

# APPENDIX E

## PUBLIC TRANSPORT SUPPLEMENTARY REPORT

At the time of writing the only information received from bus operators is from the County Connect Service specifically regarding the bus station outside the Market Hall, detailed below. Patronage data and information about journey time delays or accessibility issues from other operators has not been received.

Comments have been received from the Market Harborough Civic Society regarding bus service provision, including reviewing routes and frequency of services 33, 44, 58, 67, and X43, in order to:

- Improve provision to new/proposed housing developments on Kettering Road, Farndon Road and Lubenham Hill.
- Enable access to all areas of the town to key health and economic locations.
  - Improve the availability of information about current/future services.
  - Address the duplication of services.

As part of this study bus stops on existing routes within the study area have been considered for upgrading in order to improve accessibility and availability of information.

The suggested improvements and costs below are based upon an assessment of existing infrastructure within the study area; a plan showing the aspirations is included in **Fig x.x**

Bus shelters will provide improved conditions for waiting bus passengers at 5 locations;

- 1 x on Rockingham Road, opposite Valley Way: On Route 67, serving the nearby employment areas and Meadowdale Primary School.
- 2 x on Great Bowden Road near Fernie Road and opposite: On Route 44, to serve the train station and industrial estate.

□□2 x on Northampton Road, outside and opposite the Leisure Centre: On Route X7, serving the Leisure Centre and residential development.

Suggested bus shelters are based on Littlethorpe's cantilever shelter, as used elsewhere in the study area and in the Hinckley Area Improvement Project at an approximate cost of £4,800 per shelter.

Raised bus stop kerbs improve accessibility by providing level access for all users, especially wheelchair users and parents with pushchairs. These kerbs could be installed at 10 bus stops within the study area.

Timetable cases to facilitate improved levels of service information can be installed at 44 bus stops that currently have no such facility.

Hardstanding areas at 8 bus stops where existing boarding points are within grass verge could be installed in order to improve accessibility.

Replacement bus stop flags can be installed at 17 locations and 6 Replacement poles to replace existing concrete poles will improve the general appearance of bus stops.

Converting existing hail and ride to fixed bus stops provides greater clarity for passengers, agreed safer stopping locations and level access when boarding and alighting. By creating identifiable stopping locations, fixed bus stops also add to the reliability and punctuality of the bus service.

There are currently 22 locations identified as hail and ride stops on 6 routes. If converting these to fixed stops is to be considered a further 8 new bus stops on these routes would be required. This is necessary in order to provide an acceptable distance that pedestrians would be prepared to walk to a bus stop.

**Fig x.x** shows the possible locations of 30 new bus stops converted from hail and ride.

Some of the improvements suggested above will be subject to local consultation, especially the hail and ride conversions and shelters. A commitment from bus operators to maintain services on their current routes/stops would also be required in order to avoid abortive works.

Real-time information at bus stops has not been included as part of the improvements, but could be considered at a later date when this system is developed/launched.

The estimates in the table include contingencies, reconciliation and design fees, including the cost of consultation where necessary.

There are bus stops where it is not considered physically possible to introduce measures which may otherwise be desirable. e.g: where the bus stop is located between driveway accesses. In these instances the re-siting of the bus stop could be considered but this would need further investigation and full consultation, should an alternative bus stop location be identified.

It is considered that by providing bus stop infrastructure as detailed above bus travel would be more appealing to residents and visitors of Market Harborough and the surrounding areas and result in increased bus patronage. Consequently, general traffic congestion would reduce, thereby improving bus journey times and reliability, improving connectivity and accessibility and resulting in reduced emissions and carbon usage.

## **Bus Station**

Situated outside the Market Hall on Northampton Road, approximately 100 metres from the Town Square, there are 2 bus stops within a layby that is used by 6 bus services. These bus stops are well used: Data from the operator of the County Connect service indicates that this service alone uses the bus station to pick up or set down passengers on 23 occasions each day. Existing facilities at this location include two shelters with flags, posts, litter bin, and timetable information.

Anecdotal evidence has identified problems for buses pulling up to the bus stops caused by parked cars within the layby. Although the layby is signed as no entry except buses, there is no traffic regulation order to enforce this restriction as the layby is not within the highway. To address this issue a legal order to enforce the no entry and double yellow line waiting restriction could be considered. However, further survey work to determine the extent of this problem would be required.

There are no raised kerbs to provide level access at these bus stops.

Preliminary design investigations considered an echelon arrangement to enable three 10 metre length buses to access raised kerb boarding areas at the bus stops. However, the dimensions of the layby would not accommodate this layout without land acquisition.

In order to provide raised kerb facilities at the bus station an extended length of raised kerbs adjacent to the existing shelters which would accommodate two, 10 metre length buses, could be provided. The materials used (paving slabs & blocks) should be consistent with the surrounding area.

The layby is not within the highway, it is owned by Harborough District Council. Therefore any scheme at this location would require agreement with the land owner/HDC.

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