

Email Response from Loughborough Market Traders Association

From: anthony simons

Sent: 27 December 2013 09:51

To: Tony Kirk

Subject: inner relief road

Hi Tony hope you are enjoying your Christmas

Thank for coming to the Market traders meeting. After you left we discussed the alteration in more depth.

The main concerns are access for the traders who have to used this entry onto market from the A6 we need to clarify that we will still be able to used this entry as it impossible to enter from the other end between the hours 4am 8am

Also the artiste impression shows street furniture we need to make sure that this does not restrict access on or off the market place For any vehicles i.e. the emergency etc.

The final item is the positioning of the bus stops the closer to the market area the better. Other than the points that were raised the general consensus of most of the traders is that it is a good idea to restrict the use of the A6

I hope that the road project team take notice of what the traders have raised.

Kind Regards Tony Simons Chairman

Email Response from CPT (Confederation of Passenger Transport) East Midlands.

From: Keith McNally
Sent: 06 December 2013 18:05
To: Bustrial
Subject: Loughborough Bus Trial Consultation

This is the CPT East Midlands response to the County Council consultation on bus movements through Loughborough Market Place. CPT - the Confederation of Passenger Transport UK - is the national trade association representing bus, coach and light rail operators. CPT represents over 1100 bus, coach and light rail operators and suppliers nationwide. Our members include a number of bus companies providing local services in Loughborough.

We support option A. Good bus access to town and city centres is crucial if those centres are to thrive. Across the UK, there are 1.4 billion shopping trips by bus per year and an average spend of £29.66; there are also 471 million leisure trips and average spend of £26.26(1). Whilst levels of spend by bus users in Loughborough may be lower than the national average (spend levels are likely to be higher in big cities), making significant changes to access by bus as outlined in options B & C clearly carry with them a large risk to the local economy. I believe that there are over 3 million bus passenger journeys in Loughborough each year so even a relatively small reduction in journeys resulting from a deterioration in access could have a major impact.

The key factor in the attractiveness of bus services is punctuality/reliability (2). The consultation document highlights the risk of traffic delays at junctions if buses, along with other diverted vehicles, use the inner relief road as outlined under options B & C. Clearly, the longer route that buses would need to take under options B & C could also affect the viability of some bus services. To illustrate this point, I can give a typical, simple example of a bus operation. A bus takes an average of 26 minutes to travel from point X to point Y and a further 26 minutes to return to X. 4 minutes are allowed at each end of the route to allow for fluctuations in travel time and for the driver to carry out tasks such as re-setting on board equipment & destination blinds. 2 buses operate the route, giving a frequency to the passenger of every 30 minutes. So the first bus might leave point X at 0900, then leave Y at 0930 and get back to X at 0956, ready for a 1000 departure. Meanwhile the second bus has provided the 0930 service from X, etc. If the journey time increases to an average of 28 minutes, most operators will consider the schedule too tight as buses will leave late whenever there is a delay of just a couple of minutes along the route. The operator would then be faced with a choice of reducing the frequency - a bus every 35 minutes would be hard to market to the public - or using a third bus to maintain the 30 minute frequency, which is unlikely to be economically viable.

On the other hand, giving bus services priority through Loughborough town centre as proposed under Option A is likely to improve the punctuality of the bus, encouraging

more people to use it to visit the town, giving a boost to the economy in a low carbon way and reducing the costs of congestion.

The proposals under options B & C would increase walking distances for those relying on the bus to access the town centre. This is likely to have a significant impact on travel for those with limited mobility as they (a) make fewer journeys due to the longer walks they need to make to access shops and other services, (b) travel to other locations with easier access (thus damaging trade in Loughborough) or (c) travel by car (thus increasing congestion and carbon).

Another point I should like to make is that the presence of buses in a town centre in the evenings and on Sundays usually adds an element of security and reassurance in what can be a quiet environment where pedestrians can potentially feel isolated. Again, this points to Option A as the preferred solution.

References:

(1) Greener Journeys report: <http://www.greenerjourneys.com/2012/06/did-you-know/> <<http://www.greenerjourneys.com/2012/06/did-you-know/>>

(2) Passenger Focus research - <http://www.passengerfocus.org.uk/research/bus-research> <<http://www.passengerfocus.org.uk/research/bus-research>>

Keith McNally
Regional Manager, CPT East Midlands & Yorkshire Region

Email Response from Matthew O'Callaghan – Labour Parliamentary Candidate for Loughborough

From: Matthew O'Callaghan

Sent: 08 December 2013 21:52

To: Bustrial

Subject: Loughborough Town Centre Transport Proposals

Dear Sir/Madam. I am writing in the consultation to support Option C. I do believe that the bus stops should be considered again and the Option C+ option should be investigated. The need for a bus station in Loughborough must be a priority of any transport scheme. Regards. Dr Matthew O'Callaghan. Labour Parliamentary Candidate for Loughborough.

Email Response from Woodhouse Parish Council

From: Woodhouse PC Clerk
Sent: 06 December 2013 16:23
To: Bustrial
Subject: Bus trial comment

Dear colleagues

My council discussed the proposals and wish to make the following comment:

For the benefit of rural passengers the buses should be able to stop close to town centre shops.

Regards

Ann Irving
Woodhouse PC Clerk

Questionnaire Comments Submitted by SARG (Storer and Ashby Residents Group)

Response to question 5 – do you have any other comments or suggestions?

I am writing on behalf of SARG (Storer and Ashby Area Residents Group). We represent residents in a large central part of town, i.e. Storer and Burleigh.

Most residents walk into town and would dearly love to have a safe; pleasant and bus free centre. This will encourage us to shop more on the eastern side of the town centre, at present discourage by a very busy A6.

We have decided unanimously at two full meetings to support full pedestrianisation with no buses through the middle, i.e. option C. At the last meeting we agreed unanimously that option C+ would be a major improvement on option C. The variation of option C now called option C+ gives a clear illustration on how the option C could be made to work extremely well.

The times for the buses would be similar because they will be able to move must faster with the relief road which will remove the congestion presently seen in the middle of town. Therefore the arguments of the bus companies are false. Option C or C+ would provide useful bus stops close to the centre of town.

The idea of spending 15 million to still have buses going through a pedestrianised area is just absurd and a waste of tax payers money. The dangers of pedestrians in general is large but for the elderly, disabled, blind and partially sighted and parents with push chairs etc is too large. The space is needed for extra market space, events and shoppers to walk freely between the two parts of town. A proper pedestrianised area will bring in more shoppers and hence more business for town centre shops which is urgently needed.

The bus companies are private companies with an aim to make a profit, they are not a public service. They will soon adjust their routes to serve customers others they will not make any money. The county council must take into account the wishes of Loughborough folk and not that of the bus companies

Response to question 3b – If you disagree (with our impact assessment for option C – no buses allowed through Market Place), please specify why

This option is obviously the best and the objections raised in the assessment are incorrect. This consultation is heavily biased - its a scandal how biased it is.

Questionnaire Comments Submitted by Sileby Parish Council

Options Supported: Option A (buses allowed through Market Place in both directions) and Option C (no buses allowed through Market Place).

Option Preferred: Option C (no buses allowed through Market Place).

Response to question 4c – Why do you (prefer option C)?

Because of the conflict between pedestrians and buses in Options A&B. Option C gets around this.

Response to question 5 – do you have any other comments or suggestions?

Consideration should be given on all options siting of the bus stops to suit all ages and abilities.

This page is intentionally left blank