

## Impacts of Option C on Bus Services

### Summary of Bus Stop Impacts under Option C

**Service 1 (Nottingham City Transport)** would continue to serve Baxter Gate but would no longer be able to drop inbound passengers off at the Rushes.

**Service 2 (Kinchbus)** would continue to serve Baxter Gate but would no longer be able to pick-up or drop off on Fennel Street, The Rushes or Swan Street

**Service 3 (Paul S Winson)** would continue to serve High Street and The Rushes areas and replacement stops for those removed from Market Place.

**Service 4 (Paul S Winson)** towards Shepshed would continue to serve High Street but would not serve The Rushes or Swan Street area. Replacement stops would be on Fennel Street (@ Bridge Street) and Derby Road (@ Regent Street).

**Service 4 (Paul S Winson)** towards Railway Station would not serve Greenclose Lane/The Rushes or Baxter Gate. Replacement stops would be on Derby Road (@ Regent Street) and Lemyngton Street (@ Church Gate).

**Service 5 (Kinchbus)** would split into two separate services to Ravensthorpe Drive and Shelthorpe respectively. Ravensthorpe Drive services would terminate to the north of Market Place on The Rushes and Ashby Square, and would not serve High Street or provide a through service towards Shelthorpe. Shelthorpe Services would terminate on High Street and would not serve The Rushes area or provide a through service towards Ravensthorpe Drive.

**Service 8 (Centrebus)** would continue to serve the current terminus on Baxter Gate.

**Service 9 (Kinchbus)** would continue to serve the current terminus on Baxter Gate.

**Services 11/12 (Kinchbus)** would split into two separate services to Dishley/Thorpe Acre and Shelthorpe respectively. Dishley/Thorpe Acre services would terminate to the north of Market Place on The Rushes and Ashby Square and would not serve High Street or provide a through service towards Shelthorpe. Shelthorpe Services would terminate on High Street and would not serve The Rushes area or provide a through service towards Dishley/Thorpe Acre.

**Service 13 (Paul S Winson)** would continue to serve current stops on Baxter Gate and High Street.

**Service 27 (Roberts Coaches)** would continue to serve current stops on High Street and Baxter Gate.

**Service 123 (Kinchbus)** would continue to serve current stops on High Street and Baxter Gate.

**Services 126/127 (Arriva)** towards Shepshed would continue to serve High Street but would not serve The Rushes or Ashby Square areas. Replacement stops would be on Fennel Street (@ Bridge Street) and Derby Road (@ Regent Street).

**Service 126/127 (Arriva)** towards Leicester would not serve The Rushes or High Street. Replacement stops would be on Derby Road (@ Regent Street) and Lemyngton Street (@ Church Gate).

**Service 129 (Paul S Winson)** would continue to serve High Street and The Rushes areas and replacement stops for those removed from Market Place.

**Service 154 (Centrebus)** would continue to serve current stops on High Street and Baxter Gate.

**Skylink Leicester (Kinchbus)** towards East Midlands Airport would continue to serve High Street but would not serve The Rushes area. Replacement stops would be on Fennel Street (@ Bridge Street) and Derby Road (@ Regent Street).

**Skylink Leicester (Kinchbus)** towards Leicester would not serve The Rushes or High Street. Replacement stops would be on Derby Road (@ Regent Street) and Lemyngton Street (@ Church Gate).

**Skylink Nottingham (Trent Barton)** would terminate to the north of Market Place on The Rushes and Ashby Square and would not serve Baxter Gate or Fennel Street as currently.

**Sprint (Kinchbus)** towards railway station would serve Greenclose Lane but would not serve the main stops on The Rushes or Baxter Gate.

**Sprint (Kinchbus)** towards University would serve the Rushes and Ashby Square as currently.

**X27 (Paul S Winson)** would terminate on High Street or Baxter Gate and would not serve The Rushes area.

Extra journey distance under option C for selected services (i.e. those most affected)

Extra mileage quoted is over the entire service cycle:

**Service 4 (Paul S Winson)** – 0.38 miles. Current estimate 5-6 mins extra journey time.

**Service 5 (Kinchbus)** – 0.11 miles. Current estimate 1½-2 mins extra journey time (NB – after splitting services into two).

**Service 11/12 (Kinchbus)** – 0.11 miles. Current estimate 1½-2 mins extra journey time (NB – after splitting services in two).

**Service 126/127 (Arriva)** – 0.61 miles. Current estimate 8-9½ mins extra journey time (NB – after splitting services in two).

**Skylink Leicester (Kinchbus)** – 0.39 miles. Current estimate 5-6 mins extra journey time.

**Sprint (Kinchbus)** – 0.04 miles. Current estimate ½ minute extra journey time.

## Advantages of Option A for Bus Services

### Preferable Bus Stop Locations

- A major aspect of the scheme is to deliver new high quality on street bus stop infrastructure, which provides many of the benefits of a bus station but with the convenience of being closer to where passengers actually want to get to. The new bus stop infrastructure is proposed to be spread across two broad 'hubs': one on High Street and Baxter Gate and the other on the Rushes and Ashby Square.
- Option A would allow existing bus services to take full advantage of the improved bus stop infrastructure, whereas the options B and C would mean that certain stops would be more lightly used or would have to be removed.
- The bus stop locations proposed under option A are closer to and more convenient for the Market Place area than under option C for some of the main local bus services including the 4, 126/127, Skylink Leicester and Sprint. By extension, these stops are also more convenient for southern areas of the town centre around Cattle Market and Ward's End.
- Debate over bus stop locations has overwhelmingly tended to focus on proximity to the Market Place. However, the town centre area is broader than this and covers the areas either side around The Rushes/Ashby Square and High Street/Baxter Gate too. The current locations of stops and service routes means that many services observe more than one 'main' stop in the town centre – serving stops on both sides of the Market Place to provide close access to both of these areas. Option A would allow this 'dual stop' arrangement to be retained, whereas under options B or C one or both hub areas would have to be omitted in one or both directions of travel.
- Option A would allow all passengers to access the town centre without having to cross the busy inner relief road, unlike option C.

### Retention of Cross-Town Links

- Most town and some of the main inter-urban bus services in Loughborough pass through the town centre and provide links to destinations either side (i.e. as opposed to terminating in the town centre and providing a service to destinations in one direction only). The main through services are: 4 (Paul S Winson), 5 (Kinchbus), 11/12 (Kinchbus), 126/127 (Arriva), Skylink Leicester (Kinchbus) and Sprint (Kinchbus). This is beneficial for bus passengers who want to access destinations other than the town centre such as the Hospital, College, University or Railway Station, which are in some cases possible to reach without changing buses in the town centre.

### Bus Journey Times and Punctuality

- Option A would provide a public transport route through Loughborough town centre segregated from the majority of general traffic (which would be diverted around the inner relief road). The section between George's Yard and Baxter Gate would be bus only, whilst the sections from Bridge Street-George's Yard and Baxter Gate-Wood Gate would carry substantially reduced volumes of general traffic. Several signalised pedestrian crossings would also no longer be required due to the reduced traffic volumes and would be removed. As such, option A would potentially allow bus journey times through the town centre to become faster and more reliable in comparison to how they are at the moment.

#### Encouraging Town Centre Visitors to Use the Bus

- Option A will keep buses in the heart of the town centre rather than confined to the periphery. This means that bus services will be more visible to town centre visitors than they would be under alternative options, who will be more likely to be aware of and use buses in future rather than drive into the town centre.

#### Encouraging Bus Users to Visit the Town Centre

- By keeping buses in the heart of the town centre and passing through the Market Place area, option A will help to ensure that bus passengers passing through Loughborough get to see the improved town centre rather than skirting around the edge. This will help to encourage more people to visit the town centre.

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