

Corsham Town bus service proposals consultation

Summary of written responses

<i>from</i>	<i>summary of main points raised</i>	<i>officer response</i>
Corsham Community Area Network	Originally supported proposal as it retains 30 minute frequency on the core route and because of existence of other services to Rudloe estate. However, have since become increasingly aware of concerns of Rudloe residents over loss of town bus - particularly loss of school bus through the estate. Alternative services not considered suitable as would require children to cross busy and dangerous road, drop off points less convenient and secure at both ends, and fares are higher. Requests that service through Rudloe estate is retained at least at school times	Rudloe is already served by 4 buses an hour from Bradford Road and Leafy lane. The revised proposal includes provision of a school bus for Rudloe, which will operate into the estate in the afternoons, and diversion of some journeys on Faresaver service X31 through the estate to provide a limited service for those who would find it difficult to walk to and cross the Bradford Road. Consideration will be given to siting a new bus stop on Pickwick Road near the junction with Beechfield Road to reduce the walk to the campus and Medical Centre for users of the Faresaver X31 and First 231 services
Box Parish Council	Urges that proposals are reconsidered - service is invaluable for Rudloe residents, particularly families who use bus to get children to the schools in Corsham. Alternative buses are too expensive, and children would have to cross busy B3109 road	
Mrs D Norris, Rudloe	Are many senior citizens in Rudloe who rely on bus to get to Beechfield Rd doctors surgery, and into town for shopping. Bradford Road is dangerous for children and OAPs to cross to reach alternative bus stops - 50mph limit with no crossing	
Mrs Y Chapman, Rudloe	Many senior citizens in Rudloe who regularly use service to get to doctors and town centre; many have difficulty walking far. Crossing Bradford Road is dangerous - if bus into estate is withdrawn would need to introduce speed limit and instal pedestrian crossing to avoid accidents.	
The Corsham School	1. safeguarding concern regarding overcrowding on 0810 ex Neston, 1520 ex Newlands Road - even at present these buses are overloaded and drivers sometimes refuse children access, while parents and school assume children are on bus. Especially sensitive for children from Cotswold Centre who are particularly vulnerable. 2. children from Rudloe estate use the bus to school - are other buses on the main road, but would mean crossing 'notoriously dangerous' Bradford Road where previous attempts to get a pedestrian crossing have failed despite an accident record.	1. This situation will not be altered by these proposals as it is not feasible to use a larger bus on the route. However, we will investigate if other school buses in the area can be used to resolve these problems. 2. A school bus will be provided for Rudloe children to use, and this will operate into Rudloe estate in the afternoon.
Travelwatch South West	1. long journey time back to Katherine Park from town centre - increased from 4 to 17 minutes 2. MoD employees would prefer to retain current timings (15 and 45 minutes past from Basil Hill)	unable to address these without adversely affecting other aspects of the service, in particular the provision of the school journeys

Corsham Town Council	<p>alternative proposal submitted; same as consultation proposal except that alternate buses omit MoD Basil Hill and serve Gastard instead - Gastard is the only part of the town without a regular bus, and believe should offer them this as a replacement for Zig Zag. MoD passengers could still travel on Gastard journeys and would have to walk 50 yards from Westwell junction. Also proposes that all departures throughout day run at 15/45 minutes past to make timetable more memorable</p>	<p>Gastard is already served by the Zig Zag service, and the consultation surrounding proposed changes to that service has resulted in more journeys being operated through Gastard than originally proposed. The timings of the Town bus have been chosen to improve connections with buses to Chippenham.</p>
Cllr Philip Whalley	<p>loss of service along Valley Road - is used by many elderly residents of Spackman Road and tributary roads (there are several OAP residences here) who can not walk as far as Katherine Park (Freestone Way) to catch the bus (currently stops at end of Spackman Road on request). Alternative 231 bus does not go past surgery on Beechfield Rd where many want to go; also concerns about crossing Valley Road to get to 231 stop. Suggests would be preferable to run current two routes but on hourly frequency</p>	<p>Revised proposal includes diversion of some journeys along the south of Valley Road and into Spackman Road to provide a limited service for those who would find it difficult to walk to alternative services</p>
St Patricks Catholic Primary school	<p>Their school bus from Melksham, for which school took over responsibility as a result of new policy on denominational transport, is operated at an affordable cost for the parents due to a special deal with the operator who uses one of the buses currently used on the Corsham town service. If the town bus is reduced to only one vehicle, could no longer link it to St Patricks school bus which would lead to it becoming unaffordable - hiring another bus would result in cost to parents doubling, to around £1375pa per child. Not fair that they should have to pay this when pupils of Corsham secondary school from Melksham can pay £700-900 pa on services provided by Wilts Council and other providers. Only options for parents who can not afford higher prices would be to drive (but not all could do this) or change schools. Request that council continues to provide 2 buses only at school times and one during daytime - they would put their funding towards the cost.</p>	<p>The school has benefitted from a special deal with the current operator of the town service, which would in any case have ceased as the operator has terminated his contract. Unfortunately is not affordable to continue to operate the town service with more than one bus during peak periods, as this would increase costs by around £35,000 per annum.</p>