made between individual services by route number on the same registration when determining Qualifying Bus Services.

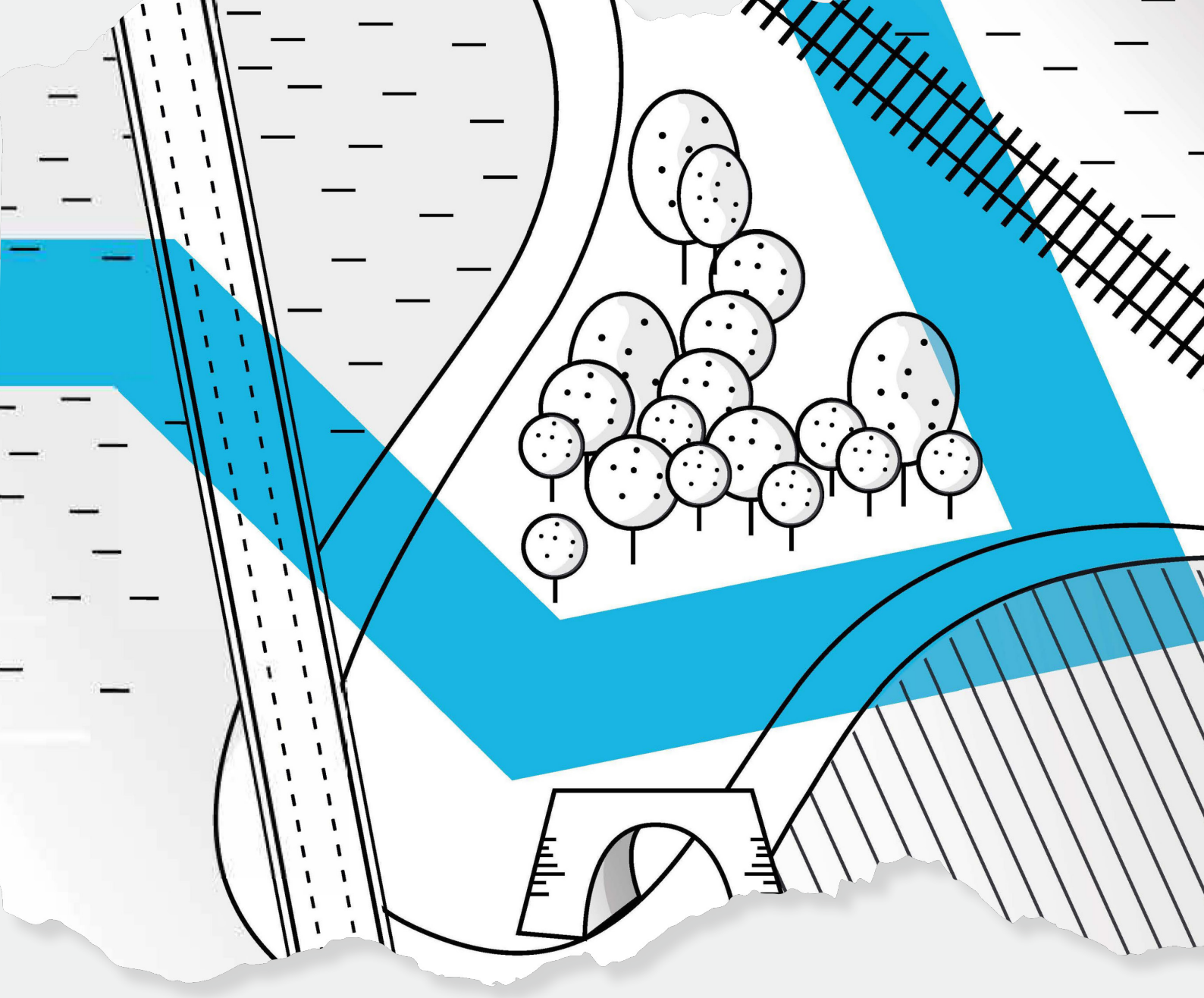
RTPI – using technology to track the location of buses in real time. Information is transmitted to bus stops or devices to indicate to passengers the predicted arrival time at a particular point.

Standards Of Service – shall relate to all requirements in respect of local services as set out in section 138C of the Transport Act 2000.

TransXchange – an electronic protocol supporting the transfer of bus route and timetable information.

Zero Emission Vehicle – vehicle that emits no pollutants at its tailpipe.

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Boundary Commision for England

Partner Pack

22 February to 4 April 2022

Boundary Commission for England

Help us spread the word - and enable others to have their say on the proposed new map of constituencies

This partner pack aims to provide all the information you need to know about the 2023 Boundary Review.

We hope the resources included in the pack help you to raise awareness of the secondary consultation, and use your communication channels to help as many people as possible get involved.

Contact us

If you have any questions, or require this document in a different format, please get in touch:

Email: information@boundarycommissionengland.gov.uk

Phone: 02072 761102

Letter: Boundary Commission for England, 35 Great Smith Street, London, SW1P 3BQ

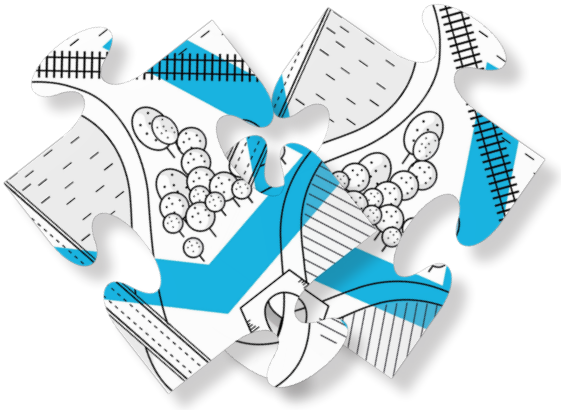
For press enquiries only

Email: press@boundarycommissionengland.gov.uk

Phone: 07821 637558

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The 2023 Boundary Review

Introduction

We are the Boundary Commission for England (BCE), an independent and impartial public body.

A review of parliamentary constituencies is taking place to ensure each one has roughly the same number of electors. As part of this process, the number of constituencies in England will increase to 543. The Commission is required by law to make sure that each constituency in England has between 69,724 and 77,062 electors, excluding two 'protected' constituencies for the Isle of Wight.

Due to population changes, the number of people registered to vote in some constituencies is much higher than in others. The 2023 Boundary Review will therefore rebalance the number of electors represented by each MP. It's an important process, and one which requires considerable change to the existing map of constituencies.

Our task is to redraw the map of constituencies in England so that it represents local communities as best as possible, while keeping to the legal requirements outlined above.

We want members of the public to tell us their thoughts on our proposed new constituencies, so we can improve them. This is where you come in. With your support, you can help us raise awareness of our secondary consultation and enable others to have their say on the boundary changes.

Our secondary consultation

We received a fantastic number of responses - over 34,000 - to our first consultation, which took place from June to August last year. From 22 February to 4 April 2022, we're holding a six-week secondary consultation on our initial proposals, and we want as many people as possible to have the opportunity to provide their views.

To have your say, you can send us your comments from 22 February in writing via our consultation website, bcereviews.org.uk, or by email or letter. These must reach us by 4 April 2022, when the consultation closes. You can give us your feedback on anything from where the proposed electoral boundaries are, to our suggestions for new constituency names.

We cannot accept any comments sent in before the consultation opens on 22 February. You are welcome to begin promoting the consultation before this date, but please be mindful of this restriction in your messaging.

We are also holding 32 public hearings across the country, where members of the public can provide their views in person. To find out the location of a public hearing in your region and book a 10 minute slot to speak, please visit the dedicated public hearings page on our website here: bit.ly/bcepublichearings.

Further information about the public hearings, including what to expect when attending a hearing, can be found in our Guide to the public hearings (available as an HTML webpage and to download as a PDF via our website).

We have also published the responses we received during our first consultation, so that people can take these into account when making a representation. These are available to view on bcereviews.org.uk.

What happens next?

After the secondary consultation has closed, the Commission will analyse every representation sent in during the first and secondary stages. We will produce a report deciding on whether the initial proposals should change and which details any suggested changes. Alongside this report, we will publish all the written representations we received during the secondary consultation, as well as the transcripts from public hearings.

If our proposals change, we will hold a further four-week written consultation on our revised proposals inviting you to tell us what you think about them. There will be no public hearings at this stage. Those comments will be published along with our final report, which will be sent to Parliament by July 2023 and subsequently made into law.



How to get involved

We have produced this pack to make it easier for you to get involved. We want to raise awareness of the 2023 Boundary Review as widely and locally as possible, to make sure that everyone has the opportunity to have their voices heard.

Help others to have their say by using your communication channels to spread the word. You could start by sending this resource pack to other organisations and representatives in your community, such as housing associations and parish councils.

Please think about how you can best reach every demographic in your community. For example, do you have a Diversity Officer who can assist you in spreading the word among underrepresented communities? To help reach those who don't have easy access to the internet, can you put up posters in local venues?

Here are some more ideas:

- Post our ready-made social media content, or design your own
- Include a brief paragraph in your newsletter or bulletin
- Publish our content on your organisation's website
- Distribute our posters and flyers to your offices and local venues, such as libraries
- Send a press release to your local media
- Email our factsheet to your stakeholders
- Spread the word among local community groups
- Follow us on social media (@BCEReviews) to keep up to date with the consultation, and share our content

We will be pushing out content on our social media channels and website throughout the consultation period - please feel free to share our posts, and join us in posting your own.

If you have any questions about the consultation, please get in touch - our team will be happy to answer them.

Our key messages

1

Critical part of our democracy

Reviewing constituency boundaries is an essential process to make sure that individual votes are of broadly equal weight.

Fair and impartial

Boundary Commission for England is an independent and impartial public body.

2

3

We want to hear your views

The Boundary Commission for England wants to hear from local residents and communities, to make sure their final recommendations to Parliament take account of local views and knowledge.

It's easy to have your say

View and comment on the proposed changes online at **bcereviews.org.uk**

4

Resources

Sample posts for social media

Make sure you're following us on social media to hear key updates about the secondary consultation, and the progress of the 2023 Boundary Review more generally.

Click the links to view and follow our page - we're **@BCEReviews** on Twitter, Instagram and Facebook

We've created some sample social media posts below to help you spread the word in your area. After the consultation opens on 22 February, feel free to post any of these on your social media channels or create your own.

We cannot accept responses which reach us before the consultation opens on 22 February, or after it closes on 4 April. Please take this into account when promoting the consultation on your channels, and ensure you include our consultation website address (bcereviews.org.uk) in your posts.

Download



Constituencies in your area are changing and @BCEReviews want to hear your thoughts on their proposals. Have your say in the consultation here before 4 April: bcereviews.org.uk



The Boundary Commission for England (@BCEReviews) wants YOU to help improve its proposals for new constituencies in your area. Go to bcereviews.org.uk and share your views now in the public consultation, which closes 4 April and includes public hearings in your region.

Get involved in the Boundary Commission for England's consultation on constituency boundaries in your area at bcereviews.org.uk, or at a public hearing in your region. Have your say now - follow @BCEReviews for more information



The Boundary Commission for England are holding public hearings on how new constituencies in your area should look. Find your nearest hearing and register for a slot to speak at bit.ly/bcepublichearings

The Boundary Commission for England are holding a public consultation on the proposed new constituency boundaries, including public hearings across the country. Have your say in person at a hearing or via bcereviews.org.uk. For more info follow @BCEReviews

How should the map of constituencies look in [INSERT AREA]? Tell the Boundary Commission and help improve their suggestions in the consultation open now. Go to bcereviews.org.uk and have your say - you've got until 4th April.



Text for your website or bulletin

Brief text (suitable for a newsletter or bulletin)

The Boundary Commission for England is holding an independent review of all constituency boundaries in England, and invites you to have your say on its proposals. Go to bcereviews.org.uk to view the proposed new constituencies for your area and share your views before the secondary consultation closes on 4 April. You can also speak at a public hearing in your region - find your nearest hearing and book your attendance at bit.ly/bcepublichearings. The 2023 Boundary Review will rebalance the number of electors in each constituency, and the number of constituencies in England will increase to 543. Follow @BCEReviews to keep updated.

Longer summary (suitable for a page on your website)

Constituencies are changing - have your say now via bcereviews.org.uk, or at a public hearing in your region.

The Boundary Commission for England (BCE) is required by Parliament to undertake an independent and impartial review of all constituencies in England, to rebalance the number of electors in each constituency. The 2023 Boundary Review also requires that the number of constituencies in England increases from 533 to 543. The Commission is holding a secondary consultation on its initial proposals for new constituencies, which takes place from 22 February to 4 April 2022. During the consultation, public hearings will be held across the country to allow members of the public to provide their views in person.

To have your say, submit your views in writing via the consultation website bcereviews.org.uk, by email, or letter; or speak at a public hearing in your region. Find your nearest hearing and book a slot to speak at bit.ly/bcepublichearings. On the consultation website, you can also view and take into account the responses sent in during the first consultation.

Follow @BCEReviews on Facebook, Twitter and Instagram to keep up-to-date with 2023 Boundary Review news.

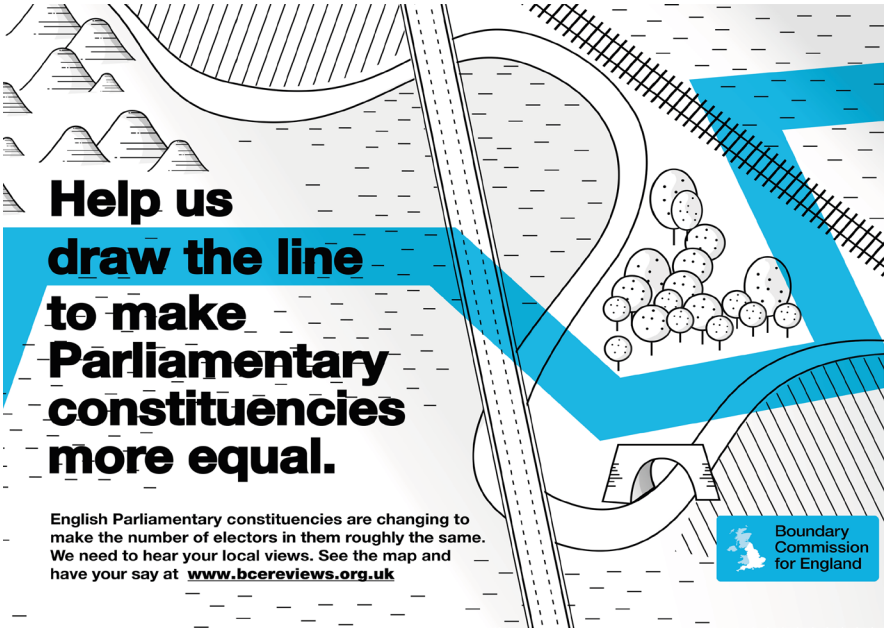
Further information and resources:

- Boundary Commission for England website
- Guide to the 2023 Review
- Guide to the public hearings

Poster and flyer

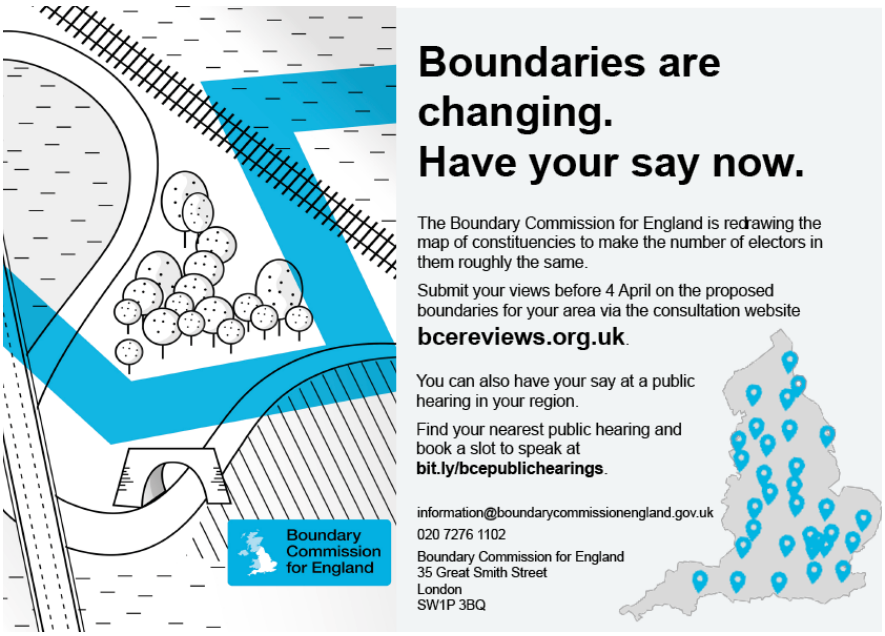
Download and distribute our informative A4 poster and A5 flyer. Send them to your contacts to print and circulate around your offices and local venues (for example, community centres, libraries, and on parish noticeboards), to help raise awareness of the consultation at a local level.

Option 1



Download

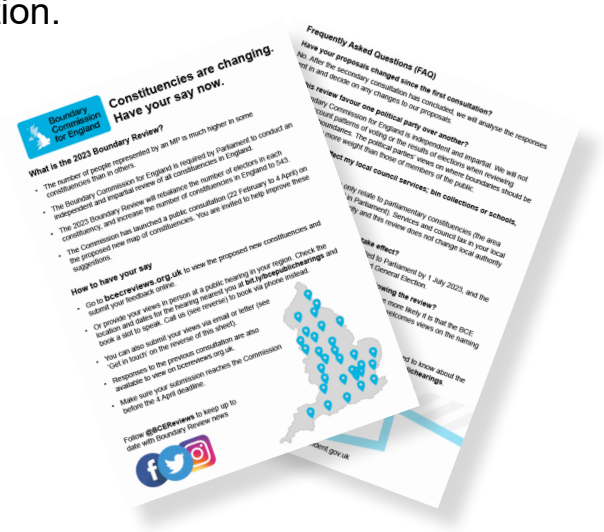
Option 2



Factsheet

Download our helpful factsheet about the secondary consultation and the 2023 Boundary Review below. Like the poster and flyer, it's an informative but brief resource you can distribute to your offices and local venues to spread awareness of the consultation.

Download



Press release

On 22 February, we'll publish our news article announcing the launch of the secondary consultation, and link to our press release within the piece.

The news article will be published on our 'News' page here: boundarycommissionforengland.independent.gov.uk/category/news

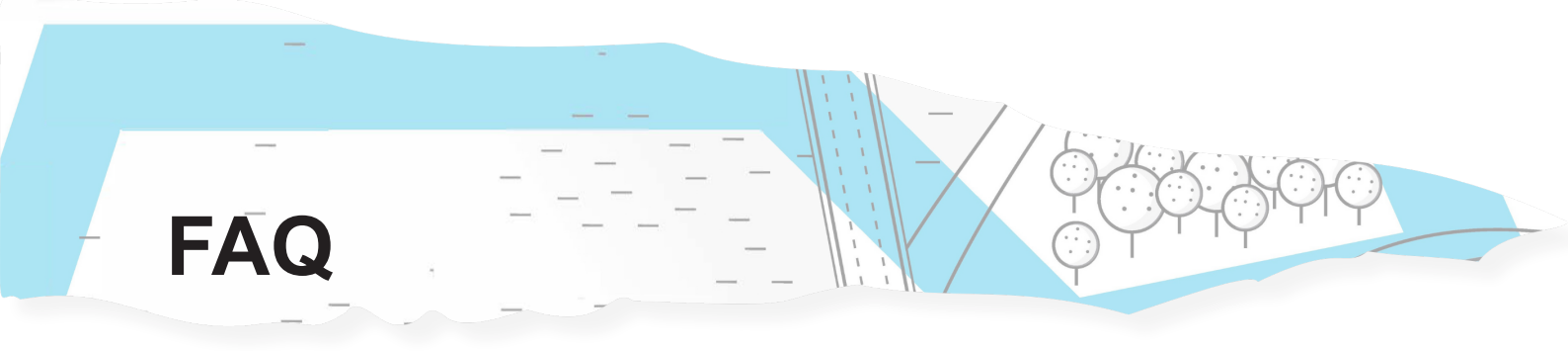
You are welcome to download our press release and send it to your local media, or use the press release or news article for your own communications purposes - for example, to upload on your website.

Blog

Our first public hearing takes place in Westminster on 24 and 25 February. One of our Assistant Commissioners will write about their experience of participating in the 2023 Boundary Review and attending the hearing. We'll publish their piece on the 'Blogs' page on our website here shortly after the hearing has taken place:

boundarycommissionforengland.independent.gov.uk/category/blogs

Please feel free to place it on your own website or distribute it via your newsletter or bulletin.



FAQ

Read the answers to some frequently asked questions below. Still have questions? Get in touch - our team will be happy to help.

Why are you reviewing constituency boundaries?

The Boundary Commission for England has been asked by Parliament to rebalance the number of electors in each constituency. Due to population changes since the last review, the number of electors in some constituencies is much higher than in others. The 2023 Boundary Review will make sure each MP represents roughly the same number of electors (between 69,724 and 77,062). The number of constituencies in England must also increase from 533 to 543. The new map of constituencies proposed by the Commission therefore has significant changes.

Where can I see your proposals for new consituencies?

Visit our consultation website, bcereviews.org.uk, to view our proposals and take part in the consultation.

How do you develop your proposals for new constituencies?

We must keep to the rules set by Parliament, outlined above. We also take into account existing boundaries, local geography, and local ties. We know that local knowledge can help improve our proposals, and have invited the public to participate in our secondary consultation. We will take into account every response when deciding on any changes to our initial proposals. Read our Guide to the Review for further information on this.

Have your proposals changed since the first consultation?

No. After the secondary consultation has concluded, we will analyse the responses sent in and decide on any changes to our proposals.

Will this review favour one political party over another?

The Boundary Commission for England is independent and impartial and will not take into account patterns of voting or the results of elections when reviewing constituency boundaries. Nor do the political parties' views on where boundaries should be have any more weight than those of members of the public.

Will the changes affect my local council services - bin collections or schools, for example?

No. The boundary changes only relate to parliamentary constituencies (the area an MP is elected to represent in Parliament). Services and council tax in your local area are set by your local authority and this review does not change local authority boundaries.

What happens after the secondary consultation, and when would the proposed changes take effect?

We will analyse every response received during the first and secondary consultations. If our proposals change, we will publish our recommendations and hold a further public consultation. Our final recommendations will be submitted to Parliament by 1 July 2023, and the new constituencies will take effect at the next General Election thereafter.

Will the name of my constituency change following the review?

Generally, the more a constituency has changed, the more likely it is that the BCE will recommend a change of name. The Commission welcomes views on the naming of proposed constituencies during the consultation.

Should I submit my views in writing or in person?

You are welcome to attend a public hearing to provide a response in person or to send in a written representation via our consultation website, bcereviews.org.uk, or by email or letter, within the consultation period. We place equal weight on feedback submitted orally and in writing.

How can I attend a public hearing?

Go straight to our public hearings page on our website via this link: bit.ly/bcepublichearings and find your nearest hearing from the dates and locations listed. By selecting your chosen event, you'll be taken to Eventbrite to register for a 10 minute slot to speak at the hearing. Booking is a quick and easy process.

What happens at a public hearing?

Read our Guide to the public hearings to find out everything you need to know about the hearings. It provides information on registering for a hearing, the timings of each day, and how the hearings are run.

Find out more

Useful resources and links

- Visit our consultation website to view our initial proposals for your area, and tell us your views: bcereviews.org.uk
- Keep up to date with 2023 Boundary Review news on our main website: boundarycommissionforengland.independent.gov.uk
- Find your local public hearing on our dedicated public hearings page: bit.ly/bcepublichearings
- Read our Guide to the 2023 Review,which provides a detailed description of the 2023 Boundary Review process. An easy read version is also available to view or print from our website.



We also publish news about the Boundary Review on social media. Follow **@BCEReviews** on Facebook, Twitter, and Instagram.

If you would like to find out more about the public hearings, the work of the Commission, or the 2023 Boundary Review more generally, please get in touch (see page 2 for our contact information).

Giving feedback on this resource

We welcome your feedback about this partner pack. To help us improve the materials we share, email us at information@boundarycommissionengland.gov.uk, using the subject line 'Partner pack feedback'.