

INFORMAL CONSULTATION RESPONSES

County Council - Fully Subsidised Services	Comments
Roberts 120	<ul style="list-style-type: none"> • Only service that goes to Bradgate Park • Service needed by elderly people in Newtown Linford and Stanton under Bardon who would be completely isolated if removed • Bus service also used by elderly in Markfield Court (Retirement Village) and removal will isolate and limit independence of residents • Provides link for villagers to amenities • No other bus service between Anstey and Markfield • Many service users in villages cannot drive and/or do not have a car • Service also used to visit friends, family and relatives • Walking from the main A511 is highly inconvenient and unsafe • Bus service to Ratby Lane enables many vulnerable people to benefit educational, social and religious activities • Many residents both young and old depend on the service for work; further education as well as other daily activities which can't be done in small rural villages; to lose this service would have a detrimental impact on many residents • Markfield Nursing Care Home will continue to provide care for people with neuro disabilities and Roberts 120 will be used by staff, residents and visitors • Service is vital for residents of Markfield Court Retirement Village for retaining independence, shopping, visiting friends/relatives and medical appointments • Pressure on parking in Newtown Linford already considerable and removing service will be detrimental to non-drivers in village and scheme which will encourage more people to use service
Centrebus 100	<ul style="list-style-type: none"> • Service has vehicles that breakdown, inflated fares and driver shortage • Removal of service will impact on residents of Gaddesby, Barsby and Ashby Folville • Gaddesby to have new houses so demand for transport will increase and transport must be available for new residents • Villages have an aging population who will use the bus more frequently • Service is essential for villagers who need access to Melton, Syston or Leicester for food shopping, primary healthcare, employment, training or social activities • Without service or a car, villagers of Gaddesby, Barsby and Ashby Folville will be unable to access essentials • Service not used much at present but with

	villages aging, services will be used more frequently •
Paul S Winson 3	<ul style="list-style-type: none"> • Morning service is under used • Removal of service will impact economy in Loughborough Town Centre • Removal of service will impact on mental health, heightening social isolation • Service is always at full capacity on market days • Serves residential complex for elderly on Langdale Road and is a lifeline for elderly on Holywell Dr, Leconfield Road and Tynedale Road • Bus service has given elderly users opportunity to socialise with each other • Many use service to avoid using car and increase congestion and pollution • Alternative services are too far • It provides essential service to elderly and infirm who are majority of users outside peak work times • 1 hour walk from furthest end of route to centre of Loughborough • Service provides social opportunity for lonely and isolated • Tyendale Road serves large estate with 1750 homes and population of estimated 5500
Centrebus 24	<ul style="list-style-type: none"> • Service is lifeline for elderly and infirm who don't drive • Lifeline for people living in Vale of Belvoir • Service would be used more if it served Bingham more frequently • Service important for independence • Service used a lot for shopping in Melton Mowbray and to visit doctors in Long Clawson
Paul S Winson 129	<ul style="list-style-type: none"> • Parts of route can be removed where rarely people get on and off the bus • Only means of independence for people in villages between Ashby and Loughborough • Service used by elderly as well as young people to get to Loughborough colleges • DRT will be unworkable for students along the route • 129 Community Bus Partnership are trying to increase passenger numbers through rebranding and introducing family tickets • Removal of this service would remove access to education facilities in Loughborough for young people in Ashby • Vital link for villagers to access high priority services as defined by LCC • Vital for young people to get to Loughborough Colleges • Route connects two important market towns of Ashby and Loughborough • Community Bus Partnership Chairman spoke to passengers on bus who were travelling for number of different purposes including club meetings, leisure centre, Education, shopping, work, visit disabled mother, visit relatives and visit building society
Centrebus 33	<ul style="list-style-type: none"> • Elderly rely on service • Service mainly used between 9.30 and 16.30 so timetable could be altered • Service used for socialising • Service provides link for wider residential areas to Market Harborough Town Centre, employment, shopping and leisure • Serves Great Bowden and Robert Smyth Academy

	which is also proposed for expansion to serve approved development of up to 600 dwellings
Centrebus 128	<ul style="list-style-type: none"> • Service has vehicles that breakdown, inflated fares and driver shortage • Those without car rely on this service • Elderly and frail will be cut off from social activities • Children taking part in activities may be discouraged from interests beyond walking distance • Frisby on the Wreake has had 123 houses approved on condition that each house receives a free bus pass. Removing service would mean pass holders having to walk 500 metres on road with no pavement to access Arriva service
Roberts 27	<ul style="list-style-type: none"> • WHM Work Connections has trained 32 individuals with learning disabilities to use service, increasing independence, confidence, abilities and employment options • Elderly need service
Hinckleybus 8	<ul style="list-style-type: none"> • Could use minibus to pick up passengers from one stop in Magna Park where service runs to save money • Service only one for those without transport • Harborough DC submitted plan setting out housing and employment growth across district which service runs through • Provides hourly service linking Lutterworth, Hinckley, Claybrooke Magna and Ullesthorpe to Magna Park (employment centre) which reduces need for car • Enables villagers to access services and employment opportunities in Lutterworth and Hinckley
Murphy's Taxi 661	<ul style="list-style-type: none"> • Service 661 serves growing villages such as Gilmorton and those that are remote from access to services/facilities such as Kimcote, Walton, Bruntingthorpe and Peatling Parva
Centrebus 113	<ul style="list-style-type: none"> • Melton to Oakham service is a lifeline for people in Vale of Belvoir and Melton who don't have transport • Service is used by elderly and infirm who would be housebound if service withdrawn • Could reduction of timetable be considered as alternative? • Could this service be linked in with service 19?
Roberts 7	<ul style="list-style-type: none"> • Consultation carried out a few years ago for removal of this service but was kept due to its importance for people to go to work, school and visit relatives • Ageing population who will rely on bus service • Post office in Appleby Magna about to close so residents will need to use bus to get to post office in Measham • Appleby Magna residents use bus service to visit doctors in Measham • Money from S106 for new development in Appleby Magna can be used to fund service • Community bus partnership concept previously failed for service 7 route as route was too long and could not meet needs of disparate communities

Centrebus 8	<ul style="list-style-type: none"> • Service provides hourly service linking Lutterworth, Hinckley, Claybrooke Magna and Ullesthorpe to Magna Park (employment centre) which reduces need for car • Service enables villagers to access services, facilities and employment opportunities in Lutterworth and Hinckley.
Paul S Winson 13	<ul style="list-style-type: none"> • Removing service will deprive young families, disabled and elderly from easy access to Loughborough town centre • Will dissuade people travelling to town centre where number of shops will decline due to lack of support from locals • Bus route 13 is not in outlying villages and is densely populated. Not everyone has a car and there are no schools in area • If service is removed, then suggest DRT service be introduced at predefined times to suit school runs and other passenger requests with current fares including concessionary rates
Roberts 155	<ul style="list-style-type: none"> • Not many users of service will be aware of consultation and accurate decision cannot be made about future of service if they are unaware • 2013 consultation was announced in community magazine which no longer exists and people kept up to date which led to a considerable response • Consultation would have been fairer with a letter or leaflet drop at all households along the route informing them of consultation • Lack of publicity is key factor in rural areas as people are unaware the service still exists and no timetable at stop gives impression it's an abandoned stop • Buses would have more usage if routes included more places of interest such as Ashby-de-la-Zouch and Melbourne. Possibly an Ashby stop to replace route to airport as there is airport shuttle link from Castle Donnington bus station which would link service 155 there • More houses will lead to more potential users • Building projects in airport/motorway area has caused congestion and buses being late affecting people sense of reliance on service
County Council - Partially Subsidised Services	Comments
Centrebus 44	<ul style="list-style-type: none"> • Cancellation of service will result in isolation • Service provides vital link to St Luke's Hospital on Leicester Road and provides a service into Market Harborough for villagers in Fleckney, Saddington, Smeeton Westerby, The Kibworths, The Langtons and Great Bowden for whom allows access to services, facilities and employment opportunities for those who do not drive • Bus serves 11 villages and Market Harborough • Many of rural villages do not have necessary

	<p>facilities for daily life such as healthcare and shops and service allows non-drivers accessibility to facilities and prevents isolation • Fleckney and smaller villages have no other service connecting them with Kibworth and Market Harborough • Bus reduces need for parents to transport children to school and also connects with other bus services and rail transport • Businesses, especially garages benefit from service when clients use bus while their car is being serviced/repaired • Housing Developments built/planned in Kibworth, Fleckney, Great Bowden and Foxton which will increase population and need for a good bus service and developers should also contribute to service • Service needed to allay increase in traffic on A6 and B6047 • Neighbourhood Plan identified through consultation that an important feature for those living in Parish is the retention and enhancement of public transport system/service 44 • It serves Foxton and Gartree and could usefully run through Lubenham (pick up from Lubenham Hill and along either Coventry Road or Welland Park Road) which was previously requested</p>
Centrebus 14	<p>• Removal of service will affect disabled and elderly due to substantial hills on route • Service could be retained on hourly basis (rather than half hourly) and with smaller vehicle • Many given up driving and those with cars still use busses for economic and environmental reasons • Passengers would be happy to contribute a small amount towards keeping service</p>
Centrebus 747	<p>• Service is essential for all areas on A47 route and is only regular transport link between Leicester & Uppingham • Service would be used more if hourly service retained (previously used by 5 ladies every Saturday to attend Uppingham market/coffee outing but no longer used since being reduced to 2 hourly) • Reduced service not good for Uppingham trade • Many local residents of Thurnby & Bushby rely on 747 service and wish to support continuation of subsidy • Given the passenger numbers and the increased fares, is sufficient income being generated that a subsidy will not be required next year? • LCC has said that they will maintain current bus subsidies until June 2019. However this will only apply to the Centrebus 747 if RCC make a contribution. Have RCC agreed yet?</p> <p>• Have service levels improved since the bus stopped going to St Margaret's bus station? • How much is the subsidy per passenger on the Centrebus 747? • A47 Corridor has seen</p>

	<p>significant housing growth and with small proportion of dwellings having access to commercial service. However, Thurnby and Bushby do not • 747 also serves Billesdon, Houghton on the Hill, Tilton on the Hill and Tugby • Many local residents of Thurnby & Bushby rely on Centrebus 747 service and wish to support continuation of subsidy</p>
Centrebus 15	<p>• Many given up driving and those with cars still use busses for economic and environmental reasons • People with bad eyesight, heart conditions and limited mobility could not manage to walk up and down hills with shopping • Passengers would be happy to contribute a small amount towards keeping service</p>
Hinckley Bus X84	<p>• Service has had recent timetable changes meaning that the bus gets in to Leicester just before 9am. In 2016 it would get in at 8.10am and in 2017 between 7.50 and 8am. Diversion via Croft and 1.5 hour gap in afternoon service increases journey time • Slow service. The town's service to Rugby sent around houses in Magna Park causing delays at peak times • Support the continuation of the X84 service</p>
Centrebus 154	<p>• Only service for Woodhouse Eaves • Woodhouse and its boundaries need to nurture its assets to increase incoming investments. Examples of these assets include Great Central Railway, Beaumanor Hall, Beacon Hill County Park, Broombriggs, The Windmill, The Outwoods, Stoneywell, The National Forest, Bradgate Park, Swithland Wood • Subsidised "office hours" service and Saturday service for shoppers based on assumption that people work office hours. People now increasingly work shifts and/or hours spread over 7 days • Charnwood villages contribute to tourism and night time local hostelries, However, peak time for this is Sundays and Bank Holidays when there is no service • New housing means that villages will not have a service that can sustain more housing and losing a subsidised service will create more of a problem and lead to decay of overall quality of life for residents and businesses along route • Many members of staff at Beaumanor Hall use Centrebus 154 • Service absolutely depended on by people working office hours and attending secondary school</p>
Commercial Bus Services	Comments
Centrebus 19	<p>• Service was previously used but with timetable now restricted it is no longer an option</p>

Arriva 26	<ul style="list-style-type: none"> • If service is removed, residents' lifeline would be gone and loneliness would increase
Arriva 84	<ul style="list-style-type: none"> • Service has become unreliable due to increased journey times and bus companies slowing services down
Arriva 85	<ul style="list-style-type: none"> • Service has become unreliable due to increased journey times and bus companies slowing services down
Arriva 126/127	<ul style="list-style-type: none"> • Replacing bus lanes with cycle lanes and insistence of stopping at every stop (especially for longer distance services) doesn't help
Arriva 16	<ul style="list-style-type: none"> • There has been a reduction in buses along the route resulting in only 1 bus per hour travelling along Silver Street, Hermitage Road • Only way to get to Leicester is to travel to Coalville and catch bus or walk to Market Place in Whitwick and get bus and return same way with shopping • 4 buses run along Thornborough Road (3 for 29/29A and 1 from Nottingham to Coalville) which is parallel to Hermitage Road and resident believes this route does not require it. Recommends one of the buses is re-routed along Hermitage Road
Arriva 5A	<ul style="list-style-type: none"> • Excellent Service
Arriva 153	<ul style="list-style-type: none"> • Previously, the last bus from Leicester was at 11:05pm and there was a 2 hourly Sunday service. Now the last service from Leicester is at 8:30pm and no Sunday or Bank Holiday service • Resident previously wrote to Arriva advising of adverse effects to elderly and teenagers who do not drive wanting to have an evening out in Leicester. Arriva advised that that journeys deemed to be socially necessary should be provided through County Council tenders • Suggested to Arriva to discontinue hourly service to and from Newbold Verdon and keep hourly service to Market Bosworth (which passes through Newbold Verdon). This will release resource to reinstate late night service to Leicester and 2 hourly Sunday service
Roberts 159	<ul style="list-style-type: none"> • Would be better to re-route service via Ibstock through villages to Bosworth and Hinckley for better shopping facilities and also possibly catch connection to Leicester and access Glenfield and LRI hospitals
Hinckley Bus 58 (Commercial at time when comments submitted)	<ul style="list-style-type: none"> • Service has been unreliable so usage figures are likely to be lower than if it were a reliable service • Service times not compatible with school start and end times • Lubenham has no shops or access to doctor's surgery for non-drivers and no cycle path linking to Market Harborough • Could have a circular service serving Lubenham, Foxton and Great Bowden and be routed past Railway Station, Doctors Surgery, St Lukes, supermarket and Foxton Locks

Other Comments	
Demand Responsive Transport (DRT)	<ul style="list-style-type: none"> • Not a solution for everyone, don't understand how to use it • 24 Hour notice for DRT may not be long enough to • DRT is a tiresome process and users have to wait each day for transport at a fixed time • People would not know how to access demand responsive service • 24 hour notice for DRT service may not be enough time to visit Doctors Surgery some vehicles not accessible for people with limited mobility • DRT will be unworkable for students and other passengers along the route • Each community/parish is different and DRT is not a solution for every community
Village/ Community provision	<ul style="list-style-type: none"> • Requesting more provision, not enough or no provision currently, need to connect to other villages • Heather wants a bus service • Would like to see better links between major infrastructure which surrounds Kegworth e.g. East Midlands Gateway, East Midlands Airport, East Midlands Parkway and Clifton Tram Stop. Links can be achieved by joined up thinking/discussions with Nottinghamshire, Derbyshire and Rushcliffe (Kegworth on border with) and that "bigger picture" is being considered and not just Leicestershire • There is nothing which would improve the current poor provision of services in Littlethorpe • Charnwood Forest Landscape Partnership currently leading development of a project in partnership with LCC, Charnwood BC, H&B BC, NWL DC and Bradgate Park Trust which will encourage locals and visitors to explore, understand care for Charnwood Forest Regional Park; Part of scheme focuses on encouraging people to move between forest's attractions without use of car; Interior of forest not well-served by public transport and some routes identified as at risk in consultation provide vital links for users, tourists and residents; With promotion of scheme, there will be more visitors in area and greater use of bus service • Service will only be viable if network links up service in area and provide routes through interior of forest • Lutterworth and A47 corridor are areas of high existing growth as well as Magna Park, largest employment centre in district • Should encourage visitors to use public/alternative transport to a car through promotions and discounts. Bus from Atherstone station to Twycross Zoo would attract national visitors. Buses from Tamworth/Nuneaton to Twycross Zoo would facilitate connectivity with rail services • Charnwood villages contribute to tourism and night time local hostleries, However, peak time for this is Sundays and Bank Holidays

	<p>when there is no service • Woodhouse and its boundaries need to nurture its assets to increase incoming investments. Examples of these assets include Great Central Railway, Beaumanor Hall, Beacon Hill County Park, Broombriggs, The Windmill, The Outwoods, Stoneywell, The National Forest, Bradgate Park, Swithland Wood • Lubenham has no shops or access to doctor's surgery for non-drivers and no cycle path linking to Market Harborough • Could have a circular service serving Lubenham, Foxton and Great Bowden and be routed past Railway Station, Doctors Surgery, St Lukes, supermarket and Foxton Locks • Better range of drop off points on bus routes such as Ashby or Coalville would encourage more use of rural bus service• Service 152 wanted back • No mentions of or plans to replace the withdrawn McPherson services in Ashby • Visiting Coalville is not an option as there is no service from villages and there is not as much college education available as in Loughborough • Would like a service back, old service replacing, village needs a service</p>
Development	<p>• Support greater flexibility on S106 agreements so that funds can be ring-fenced for public transport and allow for them to be used creatively and minimise risk of not being spent and developers claiming it back • Harborough District Council has made housing commitments of 1,986 dwellings and additional 1,040 dwellings proposed in site allocations in Market Harborough (over 4,000 dwellings between 2011 – 2031) • New housing means that villages will not have a service that can sustain more housing and losing a subsidised service will create more of a problem and lead to decay of overall quality of life for residents and businesses along route • Support greater flexibility on S106 agreements so that funds can be ring-fenced for public transport and allow for them to be used creatively and minimise risk of not being spent and developers claiming it back • Lots of housing – encouraging sustainable travel but no services - contradictory</p>
Isolation	<p>• People cannot visit family and friends who live far. This can increase problem of loneliness • Removing bus service will exacerbate isolated elderly community</p>
Accessibility	<p>• Concerns for less able such as not allowing assistance dogs on buses, buses rerouted away from raised bus stops, drivers unwilling or unable to use ramps, not allowing baby buggies in wheelchair space, insufficient speaking timetables/route announcements for visually impaired</p>

<p>Rural Disadvantage</p>	<p>• Town residents seem to matter more than county residents • Cities have too much public transport and those who live outside have far too little • In rural areas with ageing communities a subsidised bus service will be required • Centre of town and services located in centre of bowl and many residential estates on edge of settlement located on gradient away from town centre</p>
<p>PTPS Criteria/Priorities</p>	<p>• Tourism/Leisure/recreation should be priority. Financial/legal services should be a consideration. Weighting? • Criteria for financial support to a service should also take in to account tourists and equal weighting should be given to leisure/recreational use in comparison to use for work • 800m to nearest service is still a long way for seniors and disabled • Financial and legal services are also important for villagers • Priorities should include access to internet (with service running according to library opening times) and access to post offices for elderly who need to access cash and benefits/pensions • As well as transport for high priority needs and access to services, it should also be provided as part of a leisure network to benefit people's health and wellbeing as well as increase money being spent in cafes and pubs etc. boosting local economies • Limiting bus assistance in evenings prevents locals from entertainment as well as pubs/restaurants within using car which can increase drink driving incidents • Asian population are group of users and the women are culturally not drivers • When considering service viability, same weight should be given to recreational users and tourist as to commuters • Services that connect city to popular tourist destinations in county should be accorded a higher priority for retention of subsidy. Particular examples include services 100, 128, 120 and 747 • Concern that scoring mechanism is not weighted to enable those most in need to score highly (i.e. it does not reflect rationale of responding to high priority need) • Supporting services between 7am-7pm (Mon-Fri) and 8am-6pm (Saturday) would make it difficult people who wish to access work, adult education or consultation events • Subsidised "office hours" service and Saturday service for shoppers based on assumption that people work office hours. People now increasingly work shifts and/or hours spread over 7 days • Good neighbour's scheme mainly used to transport non-drivers to access health/medical services • Local volunteer obtains up to date information about bus service</p>

	<p>which is LCC's responsibility • Value-for-money test must not be so inflexible that it cuts off communities from access to shopping, healthcare, employment and training opportunities • Welcome that LCC will work with local organisations to find solutions that meet needs of communities • Welcome LCC view on Community Transport as alternative solution, expansion of community based solutions and broadening user groups. However, this is restricted under Section 19 of Transport Act which indicates permits only allowing non-profit organisations to use vehicles for purpose that organisation is set up to provide • Community transport provision heavily reliant on volunteers which can impact service delivery • Helpful if LCC set out in Draft Policy and Strategy type of support that will be provided to Community Transport providers to increase offer of more cost effective and responsive transport solutions • When allocating funding, must consider some form of network planning as opposed to just cutting service which can help make savings on other services and lower end services can remain for longer period (used service 155 as an example as my15 interchanging with Skylink can be used as an alternative and Breedon Villages can be served as DRT • Environmental and health impacts and delays to essential business vehicles outweigh small-scale savings • Reliance on commercial services concerning as they are mainly City focussed • Reassurance needed that before withdrawal of a service, there will be alternative provision in place and tested for viability • Whether or not a service is "good value for money", services must be provided as per 1985 Transport Act as they are essential for long term wellbeing of communities</p>
<p>Suggested improvements/ Ways to encourage use</p>	<p>• When allocating funding, must consider some form of network planning as opposed to just cutting service which can help make savings on other services and lower end services can remain for longer period • Large expenditure at this time could reap financial savings long term • Could work as a combined authority with Districts and Parishes financially contributing based on needs of their communities • Encourage use of commercial services to reduce car usage. This can be done through effective real time information which according to complaints seems largely dysfunctional • Encouraging use of commercial services can also be done through effective description of stops which are currently mysterious and inconsistent • Use of buses will help reduce</p>

	<p>car usage, reduce pollution and improve health of residents which will reduce demand for NHS •Faster service with fewer stops can encourage bus use and increase exercise walking to stops • More promotion of bus service may result in service become self-funding or reduce subsidy • Promotion should also encourage use of Park & Ride. Birstall is poorly advertised on roads coming from North and North East. LCC, Charnwood BC and Melton BC could promote this in newsletters. Also need a lot of repeat signage at junctions which could be done by adding a sign to existing structures. This can increase usage of P&R and reduce subsidy •Drop off points of P&R not linked to hospitals or railway which is a shortcoming • Joint/smart/digital ticketing can speed up service • Car traffic can also be reduced through additional rail or tram lines and better access to existing railway stations • Bus timings can be amended to make the services more attractive• Funds from routes that are no longer financially viable can be better used as seed corn to trial potential routes linking places not served at present. These routes will be in the suburbs and will be viable if they originate from Leicester • Bus services do not have to be traditional buses driving same route all day but can also be dial-a-ride service • Under 2017 Bus Act, LCC can have greater say on service provision, particularly with regard to evening and Sunday services • If services discontinued, DRT should be provided to affected areas with further local consultation on alternative service to be provided • Subsidy does not need to be ongoing and can be used to generate demand for a route that can be self-sustaining • By looking at routes wholly there is missed opportunity to save money and support commercial services • One of the barriers to change is price if people need to interchange between operators which can be resolved with flexi • Simple and reliable networks need to be provided through straight line routes to grow the market • Can have pocket park & rides at designated key interchange points on a route • Support exploring potential of utilising vehicles currently operating some school/college routes • Where communities put forward alternative transport scheme through “grant funding” may be to narrow a form of financial support and can also be in form of capital investment (e.g. mini-bus) • More thought needs to be given to timings and co-ordination of roadworks. Overnight working could be employed • Little regional publicity about</p>
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	cross-district service
Implications of no buses/ importance of buses	<ul style="list-style-type: none"> • Proposal could increase spending in other services, increase pollution and make Public Transport less useful for new housing • Bus services are important, many more people in Harborough who cannot afford a vehicle or cannot drive for various reasons including medical or physical problems or are too old to drive • Many local branches for banks, post offices and shops have closed down meaning that people have to travel further for the same services. Not many people know how to access these services online • Many residents don't drive, and to lose a way of visiting "outside world" would impact health and well-being • Increase in ageing population in rural areas affected by poor mental health and access to support services already limited • Market Harborough residents and future residents will be affected if services reduced as it has an older population that has no other form of transport for whom service is lifeline to vital services • Development of rural tourism and a lack of public transport can mean no viable alternative to the car. Furthermore, those without car will be excluded from physical and mental health benefits of spending time in countryside • A bus service is needed to bring workers in to care for elderly, work in shops, pubs and help other local businesses • Many villagers rely on service to access essential services • If no bus, Local Authority will have increased burden in commissioning transport for individuals who would have used bus • There is a network of footpaths/bridleways, food-growing farmland, places to eat/drink, iconic/historic environments which is already not well served by public transport
Concessionary Travel	<ul style="list-style-type: none"> • Concessionary Bus Pass holders should pay standard fare of 10p per journey and income should support non-commercial services • Concessionary fare arrangements deny operators opportunity to make service more profitable
Alignment with Strategic and Local Policies	<ul style="list-style-type: none"> • Support from LCC needed more now due to emphasis by LCC to use public transport • Expressed concerns over potential discontinuation of services 44, 8, 747, 661, 33 as HDC has submitted plan setting out high levels of housing and employment growth across district, including to settlements affected by proposed discontinued services • Strategic Growth Plan for Leicester & Leicestershire sets out importance of link between villages and town centres/city so it is important PTPS aligns with plan in respect of transport

	provision.
Partnership working	<ul style="list-style-type: none"> • Harborough District Council welcome opportunity to work with LCC to form Public Transport Partnerships Group and work on public transport provision, community partnership group provision and DRT delivery, and public transport street furniture improvements/enhancements • Hinckley and Bosworth Borough Council would like to work with LCC to explore alternative transport solutions
Consultation	<ul style="list-style-type: none"> • Consultation likely to have significant effect on Parish • How was consultation communicated, who is being consulted and why did the parish not know about this earlier? • Consultation poorly publicised and those affected unable to attend consultation events as they were at times and places that were not accessible by public transport

ORGANISATIONS THAT PROVIDED A RESPONSE

Leicestershire Local Access Forum; **Kegworth Parish Council**; Harborough Mail; **Islamic Foundation**; Markfield Parish Council; **Narborough Parish Council**; Barkestone, Plungar & Redmile Parish Council; **Charnwood Action Group**; Ashby de la Zouch Town Council; **129 Community Bus Partnership**; Houghton on the Hill Parish Council; **Rutland County Council**; Nanpantan Ward Residents' Group; **Gaddesby Parish Council**; Markfield Court Nursing Home; **Markfield Court Retirement Village**; Swepstone Parish Council; **Charnwood Forest Landscape Partnership**; Beaumanor Hall; **Harborough District Council**; East Langton Parish Council & Foxton Parish Council; **Twycross Zoo & Tourism Advisory Board**; Hinckley & Bosworth Borough Council; **Woodhouse Parish Council**; Lubenham Parish Council; **Trentbarton**; Witherley Parish Council; **Thurnby & Bushby Society**; Frisby on the Wreake Parish Council; **WHM Work Connections**.