

Statement By Loughborough BID and Love Loughborough Partnership To County Cabinet Members

Cabinet Meeting 1st April - Loughborough Town Centre – Bus Trial Consultation

There is strong support for a trial of Option C (No Buses)

- There was strong support for Option C in the Consultation. 55% of the public and virtually every representative organisation supports it – the BID, the Love Loughborough Partnership, Charnwood Borough Council, the Loughborough Chamber of Trade and Commerce, the Leicestershire Chamber of Commerce, Nicky Morgan MP, SARG, the Loughborough Area Forums, the RNIB
- Option C has the unanimous support of the County Council’s Environment and Transport Overview and Scrutiny Committee and of all Loughborough County Councillors

The evidence of the benefits of full pedestrianisation is compelling

- Evidence from the UK and abroad is that full pedestrianisation brings increases in trade and foot fall and leads to an increase in bus use

This is a trial – only a trial of Option C will give you all the evidence you need

- You are faced with argument and assertion from both sides. You need evidence on which to base a final decision. This is only a vote on a trial and you should choose the trial that will give you the best evidence. Option A will tell you nothing you don’t already know. The buses already go through in both directions so the bus services will operate as before, but you won’t be able to measure the business benefits of full pedestrianisation. Option B has been entirely discredited with only 2.7% choosing it as their preferred option. Only Option C will give you the evidence on both sides of the argument. The bus companies will be able to measure the impact on bus use and service reliability. The BID will measure impact on foot fall, trade and vacancy rates.

The impact on bus services has been exaggerated

- We have analysed the implications of Option C for every bus service using Loughborough Town Centre. Please find attached in red BID comments on your officers’ report.
- Of the 27 services serving Loughborough only 5 are significantly affected. Objections have only been received from Kinch and Arriva and only then in relation to specific services
- Kinch and Arriva say they will split cross-town services. This is completely unnecessary, especially for a trial
- Kinch say that the stops in Market Place and Swan Street are the most important and are used by 55% of their customers – these stops go under each of the three options

We are a Portas Pilot Town – we need to be bold

- The Government’s flagship town centre idea is the Portas Pilots. Loughborough is a Portas Pilot and the Government says we have “extraordinary permission to do extraordinary things”. The threat to our town centres is real. Creating a fully pedestrianized town centre is the sort of transformational project which will put Loughborough on the map

(Extract from Officers' Report **BID Comments in red**)

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 Ruses.

BID Comment: However, the service would also be able to drop inbound passengers on High Street and could drop or pick up passengers at the rear of the Ruses Centre if it used Lemyngton Street, Fennel Street and Toothill Road to return towards Nottingham. Overall, impact on this service is minimal.

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 Ruses or Swan Street

BID Comment: This is true if the service simply uses the Inner Relief Road to return towards Leicester. We don't consider that this will seriously inconvenience passengers as they will be able to use High Street and Baxter Gate stops. These stops are less than 300 metres from The Ruses

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

BID Comment: A trial of Option C would have little adverse impact on this service.

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

BID Comment: It would still be possible for the service to use the stop at the rear of the Ruses Centre on Fennel Street, the Ruses and the top of Market Street on its journey to Shepshed..

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

BID Comment: The service could continue to use Greenclose Lane and use the Ruses and Lemyngton Street on its journey to the station..

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 Ruses 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 Ruses area or provide a through service towards Ravensthorpe Drive.

BID Comment: There is no need to split this service, certainly not for a trial. The northbound service would use the High Street and Baxter Gate stops and would also use the stop at the rear of the Rushes Centre. Southbound services would have two choices – to use the Inner Relief Road and drop people off at the top of Church Gate on Lemyngton Street, or to use the Rushes, Ashby Square, Frederick Street and Browns Lane to re-join the current route at Royland Road (as it does when the Fair is in town). This route would allow the service to use stops in the Rushes and on Ashby Square at the top of Market Street.

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

BID Comment: No change to service

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

BID Comment: No change to service

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.

BID Comment: Again there is no need to split these services, certainly not for a trial. Northbound services would use the stops on High Street and Baxter Gate and could also use the stop at the rear of the Rushes Centre. Southbound services would have two choices – to use the Inner Relief Road and drop people off at the top of Church Gate on Lemyngton Street, or to use the Rushes, Ashby Square, Frederick Street and Browns Lane to re-join the current route at Royland Road (as it does when the Fair is in town). This route would allow the service to use stops in the Rushes and on Ashby Square at the top of Market Street.

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

BID Comment: No change to service.

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

BID Comment: No change to service

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

BID Comment: No change to this service.

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).

BID Comment: They would also use Baxter Gate and the stop to the rear of the Rushes Centre. These services could continue to serve the Rushes and Ashby Square by using this route turning left off the Inner Relief Road at Bridge 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).

BID Comment: This service could use the stops in Greenclose Lane and the Rushes before turning right into Bridge Street. It would also use the stop at the top of Church Gate at Lemyngton Street.

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

BID Comment: No significant impact on this service

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

BID Comment: No significant impact on this service

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).

BID Comment: There would be no significant impact on a service of this length. As well as High Street it could use town centre stops at Baxter Gate and to the rear of the Rushes Centre

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).

BID Comment: No significant impact on this service. It can use the stop at the top of Church Gate on Lemyngton Street. It could include a loop via Ashby Square or via High Street if it wished to serve these areas

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.

BID Comment: On a service of this length using the High Street/Baxter Gate loop would not be onerous and would enable the service to use stops on High Street, Baxter Gate and at the rear of the Rushes Centre.

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

BID Comment: This service could also use stops on The Rushes and at the top of Church Gate on Lemyngton Street.

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

BID Comment: No change to this service.

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

BID Comment: This is not a problem. The route will be shorter and stops are within 300 metres of all the main town centre destinations.

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.

BID Comment: This is on a 5.6 mile journey. We note there is no objection from Winson

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

BID Comment: There is no need to split the service. For northbound services the extra distance is 341 metres. For southbound services the additional distance is 80 metres or 280 metres depending on which route is chosen.

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

BID Comment: There is no need to split the service. For northbound services the extra distance is 341 metres. For southbound services the additional distance is 80 metres or 280 metres depending on which route is chosen.

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

BID Comment: There is no need to split the services. For northbound services the difference is 341 metres on a 38.6 kilometre journey. For southbound services it is 267 metres.

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

BID Comment: For northbound services the difference is 341 metres on a 56.8 kilometre journey. For southbound services it is 267 metres.