

HIGHWAY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE – 7 NOVEMBER 2024

QUESTIONS ASKED UNDER STANDING ORDER 7

Question asked by Mr Max Hunt CC

“In the publicity promoting the Bus Service Improvement Plan (BSIP), the Lead Member is quoted saying that *“It’s the more rural communities which are set to benefit most from our plans”*. According to government figures which are the five most rural County Divisions and their corresponding access to a private car, and the five Divisions with the least access to the private car and their corresponding rurality”?

Reply by the Chairman

Five most rural County Divisions and their corresponding access to a private car:

Census	Name	Population Density (number of usual residents per square kilometre)	No car or van in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household
E05005510	Wymondham	19.5	38	246	289	124
E05005497	Croxton Kerrial	24	38	244	308	181
E05011964	Billesdon & Tilton	28.8	52	390	439	238

E05011980	Nevill	30	46	355	459	304
E05005499	Gaddesby	37.7	42	235	292	168

Population density data sourced from ONS-TS006-2021 dataset.

Five Divisions with the least access to the private car and their corresponding rurality :

Census	Name	Population Density (number of usual residents per square kilometre)	No car or van in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household
E05005435	Loughborough Hastings	1880.4	1113	1338	533	109
E05005436	Loughborough Lemyngton	1505.6	966	1365	492	146
E05005536	South Wigston	2566.3	864	1617	814	277
E05005487	Hinckley Castle	4230.3	775	1439	820	211
E05005452	Thurmaston	2104	723	1801	1104	398

Car availability data sourced from ONS-TS045-2021 dataset.

To put this into context, the County Council through its BSIP and passenger transport network review is aiming to improve and enhance public transport choice for its rural communities where in most cases there is very limited or no provision for them. In contrast, many of Leicestershire's market towns have access to more frequent and in most cases, commercial bus services and consequently tend to have more destination choice and travel opportunities. Nonetheless, the Council is working hard through Enhanced Partnership with bus operators to support commercial provision to help ensure it is secure and stable for the benefit of Leicestershire communities.