

## Corsham Town bus service proposals - summary of main points raised in bus user questionnaires

<i>Issues identified</i>	<i>supporting evidence / additional comments</i>	<i>number of comments</i>	<i>response</i>
<b>Specific journeys that are unable or more difficult to make</b>			
Valley Road to Medical Centre and new campus	can use other services to travel to town centre, but these do not go to the Medical Centre or campus (with new library) and is too far to walk for elderly residents	5	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
Valley Road to Town Centre	many older people living in Valley Road area who would not be able to walk to Katherine Park to catch the bus	4	
Valley Road to Neston	used by Valley rd area residents to go to Neston club	1	
Rudloe estate to school	Bradford Road is not safe for children to cross in order to catch main road buses. First and Faresaver buses are more expensive, and pick up and set down points are less convenient	17	Revised proposal includes provision of a school bus for Rudloe, which will divert into the estate in the afternoons
Rudloe estate into Corsham	Service into estate is particularly important for elderly residents, including many who have mobility impairment and would find difficult to walk to main road stops; main road buses also stop further away from town centre in Corsham. Without service would not be able to travel and would become isolated in homes. Bradford Road is also not safe for older people to cross. First and Faresaver buses (from main road) are more expensive. Not fair that Rudloe is being left out when everyone else gets a service.	43	Rudloe already has 4 buses per hour from Bradford Road and Leafy Lane. The revised proposal includes 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.
Rudloe estate to Beechfield Road	other services from Rudloe do not run via Beechfield Road, for medical centre and campus	4 (but implied by many others)	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 services
Long journey round loop	from Beechfield Rd surgery to Katherine Park (1); from Katherine Park to MoD Basil Hill (2); town centre to Katherine Park (3); town centre to Beechfield Road and new campus (3)	9	unable to address this without adversely affecting other aspects of the service
Saturday afternoon service	request for later bus on Saturday afternoons (7 = unspecified times, 1 = 1400, 1 = 1500, 1 = 1700)	10	current service also has no service on Saturday afternoons and to provide one would increase costs
Break in service is inconvenient	0950 - 1050 gap in service would be inconvenient; including for doctors surgery - are many who attend for appointments and blood tests	4	unable to address this without increasing costs, as a gap is required to give the driver a break and comply with drivers' hours regulations
Need for service from town centre to new library in campus	long way for elderly and those with heart problems to walk uphill from Newlands Rd to Beechfield Road	1	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 services

Need for service from Kings Ave and Methuen Way to new campus	need to access surgery and leisure centre and also new facilities (inc library and police) being located in new campus	1	The Corsham town service does not cover these areas at present as they are already served by other bus routes
to connect with Bath bus at Leafy Lane	lives in Neston and travels daily to Bath; would save an hour journey time if could connect at Leafy Lane (1); Katherine Park to connect to Bath (1).	2	Connections are available in Corsham town centre
poor connections with buses to Bath	request for journeys to be timed as at present so that make good connections with First / Faresaver buses to both Bath and Chippenham - proposed times give reasonable connections to Chippenham but mean a 25 min wait at Newlands Road for connections to Bath	1	The timings are intended to provide improved connections to Chippenham. Unfortunately it is not possible to provide good connections in both directions
Concern that journeys can not be done in time allowed	does not think journeys can be done in time allotted; can't keep to time now and will be difficult to maintain 30 minute frequency on new route	2	Noted
Neston to Rudloe	travels once a week; would like Rudloe incorporated into route	1	unable to address this without increasing costs
request that bus should pass shop / PO in Hawthorn	Neston resident; this would "be a godsend"	1	unable to address this without increasing costs
Beechfield Rd to Basil Hill at 0700	travels daily to work for early start (lives at top of Priory St near A4). Could use X31 but not reliable, or 232 but does not accept bus pass. Could 0715 start at Priory Road?	1	unable to address this without increasing costs

<b>Alternative suggestions</b>			
run alternate buses in opposite directions	to avoid long journey time in one direction		would effectively reduce frequency to hourly and be confusing to passengers, and would have to omit a one way street in Neston
alternative route to serve Valley Road and provide two way link from town centre to campus and medical centre	from Newlands Rd to Beechfield Rd, Valley Rd, Furzehill, then continue round loop as in proposal (returning along Beechfield Road again)		extra journey time would not be able to be accommodated in the timetable
run to campus and Medical centre before starting loop as well as returning that way			extra journey time would not be able to be accommodated in the timetable
omit Katherine Park and serve Valley Rd and Rudloe instead	believes service is less well used from Katherine Park		would not meet the needs of Katherine Park residents who (unlike Valley Road and Rudloe) have no other services
omit Basil Hill MoD and serve Valley Rd instead	as MoD funding is ending		would not meet the needs of Basil Hill service users who (unlike Valley Road) have no other services
run an hourly service to Rudloe	would allow older people in particular to continue travelling without having to walk to main road, and would be welcomed by many (suggested by many Rudloe responses, also by some from elsewhere on route as an alternative way of saving money)		revised proposal includes limited service to Rudloe - hourly service on current two routes considered as an option but not agreed as would be likely to reduce overall use of the
run service every 45 minutes so can fit in Rudloe estate as well			

if can't restore service to Rudloe, need a zebra crossing on Bradford Road, and / or speed humps and lower speed limit	fast traffic and dangerous for children and older people to cross		town service
get First to charge same fares as town service on the main road bus past Rudloe			Main road services (First and Faresaver) are operated on a commercial basis and fares are determined by the operator
use Zig Zag service to provide service to Rudloe estate and MoD	now that ZigZag will terminate in Corsham, suggests does a loop round Rudloe and MoD Corsham - this would allow Rudloe residents to access doctors surgery and town centre, and also provide service to MoD from Trowbridge and Melksham		Insufficient time in the new Zig Zag timetable to permit this extension
stop issuing bus passes to under 65s			bus operators are required by law to offer free travel to bus pass holders
would be more profitable if better advertised and marketed			noted. Unfortunately the Council does not have the resources to carry out extensive local promotion, although we would be glad to support local communities who might wish to assist in promoting services in their area.