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| <p>Loughborough Outwoods and Shelthorpe</p> | <p>Buses to ward (Kinch 5, 11 and 12) have been cut in half and there are many parts of Loughborough which are difficult to reach by public transport – e.g. there is no bus at all to the railway station.</p> <p>There is virtually no service after five o'clock in the evening. Concern that new houses are / have been built in areas with no public transport at all.</p> |
| <p>Sileby and Seagrave</p> | <p>For residents to get to Leicester, there is currently a bus that goes three times a day. These timings are not suitable for many people for a variety of reasons.</p> <ul style="list-style-type: none"> • it does not coincide with a regular work/school schedule • people who need to attend appointments at any of the Leicester hospitals • anyone wishing to go to Leicester for leisure/family visits <p>The residents of Sileby are desperate for a more regular timetable, as their previous provider cancelled the service last year.</p> <p>The train station is inaccessible to many residents, due to only being accessed via very steep steps. This makes it impossible for people in wheelchairs to use the train. It also makes it extremely difficult for parents/carers of young children with buggies and anyone with mobility issues. Many residents have contacted us saying that they are not able to access the train station due to the current set up. We strongly believe that some provisions need to be put in place for residents to access the train station in a suitable, step free way.</p> <p>Between the issues with the accessibility of the train station, and the irregularity of the bus service, many residents currently feel "trapped" in Sileby with a public transport system that is not fit for purpose.</p> <p>We are also concerned that many residents were told that a large number of developments were deemed suitable in the area due to its "excellent public transport links", which they believe, and I would support them on this, is not currently the case.</p> <p>There is also concern in Seagrave that their current only bus service was up for review earlier this year. That review has been put on hold, but after seeing the bus service cancelled in Sileby with very little notice, the residents in Seagrave are very anxious that this will also happen to them. If it does we will again have residents effectively trapped in the village.</p> <p>LCC had originally said they were going to look into setting up a Demand Responsive Transport system in Sileby. They have since said it is no longer necessary due to the new bus service.</p> |

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| | <p>I would still argue, and have argued, that this bus service is not enough, and that the current public transport in Sileby is not sufficient. It affects some of the most vulnerable in the ward and urgently needs to be reassessed.</p> |
| Sileby | <p>Passengers were refused boarding on 7:54am peak time train to Loughborough from Sileby on 3, 6 & 7 November due to the train being full. This has adversely affected both commuters and students who rely on the train for work and school. These are not isolated incidents & residents have experienced issues towards Leicester at peak times too. More carriages are needed on peak time trains or the scheduling reconsidered to accommodate increased usage.</p> <p>The Train station is not accessible to all due to a steep and long flight of stairs to the platforms.</p> <p>There is no public transport to or from Sileby on Sundays. Sileby has approximately 10,000 residents and is due to increase significantly within the next couple of years due to new large scale housing developments.</p> <p>The bus service to Leicester was dropped in September 2022 with Centrebus only very recently introducing an intermittent twice daily service.</p> |

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| <p>Shepshed</p> | <p>The last 127 bus out of Shepshed is 4pm and the last 127 bus into Shepshed from Leicester is the 6pm the other end after that the buses only go to Loughborough for two more route and then the service stops. Shepshed has the 16 bus Loughborough direct at the 10 past each hour Monday to Friday.</p> <p>The 127 to Leicester and the other villages Quorn, Rothley and Mountsorrel on the route and then we have 129 which goes to Ashby , Belton but is only every 2 hours Monday to Friday and then the Skylink to Nottingham and East Midlands airport or Coalville way every 30 mins.</p> <p>There needs to be more buses on Sunday and to places like Woodhouse Eves on the 127-bus route.</p> <p>The 127 is regular but its bus route is quite a long bus route and Shepshed is the last place on the bus route, so we lose out sometimes. Sunday service needs improving. Also, we could have a bus to Hathern and Loughborough going the opposite way instead of over the M1 round about all the time. It would be quicker. Bus route planning needs to happen for the Stonebow Village bus route as well.</p> <p>Shepshed is the 2nd largest town within Charnwood and needs a bus service which covers the whole town as it's very large now. I think the placing of bus stops needs looking into across the whole of Shepshed so that every 20 mins a resident can get to a bus stop as needed.</p> |
| <p>Shepshed</p> | <p>Public transport is very limited in the north side of Shepshed and this will become even more limited in the New Yer as the service is due to be cut, as result of lack of funding.</p> <p>The south side of the A512 is not served at all neither is the new development off Anson Road/Tickow Lane. Although, William Davis has signed a transport agreement with CBC as part of the planning condition, however, this is yet to be implemented. Also, there are several other additional planning applications currently in the pipeline for this area, including a new school.</p> <p>The centre of Shepshed is well served, however, after 5.00 pm on a Sunday that service ends.</p> |

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| <p>Barrow Soar</p> <p>Upon</p> | <p>There ought to be more busses later at night so that one can spend time in the towns and cities. The present last bus about 20.00 is no use for socializing in the larger town. More busses will encourage people to leave their cars at home and use the more environmental busses and trains. Trains are more expensive but again the last train to Barrow is also in the early evening.</p> <p>Very few people will use the public transport. We cannot carry on causing pollution! Cars are used for the smallest journeys causing more pollution and preventing people from getting exercise. It is too convenient to pop every where in a car. We cannot keep killing the planet by using cars for journeys where busses and trains could be used. People have to be educated to be more environmentally careful instead of being spoilt using cars.</p> |
| <p>Barrow Soar</p> <p>Upon</p> | <p>For below notes to be taken into consideration and services vastly improved in line with reducing dependency on commuter private vehicles and the effect directly on air quality and the environment in line with the "charnwood greener living" campaign.</p> <p>Barrow upon soar was subject of a reduced public transport timetable by kinch bus service following the pandemic Services to Leicester via the villages were cancelled and the only route available is Sileby-barrow-Quorn -Loughborough where users would have to find connections onwards or back to Leicester.</p> <p>A limited service was introduced mon-fri during late morning -early after hours to Leicester but of little use to commuters during the busy peak morning periods. this is not a lot of good as the service is hourly and only runs till early evening with limited of no service at the weekend , the railway station is not accessible to elderly people with mobility difficulties as no lift to a lower level boarding point, the station itself has no proper shelter either platform during inclement weather, the service does not run till late in the evening and only hourly with no Sunday service,and this despite Barrow being on the main line.</p> <p>It was the argument of the service providers that cancellations were brought about by reduced demand , but this was due to unreliable service due shortages in the early 2020's.</p> <p>The traffic situation in barrow of commuter private transport is exacerbated by frequent flooding of artery roads, bus stops are not covering the new developments or of some distance to same for ease of public access.</p> <p>The term service centre for barrow is a false flag as public transport fails to meet standards expected of one.</p> |
| <p>Barrow Soar</p> <p>Upon</p> | <p>Personally, I don't use either the bus service or the train service. My reasons are shared with many of the people I have talked to about this: the services aren't frequent enough to suit my needs, they are unreliable and the routes don't go where I want. The train services are unavailable to me because at 81 I can't manage a) the walk to get to the station (no parking anywhere near) b) the large number of steps down to the platform.</p> |

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| | <p>There are three bus companies that serve Barrow. There seems to be little or no communication between them so that although their routes into the village may be reasonably satisfactory, all three tend to be departing to Loughborough at roughly the same time. Yesterday (Tues 7th Nov at about 11.30) I saw three buses within 5 minutes of each other, all going to Loughborough - 2 Centre Buses Nos 128 and 27 and Kinch No 2 (I may have got these details wrong) . They were all plying for the same customers at the same time.</p> <p>The Centre bus No 128 is a trial to fill a much-missed gap to get to Leicester from Barrow. It goes to Sileby, Cossington, Birstall and Leicester. However, the first departure in Barrow is 9.30 and the last time for return from Leicester is 2.45. So you can't use this service to get to and from Leicester for work.</p> <p>Because that bus route is a trial means that the overlap of the three buses makes it very likely that the 128 will be cancelled for lack of use.</p> <p>The fact that the <u>last</u> buses and <u>last</u> trains to destinations outside Barrow are very early and although I could probably get to my destination, I won't be able to get back.</p> <p>The Kinch bus only goes to Sileby via Barrow from Loughborough. Residents of Barrow would appreciate it if this bus travelled via Shelthorpe and Tesco and Aldi.</p> <p>There are no buses on a Sunday.</p> <p>All the bus companies are very prone to cancellation because of breakdowns.</p> <p>The trains are very prone to the effects of strike action.</p> <p>So I never ever consider public transport for my journeys. If I an going to Leicester, I don't even use the Birstall Park and Ride because the bus into Leicester only has very limited route and number of stops. In comparison, I sometimes use Park and Ride to Nottingham because it has lots of stops all the way in. But mostly I drive to Clifton and catch the tram which is brilliant.</p> |
| Birstall | <p>Improvements could be made, and we would request that:</p> <ul style="list-style-type: none"> • The 22b Bus Service operates later in the evenings and for them to increase the number of buses per hour. • For a bus service to go around the Hallam Fields Estate • For interconnecting routes to be provided going from Village/Town to Village/Town. Currently to get to Syston from Birstall you have to a long round trip to Leicester and then on another bus to Syston. |

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| | <p>Taking all of this to a higher level it would be preferred to have one single publicly owned bus company. To go back to when there were Council run bus companies that had control over their own routes which met demand. Not independent privately owned companies where the service users have no control over the routes.</p> |
| Burton, Cotes, Prestwold | <p>There is an issue with buses taking students to Loughborough, mainly in the morning when the 8.15 bus is completely full and has, on occasion, driven straight past leaving students stranded for at least another hour. Another bus at this time of the day would be helpful.</p> <p>More residents would use the bus service if it was more reliable, timely and didn't stop at 6.30 p.m. ish.</p> <p>Unfortunately we only hear complaints but that is the nature of our sector. Reliability is a definite issue however this has been raised before with LCC and they assure us that the buses generally arrive on time.</p> <p>The reduction in the cost of bus journeys has been very well received and I would be very interested to see if bus use has increased since this was introduced.</p> |
| Newtown Linford | <p>More frequent buses are required, particularly to allow residents to commute to work/school and back via public transport.</p> <p>The current provision of public transport in Newtown Linford is considered sparse and does not meet the needs of residents.</p> <p>More frequent buses are required for work/school commuting. The current timetable does, however, appear to be reliable.</p> |
| Queniborough | <p>Improvements could definitely be made, there is only one current bus service through Queniborough which does not go through the old part of the village, although historically this was not the case. So it would be extremely useful for bus services to go through Main Street.</p> <p>There are also new houses off Barkby Road following the Davidsons Barleyfields Development (165+ houses) with a further 50 houses due to be built, all residents have to walk to Queniborough Road/Melton Road to access bus services. some residents live quite far from the nearest bus stop, particularly elderly residents on Main Street or children/young people on/off Barkby Road.</p> <p>It would be extremely useful if access to other neighbouring villages was possible i.e. Barkby, South Croxton. At the moment there is no way to access these villages other than by car.</p> |

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| <p>Quorn</p> | <p>The design of the road network should prioritise public transport and cycling over private vehicle use in urban areas. An extensive network of continuous bus lanes and cycle paths is required rather than the current disjointed, unfinished approach that offers overwhelming priority to private vehicles.</p> <p>Public transport, motorcycles and cycles should be allowed to go through Quorn along the old Main Road (Loughborough Road, High Street and Leicester Road) whereas private vehicles should be blocked from a continuous route by a barrier at the mid point, for example Meeting Street island. This would encourage through traffic to circumnavigate the village, significantly reduce traffic volumes and prioritise public transport and cycling for local journeys.</p> <p>A better inter village transport system is required linking the villages in the Soar valley to each other and Loughborough. The current services are not frequent or comprehensive enough to encourage greater use. This could involve an extension of a service similar to the Soar Valley Community Bus.</p> <p>On demand bus micro services should be considered as of part of the public transport mix as long as the cost for passengers can be continuously maintained at an attractive rate.</p> <p>Direct public transport and cycling links from Quorn to both Loughborough University and Loughborough main line railway station are required.</p> <p>The Skylink bus service connecting Derby, Loughborough and Leicester to East Midland Airport should be rerouted to pass through Quorn and Mountsorrel.</p> <p>All buses should be fitted with cycle racks. A good example of this is the Nottingham University Inter site hopper bus service.</p> <p>The current relationship between public transport, cycling and private transport in the village is so heavily skewed in favour of private transport it is unlikely that many residents will consider the use of a bus service, or start using a bike, until there is a massive change in this dynamic.</p> |
| <p>Thurcaston and Cropston</p> | <p>Most residents opt to use their own vehicles for flexibility due to the hourly nature of the one bus service which serves the area (Centrebus 154) the fact that this does not operate after 6.25pm on week days and Saturdays or necessarily goes to the most desired locations. There is also no service on Sundays. If there was sufficient demand, perhaps the existing service could be extended to cover this deficit, or another company brought on board to address this.</p> |

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| | <p>The current Centrebus 154 service, while limited, runs reasonably well.</p> <p>A revision of the current route to reflect additional points of high demand along the way would be useful (i.e. incorporation of key employment centres such as County Hall and the Glenfield Hospital to reduce car usage).</p> <p>The current bus service runs between Loughborough and Leicester, picking up several villages en route. There is no facility to deviate from this route without either going to Loughborough or Leicester first to connect with another service. A cross-Charnwood service might help to resolve this problem, although again this would depend on overall demand to make it commercially viable. An alternative might be to introduce a flexible shared 'ride on demand' service, to shuttle people to the main transit hubs in the area. This would be particularly beneficial to the elderly, and those with very young children, many of whom experience isolation in our more rural communities.</p> |
| Thurcaston and Cropston | <p>Regular buses at sensible intervals, including buses in the evening and at the weekend would ensure a useful service.</p> <p>There is a bus service, but not an adequate one. We do not have a local taxi service or a community transport scheme. There is no rail service nearby.</p> <p>Thurcaston and Cropston is fortunate in having an effective Good Neighbours Scheme. Members of this group transport elderly residents to hospital and other appointments, and collect prescriptions and shopping for them, to cover the many times when public transport is not scheduled.</p> |
| Woodhouse Eaves | <p>often see buses trundling past, and they seem to me to be mostly keeping to time.</p> <p>A resident recently raised a complaint about a cancelled bus when he was trying to return from Leicester and that when this happens information is sparse, if any. We're not on the electronic system and not everyone has a smartphone to communicate with the live feeds. As street lighting columns are controlled from HQ using sensors, are they links that could be exploited by bus companies in parishes like ours to provide electronic displays?</p> <p>The more that CBC and LCC promote this area as a tourist destination, the more we see continuous streams of traffic on Sundays and Bank Holidays because the bus doesn't go near our local honeypot sites. We have raised the tourism/honeypot sites issues with the Regional Park people and the tourism people in LCC and CBC before. You cannot use the bus to return from evening performances in the town hall or city or to attend events there on Sundays/Bank Holidays.</p> |

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| | <p>We have previously raised the need to retain a scheduled service to cover those who need the bus to go to work or to come to work in the parish villages i.e. not to swap it for DRT.</p> <p>Newly built homes being given travel packs – does anyone ever check if they're used? If 36 new homes are built on Maplewell Road, will the 70+ new residents be bus users I wonder. Could those developer funds be better used for other things?</p> |
| Wymeswold | <p>The journeys to Loughborough, Grantham and Melton are regular, but we have no facility to get to Nottingham unless we bus to Loughborough and then catch the train (or hope to link the Wymeswold bus to the Loughborough to Nottingham bus at Hoton).There is an old bus stop sign marked to Nottingham opposite the Three Crowns Public House . If not feasible to reinstate that journey, a cycle/ walking path between Wymeswold and Rempstone would make a safe route to Rempstone to catch the half hourly service.</p> <p>The regular routes to Melton, Grantham and Loughborough are consistently on time. We lack a route to Nottingham.</p> <p>We lack a direct route to Nottingham and we are aware of villagers from Hoton having to get two buses to Wymeswold to pick up prescriptions.</p> <p>A route to Rempstone would enable school age residents to pick up the Number 1 bus to East Leake at Rempstone. This would also be useful for anyone with Doctors appointments/ physio/ Dentist/ shopping etc to get to East Leake without a car. In addition, anyone working in Nottingham would have a facility to use public transport rather than taxis / car.</p> |
| Quorn and Mountsorrel | <p>My proposal is that the Skylink bus service between Derby and Leicester during the hours of 24.00hrs and 06.00 is routed along the old A6 to provide a service to Quorn and Mountsorrel during these hours when there is currently no public transport provision. This improved service would benefit businesses, job seekers, customers of the East Midlands Airport.</p> <p>I have previously discussed this alternative route with Kinch and their concern was that this would cause delays during periods of traffic congestion .To acknowledge their concerns I have therefore proposed a modification to the service between 24.00hrs and 06.00hrs when there is no traffic congestion.</p> |
| East Goscote | <p>Day time buses pretty good. Evening and Sunday poor.</p> |

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| | <p>Travel to Loughborough difficult. Active travel proposed for redrow new development hopeless. No safe crossings, or practical routes to centre.</p> |
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