

Jacobs UK Ltd

Jacobs House, 1180 Eskdale Road,
Winnersh, Wokingham, Berkshire, UK
RG41 5TU
+44.(0)118.946.7000 Fax +44.(0)118.946.7001

3rd August 2010

Gainsborough Transport Study

Public Consultation on the Draft Strategy: Final Report

1. INTRODUCTION

1.1 Purpose of the Report

1.1.1 Jacobs has been commissioned by Lincolnshire County Council to develop a Transport Strategy for Gainsborough. As part of this commission, a review of the current views of the public and stakeholders has been carried out through a number of consultation exercises to inform the development of the Strategy.

1.1.2 The purpose of this report is to set out the process and results of the full public and stakeholder consultation on the draft Strategy which was undertaken during June 2010. The report is structured as follows:

- Section 2. – The Public and Stakeholder Consultation Exercise
- Section 3. – Questionnaire Results
- Section 4. – Other Feedback
- Section 5. – Conclusions and Recommendations

1.2 Study Background

1.2.1 Lincolnshire County Council wish to develop a Transport Strategy for Gainsborough in accordance with the information contained within the Community Infrastructure Fund (CIF) Full Business Case Submission, May 2009. The Transport Strategy is, in accordance with NATA and WebTAG, problem and policy-driven. The aim of the study is to understand and quantify transport problems and to develop a Transport Strategy consisting of desirable outcomes and a programme of short, medium and long-term interventions. The aims of the Transport Strategy are:

- To facilitate the significant growth in housing and employment in the town and its surrounding area
- To provide a framework for the better management of movements into and through Gainsborough

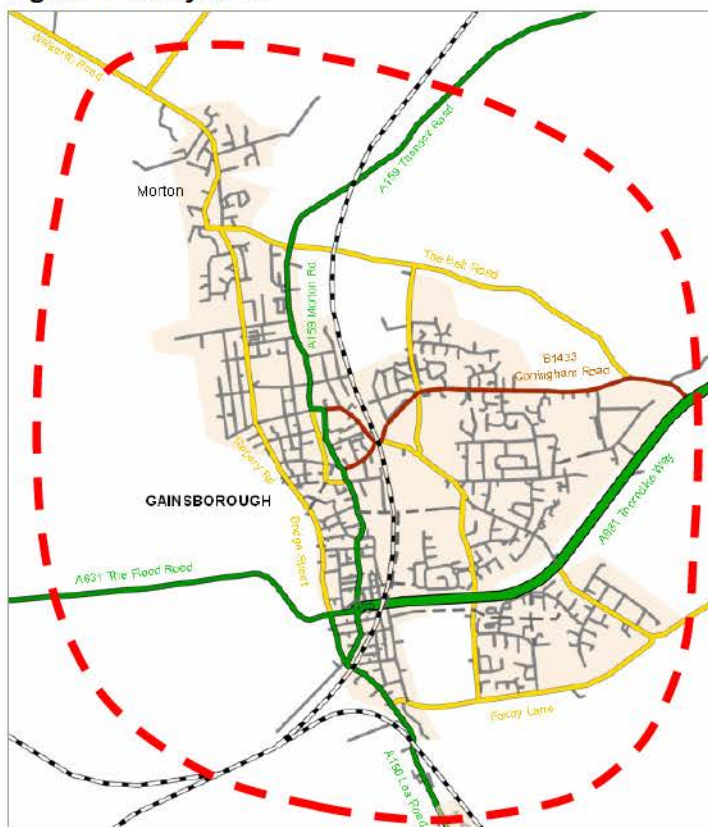
A Subsidiary of Jacobs Engineering Group Inc.

Jacobs U.K. Limited, Registered Office: 95 Bothwell Street, Glasgow G2 7HX, Scotland
Registered in Scotland Number 141100

- To address the problems associated with existing and future levels of congestion in Gainsborough
- To address the impacts of existing and future traffic movements in Gainsborough in accordance with the 5 NATA objectives: Environment, Safety, Economy, Accessibility and Integration; set in the context of DaSTS (Delivering a Sustainable Transport System, Department for Transport (2008)).

1.2.2 Gainsborough is located in the West Lindsey District of Lincolnshire County, with a population approaching 18,000 (2001 Census). The town is situated on the eastern bank of the River Trent and has a compact form with almost all of the existing development within 2km of the town centre. The study area comprises the urban area of Gainsborough and its approaches, as shown in Figure 1 below. Although the study is focused upon the urban area, it also considers the wider factors that influence trip-making external to the immediate study area.

Figure 1: Study Area



1.3 Public Consultation in the Study Process

1.3.1 The Gainsborough Transport Study commenced in November 2009. Progress to date has included a number of different activities summarised in the following reports

- 1: Baseline Review
- 2: Policy Objectives

- 3: Traffic Forecasting and Assumptions – Urban Extensions
- 4: Stakeholder Reference Group Event Summary
- 5: Problems and Issues
- 6: Option Appraisal
- 7: Emerging Strategy

1.3.2 The current phase of the study is underway to assess and finalise the emerging strategy. This activity will be summarised in the following reports

- 8: A Monitoring and Delivery Report
- 9: Public Consultation Report
- 10: Final Transport Strategy Report (incorporating 1 to 9 above)
- 11: Transport Strategy Report Executive Summary

1.3.3 A very important part of the Strategy development process is public consultation. It is crucial that the views of the public on the options for change are known and taken into account, to ensure that the resulting Strategy has some level of public ownership and support.

1.3.4 Under the Local Government Act 2000, Public Consultation is a statutory requirement for all government schemes. The Act states that Local Authorities should 'consult and seek the participation of such persons as they consider appropriate' in developing strategies to promote the social, economic or environmental wellbeing of a local area.

1.3.5 As set out in the document prepared in January 2010 entitled 'Recommended Approach to Consultation and Fee Proposal', public and stakeholder consultation occurs at three points during the study process:

- Problem and Option Identification: Stakeholder Workshop (February 2010)
- Draft Strategy: Full Public and Stakeholder Consultation exercise (June/July 2010)
- Final Strategy: Feedback to Stakeholders and the Public via a press release

1.3.6 This report summarises the results of the second of these exercises.

2. THE PUBLIC AND STAKEHOLDER CONSULTATION EXERCISE

2.1 Aims of the Public Consultation

2.1.1 The objectives of the public and stakeholder consultation on the draft Strategy were agreed by the Working Group guiding the study (comprising representatives from Lincolnshire County Council, West Lindsey District Council and the study consultants, Jacobs). The objectives are:

- To inform the public and stakeholders of the study process
- To gain input from the public and stakeholders regarding the nature of the draft Strategy and the prioritisation of the various possible options within it
- To ensure that the study process is transparent and complies with current guidance

2.2 Methodology

2.2.1 The Public and Stakeholder Consultation exercise broadly consisted of information provision through a variety of media and the provision of various opportunities to provide feedback.

These media included:

- Leaflet and questionnaire
- Public exhibition
- Press release and local media coverage
- Website

2.3 Leaflet and Questionnaire

2.3.1 A key part of the process was the development of a leaflet and questionnaire (see Appendix A). The leaflet described the background to the study and the options for change being considered for inclusion in the Transport Strategy for Gainsborough. Each leaflet contained a copy of a freepost questionnaire. The questionnaire asked the public and stakeholders to tick the three options for change they would most like to see happen in Gainsborough. This 'closed' question was supported by an 'open' question, allowing the public and stakeholders an opportunity to provide any comments they may have on the study. Finally, demographic data was requested regarding gender, age and disability. Alternative formats of the leaflet (large print, spoken word, alternative languages) could also be provided upon request. The consultation period started on 16th June 2010 and finished on 23rd July 2010.

2.3.2 Leaflets and questionnaires were posted out on 16th June 2010 to a sample of 3,600 households. In order to obtain a statistically acceptable result, this sample size represents approximately 50% of the 7,115 households in Gainsborough .

2.3.3 Leaflets and questionnaires were also distributed to:

- Members of the public at the Public Exhibitions
- All members of the study's Stakeholder Group
- Users of Gainsborough Bus Station (these were handed out on the first day of the exhibitions)
- West Lindsey District Council offices at the Guildhall and other public locations in Gainsborough

- Schools and Colleges in the Gainsborough area

2.3.4 The questionnaire was also available for completion and submission on-line on the Lincolnshire County Council website.

2.3.5 All questionnaires received by all methods (by post, at the exhibition and via the website) and containing contact details were entered into a draw for a £100 prize. The draw will be undertaken by Councillor Webb when a winner will be picked at random.

2.4 Public Exhibition

2.4.1 A public exhibition was also a key part of this process. Its purpose was to provide members of the public and interested parties with:

- Information on the study
- An opportunity to ask the study team any questions and to express their views in person
- An opportunity to provide feedback on the information presented by completing a questionnaire, writing a comment in the comments book or through other forms of correspondence

2.4.2 The exhibition was held in the Lincolnshire County Council REAL Exhibition Bus parked at Marshall's Yard on Friday 25th June 2010 (10am – 7pm) and at the Market in the Guildhall car park on Saturday 26th June 2010 (10am – 3pm). Holding the exhibition into the evening and at the weekend was designed to encourage maximum attendance from the public.

2.4.3 The display comprised eight A1 size display boards with staff available to hand out leaflets and questionnaires, answer questions and provide further information about the study.

2.4.4 The exhibition staff comprised representatives of Lincolnshire County Council and its partner Jacobs, along with representatives from West Lindsey District Council. Staff included technical specialists, such as highway engineers and transport planners. The exhibition was generally staffed by between four and eight representatives at any one time. If a member of staff was unable to answer a question, a technical specialist was identified who was able to assist. Otherwise, a note was made of individual queries via the comments book.

2.4.5 The display was made up of the following eight boards (see Appendix B):

- **Board 1: Welcome to the Gainsborough Transport Study Public Exhibition**
This board provided a brief introduction to the study and a plan showing the study area.

- **Board 2: Study Overview**
This board provided an overview of the study and details of ongoing improvements in the area.
- **Board 3: Better Travel Choices**
This board provided details on the alternatives to using the car and the need for better information to inform travel choices.
- **Board 4: Walking and Cycling**
This board considered the options for improvements to make walking and cycling more attractive.
- **Board 5: Congestion**
This board provided details on a number of options to minimise congestion.
- **Board 6: Bus Services**
This board provided details on the options for improving bus services in Gainsborough.
- **Board 7: Rail Services**
This board considered the options available for improving rail services in Gainsborough.
- **Board 8: What happens next?**
This board provided an overview of how the views of the public will be taken forward and the Gainsborough Transport Strategy developed.

2.4.6 In order to assist people with disabilities, the following accessibility features were in place:

- The exhibition bus was fully accessible with lift access onto the bus and an additional set of boards available outside;
- An A3 bound document was provided of the exhibition boards for those who found it difficult to stand and look at the exhibition boards or for those in a wheelchair or on a scooter for whom the boards may be too high;
- Alternative versions of the leaflet (large print, spoken word and alternative languages) could be provided after the event upon request.

2.4.7 After the Public Exhibitions, the boards were transferred to the West Lindsey District Council offices at Marshall's Yard in Gainsborough where the unstaffed Exhibition was available between 28th June 2010 and 23rd July 2010.

2.5 Press Releases and Local Media Coverage

2.5.1 An initial press release was issued on 8th February 2010 advising of the commencement of the study and what it aims to achieve. The public were then advised of the public consultation, and particularly the public exhibitions, via a variety of means:

- An advert was printed in the Gainsborough Target issued on 18th and 25th June 2010.
- A press release was issued to the media by Lincolnshire County Council supported by a Press Briefing on 24th June 2010.
- Posters were issued to a variety of public buildings, including Libraries, local shops, post offices and community facilities, to further publicise the events.

2.5.2 The public consultation and the exhibitions attracted some local media attention including radio interviews with Council officers. A full schedule of press coverage including press releases, newspaper cuttings and a radio interview transcript can be found at Appendix C.

2.6 Website

2.6.1 A new page of the Lincolnshire County Council website was set up within the Transport, Travel and Roads/Transport Studies section to provide information specifically on the Gainsborough Transport Study – www.lincolnshire.gov.uk/gainsboroughtransportstudy. This information comprised a copy of the leaflet, questionnaire and exhibition display boards. It was also possible to complete the questionnaire on-line. By the end of the consultation period (23rd July 2010), this section of the website had received approximately 190 visits.

2.7 Attendance and Feedback

2.7.1 The Public Exhibitions were reasonably well attended over the two day period. Attendance was estimated using a click counter. Due to the potential open nature of the venues with a passing flow of pedestrians, it was not possible to keep an accurate record of attendees. However it has been estimated that approximately 375 members of the public looked at some aspect of the Public Exhibition over the two day period. Photographs of the Public Exhibition can be found at Appendix D.

2.7.2 Feedback from the public was received via a variety of means:

- Questionnaires were the main source of feedback. 414 were received in total. The information provided via the questionnaire is analysed and discussed in Section 3.
- Comments were written down in the Comments Book at the Public Exhibition. Comments provided are discussed in Section 4 of this report.
- Letters and e-mails have been sent to Lincolnshire County Council by members of the public using the dedicated postal and e-mail addresses provided in the leaflet. Replies

are being developed Lincolnshire County Council and West Lindsey District Council as appropriate and are also discussed in Section 4. of this report.

2.8 Stakeholder Group

2.8.1 Leaflets and questionnaires were sent out to the members of the Stakeholder Reference Group for the study. For the purposes of this stage of the public consultation process, schools and colleges were added to the stakeholder list (see Appendix E) to ensure the views of younger people in Gainsborough were gathered.

3. QUESTIONNAIRE RESULTS

3.1 Introduction

3.1.1 The questionnaire was designed to obtain the views of the public on the options for change being considered for inclusion in the Gainsborough Transport Strategy.

3.1.2 In total, exactly 400 paper questionnaires were received by the close of the consultation period on 23rd July 2010. It is broadly estimated that approximately 5000 paper copies of the leaflet and questionnaire were distributed to the public in total. Disregarding the questionnaires completed on-line, this equates to an 8% response rate. However it must be stressed that this figure is very much an estimate due to the need to estimate the number of questionnaires distributed. A further 14 questionnaires were completed online. The source of these questionnaires can be broken down as shown in Table 3.1 below to provide an overview of the response to the different distribution methods

Table 3.1: Questionnaire Source

Source	Number Received
Received in the post	380
Received at the exhibitions	20
Completed on-line	14
Total	414

3.1.3 The demographic characteristics of the respondents are as follows:

Table 3.2: Questionnaire Source

Source	Number	Percentage*
Are You:		
Male	172	41%
Female	222	54%
No response	20	5%
How old are you?		
Under 16	2	0%

16-24	11	3%
25-44	64	16%
45-64	174	42%
65-84	141	34%
85+	12	3%
No response	10	2%
Do you have a long standing illness, disability or infirmity?		
Yes	117	28%
No	255	62%
No response	42	10%
If yes, does this limit your activities in any way?		
Yes	97	23%
No	25	6%
Not applicable	292	71%

*percentages rounded to whole numbers

3.1.4 The table above shows that there were more female respondents than male. Almost half of the respondents were in the 45-64 age group, and a third were in the 65-84 age group. More than a quarter of those who responded had a long standing illness, disability or infirmity, with most of those having their activities limited due to this.

3.1.5 Each of the questionnaires was input into a spreadsheet database and the responses coded in order to allow analysis to be undertaken. Coding of the closed question (question 1) was simple. However, coding the open question (question 2) was more involved. A sample of the responses received to the open question was reviewed by a member of the study team and a number of categories, or codes, was devised. Each of the categories was reasonably broad. The responses were then coded according to these categories and analysed. A number of respondents raised more than one issue in their responses to the open question and these were coded accordingly.

3.1.6 It is recognised that analysis of open questions will necessarily be subjective to a certain extent. Consequently, for transparency, full but anonymous responses to the open question are appended to this report (see Appendix F). Original copies of completed questionnaires received from members of the public will be held by Lincolnshire County Council, in line with the Data Protection Act 1998.

3.1.7 The following questions were asked on the questionnaire :

3.2 Question 1: 'Please place a tick next to the three options that you would most like to see happen in Gainsborough'

3.2.1 This closed question asked respondents to tick three of 18 boxes indicating which of the following they would like to see in Gainsborough.

1. Better information to help inform travel choices
2. Further road safety improvements
3. Ensure new development is supported by good quality transport facilities
4. Better facilities and routes for pedestrians
5. Better routes and facilities for cyclists
6. Improved connectivity to provide continuous routes and facilities for pedestrians and cyclists
7. Improvements to car parks to increase security and safety
8. Better control of on-street parking to maintain clear roads
9. Specific junction capacity improvements
10. Planning for better management of HGV routes
11. Longer Term Upgrade to The Belt Road
12. Relocation of the Bus Station to a more central location at the Roseway Car Park
13. Improvements to the Bus Station if Roseway Car Park is not viable
14. Priority for Buses at junctions
15. More bus routes and extended timetables
16. Provision of real time passenger information
17. Improve Lea Road Station environment and facilities
18. Improve Public Transport connectivity

3.2.2 A summary of responses received to question 1 is given in Table 3.3 and Figure 3.1 below.

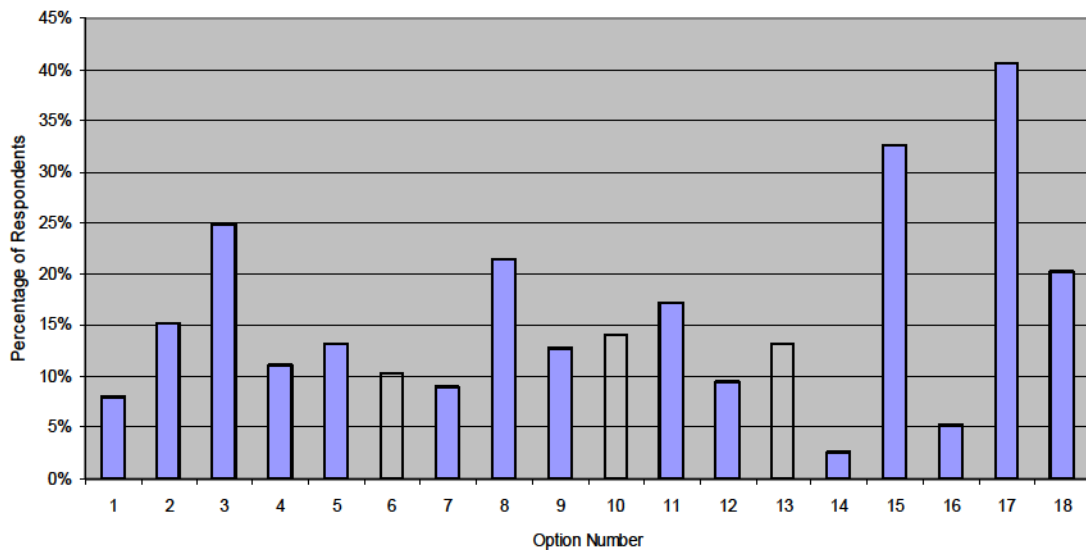
Table 3.3: Response to Question 1: 'Please place a tick next to the three options that you would most like to see happen in Gainsborough'

Response	Number of Respondents	% of Total Number of Respondents*
1. Better information to help inform travel choices	33	8%
2. Further road safety improvements	63	15%
3. Ensure new development is supported by good quality transport facilities	103	25%
4. Better facilities and routes for pedestrians	46	11%
5. Better routes and facilities for cyclists	55	13%
6. Improved connectivity to provide continuous routes and facilities for pedestrians and cyclists	43	10%
7. Improvements to car parks to increase security and safety	37	9%
8. Better control of on-street parking to maintain clear roads	89	21%
9. Specific junction capacity improvements	53	13%
10. Planning for better management of HGV routes	58	14%
11. Longer Term Upgrade to The Belt Road	71	17%
12. Relocation of the Bus Station to a more central location at the Roseway Car Park	39	9%
13. Improvements to the Bus Station if Roseway Car Park is not viable	55	13%
14. Priority for Buses at junctions	11	3%
15. More bus routes and extended timetables	135	33%

16. Provision of real time passenger information	22	5%
17. Improve Lea Road Station environment and facilities	168	41%
18. Improve Public Transport connectivity	84	20%

* The percentages total to more than 100% as respondents were asked to tick three boxes.

Figure 3.1: Response to Question 1: 'Please place a tick next to the three options that you would most like to see happen in Gainsborough'



3.2.3 The results shown numerically in Table 3.3 and graphically in Figure 3.1 reveal that the most popular option is 17: 'Improve Lea Road Station environment and facilities' (41%) followed by 15: 'More bus routes and extended timetables' (33%) and 3: 'Ensure new development is supported by good quality transport facilities' (25%). The least popular options were 14: 'Provision of real time passenger information' (5%) and 14: 'Priority for buses at junctions' (3%).

3.2.4 In summary, the options that most members of the public would like to see happen in Gainsborough (in order of popularity):

1. Improve Lea Road Station environment and facilities
2. More bus routes and extended timetables
3. Ensure new development is supported by good quality transport facilities
4. Better control of on-street parking to maintain clear roads
5. Improve Public Transport connectivity
6. Longer Term Upgrade to The Belt Road
7. Further road safety improvements
8. Planning for better management of HGV routes
- 9 (Joint). Better routes and facilities for cyclists
- 9 (Joint). Improvements to the Bus Station if Roseway Car Park is not viable

11. Specific junction capacity improvements
12. Better facilities and routes for pedestrians
13. Improved connectivity to provide continuous routes and facilities for pedestrians and cyclists
14. Relocation of the Bus Station to a more central location at the Roseway Car Park
15. Improvements to car parks to increase security and safety
16. Better information to help inform travel choices
17. Provision of real time passenger information
18. Priority for Buses at junctions

3.3 Question 2: 'If you have any other comments on the Gainsborough Transport Study, please write them here'

3.3.1 The purpose of this open question was to give the public the opportunity to provide Lincolnshire County Council with their general comments on the transport situation in Gainsborough and the study itself and to raise any issues they feel are important. It has been necessary to code or categorise the many responses received in order to aid analysis. The categories identified were as follows:

- Comments on walking routes or pedestrian issues
- Comments on cycling provision or issues
- Comments on physical accessibility for those with reduced mobility
- Comments on relocation of the bus station
- Comments on bus station facilities
- Comments on bus services
- Comments on the train stations
- Comments on train services
- Comments on parking
- Comments on HGVs
- Comments on road safety
- Comments on highway improvements
- Any other comment not included above

3.3.2 The actual text responses with the identity of the respondent removed can be found in Appendix F. Each category will now be considered in turn.

- 3.3.3 Comments on walking routes or pedestrian issues: 32 comments (8%) fell into this category. Comments were made regarding the condition of footpaths in terms of potholes and uneven surfacing, as well as the condition and perceived safety of existing pedestrian subways. A large number of comments noted problems caused to pedestrians by cyclists riding on the pavement.
- 3.3.4 Comments on cycling provision or cycling issues: 23 comments (6%) fell into this category. The main comment in this area was the lack of cycling facilities throughout the town, although there were comments concerning the quality and safety of specific aspects of some of the existing facilities.
- 3.3.5 Comments on physical accessibility for those with reduced mobility: 8 comments (2%) fell into this category. The primary issue evident in these responses is the inability to access all public transport vehicles with pushchairs and wheelchairs currently. Comments were also made on the accessibility through the town via mobility scooters.
- 3.3.6 Comments on relocation of the bus station: 24 comments (6%) fell into this category. All comments regarding relocation of the bus station were negative, with the existing location being seen as convenient, despite comments regarding the quality of the station (see 3.4.6, below).
- 3.3.7 Comments on bus station facilities: 11 comments (3%) fell into this category. The main comment was a request for extra provision of shelters to cover all passengers at all stands. Regarding the general quality of the station, some respondents requested toilet facilities at the station, while a number of comments referred to the new station at Retford as an ideal standard.
- 3.3.8 Comments on bus services: 81 comments (20%) fell into this category. 18 of these comments specifically noted the lack of services during weekends and evenings as problematic, although additional comments noted difficulty using buses as a reliable form of travel to work due to a lack of peak time services also. 15 comments noted the poor interconnectivity of bus services with rail services, and general lack of services between central Gainsborough and Lea Road Station. A number of respondents also expressed a desire for improved direct services to nearby towns and cities, while some comments noted a lack of bus services to local schools. Other comments covered a range of specific bus route issues.
- 3.3.9 Comments on the train stations: 33 comments (8%) fell into this category. Toilets, staffing, lighting/security, waiting areas and general appearance at Lea Road Station were all areas of concern highlighted in the comments.
- 3.3.10 Comments on train services: 25 comments (6%) fell into this category. 12 of these comments reflected the view that Central Station is currently underutilised, given its location. Access to

services in nearby larger towns and cities such as Lincoln, Doncaster and Sheffield were mentioned specifically in several comments.

- 3.3.11 Comments on parking: 27 comments (7%) fell into this category. A number of comments noted the lack of available parking in central Gainsborough, as well as at Lea Road Station. There were also several comments concerning problems caused by commercial vehicles parking in residential areas.
- 3.3.12 Comments on HGVs: 17 comments (4%) fell into this category. There were suggestions to provide HGV specific routes, with various problem locations noted at bridges and residential roads.
- 3.3.13 Comments on road safety: 31 comments (8%) fell into this category. Around half of these comments mentioned either the speed limit on The Avenue (with a 30mph limit suggested by some) or issues at the junction of The Avenue and Corringham Road (with a roundabout suggested by some) as safety concerns. Other comments called for improved pedestrian facilities at various points.
- 3.3.14 Comments on highway improvements: 56 comments (14%) fell into this category. 13 of these specifically highlighted the perceived need for an additional river crossing, which some respondents suggested would alleviate HGV routing issues as well as improving traffic flow to the west. Six comments suggested a north-south bypass for the town. Four comments noted ongoing issues at the mini-roundabout at North Street/ Roseway due to driver behaviour, while three comments suggested a filter phase for right turners onto the Trent Bridge would improve journey times.
- 3.3.15 Any other comments not included above: 29 comments (7%) fell into this category. The comments were varied and spread over a broad range of topics, which can be categorised as follows: road maintenance (3 comments), the expansion of the town (9 comments); the study, consultation or questionnaire (6 comments); public transport information (3 comments); and a further 8 individual comments.
- 3.3.16 In summary, the comments were as follows:

Table 3.5: Comments Received in response to Question 2

Comment	Number	Percentage*
Comments on walking routes or pedestrian issues	32	8%
Comments on cycling provision or issues	23	6%
Comments on physical accessibility for those with reduced mobility	8	2%
Comments on relocation of the bus station	24	6%

Comments on bus station facilities	11	3%
Comments on bus services	81	20%
Comments on the train stations	33	8%
Comments on train services	25	6%
Comments on parking	27	7%
Comments on HGVs	17	4%
Comments on road safety	31	8%
Comments on highway improvements	56	14%
Any other comment not included above	29	7%

*percentages rounded to whole numbers

3.4 Normalising the data

3.4.1 The data gathered through this questionnaire has been compared with the demographics of Gainsborough from the 2001 census. It can be seen that the questionnaire data is skewed due to the age profile of the respondents being different from that of the general population. As can be seen in Table 3.6, the under 16, 16-24 and 25-44 age groups are under represented, whilst the 45-64 and 65-84 age groups are over represented.

Table 3.6: Comparison of the Ages of Respondents and 2001 Census Data

	Age:						
	Under 16	16 24	25 44	45 64	65 84	85+	Not stated
Sample achieved	0.5%	2.8%	15.6%	41.7%	34.2%	2.5%	2.8%
Census data	22.4%	10.3%	27.4%	23.6%	14.5%	1.9%	

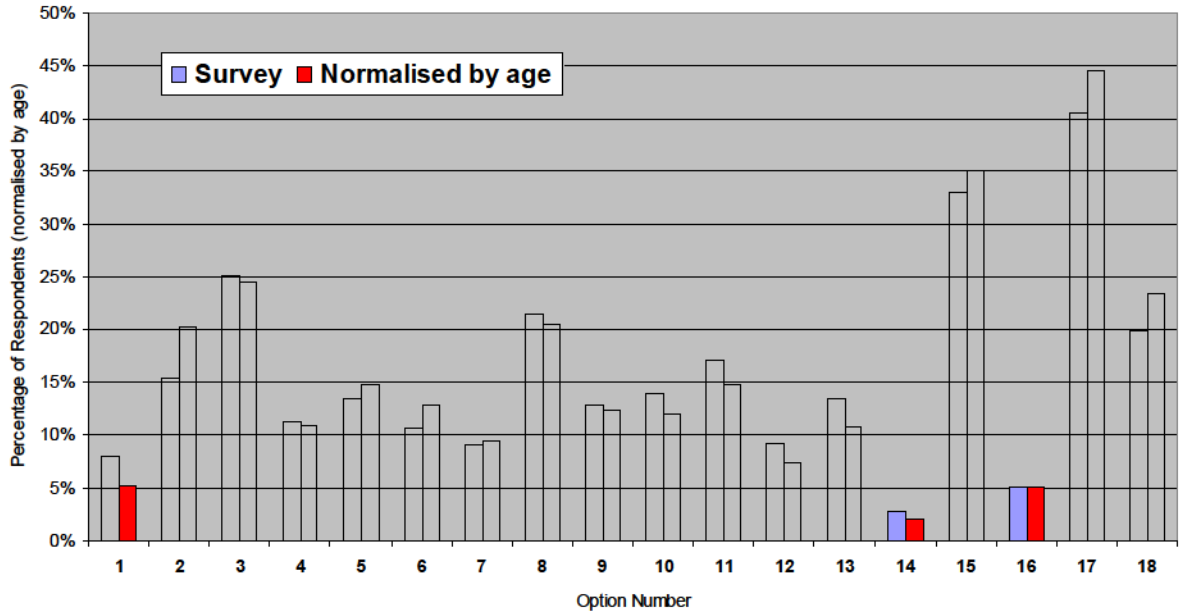
3.4.2 In order to compensate for the possibility that the data may be skewed, the results of the questionnaire were 'normalised'. This entailed analysing the questionnaire data by age groups with the results being factored to more accurately represent the age profile from the 2001 census. These factored results were then combined to form a 'new' set of data for Question 1.

3.4.3 The data for the under 16 age group was not considered for normalising as the sample size achieved was extremely small and it would have distorted the results to apply what would have been a very large normalisation factor to those specific responses. It was also not deemed appropriate to normalise the results of Question 2 as this is an open question.

3.4.4 The normalised Question 1 responses can be seen in Figure 3.3 below.

Figure 3.3: Normalised Response to Question 1: ‘Please place a tick next to the three options that you would most like to see happen in Gainsborough’

Question 1



- 3.4.5 The results shown in Figure 3.3 are not significantly different to those previously discussed. They again show that the most popular option is to improve Lea Road Station environment and facilities followed by more bus routes and extended timetables, and ensuring new development is supported by good quality transport facilities. The least popular options were again priority for buses at junctions, provision of real time passenger information and better information to help inform travel choices
- 3.4.6 In conclusion, normalising the data to take account of the under representation of certain age groups does not affect the ordering of either the most or the least popular options.

4. OTHER FEEDBACK

4.1 Overview

- 4.1.1 The Stakeholder Reference Group (SRG) and members of the public have provided feedback to Lincolnshire County Council in a variety of forms, besides completing questionnaires. These included letters, e-mails, telephone calls and issues raised in the Comments Book at the public exhibition.

4.2 Stakeholder Reference Group

- 4.2.1 Leaflets and questionnaires were issued to all members of the Stakeholder Reference Group. Their questionnaires were marked so that it would be clear that the responses were returned by a Stakeholder. Unfortunately only six responded to the consultation exercise and four of these appeared to have come from individuals.
- 4.2.2 Two responses came from Engineering Companies based in Gainsborough. Neither respondent gave a response to the qualitative question (Question 2). However, for Question 1, both respondents indicated 'Specific junction capacity improvements' and 'Longer Term Upgrade to The Belt Road' in their selections, indicating some consistency of priorities within this small sample.

4.3 Public

- 4.3.1 A Comments Book was available at the Public Exhibition (see Appendix G for a transcript with personal details removed). A variety of issues were identified, generally repeating those raised elsewhere. These related to issues such as maintenance of footways, lack of bus and rail services at off-peak times, and some specific safety issues.
- 4.3.2 Only one e-mail was received, which related to problems caused by the plans for growth of the town and the limitations of improvements because of the towns existing layout.

5.0 CONCLUSIONS AND RECOMMENDATION

5.1 Overall Conclusions

- 5.1.1 The public consultation exercise is considered to have been a success in informing the public of the Study and generating views. The public exhibition was reasonably well attended and generated an 8% questionnaire response rate.
- 5.1.2 From the questionnaire responses, the order of popularity of the options is:
1. Improve Lea Road Station environment and facilities
 2. More bus routes and extended timetables
 3. Ensure new development is supported by good quality transport facilities
 4. Better control of on-street parking to maintain clear roads
 5. Improve Public Transport connectivity
 6. Longer Term Upgrade to The Belt Road
 7. Further road safety improvements
 8. Planning for better management of HGV routes
 - 9 (Joint). Better routes and facilities for cyclists
 - 9 (Joint). Improvements to the Bus Station if Roseway Car Park is not viable
 11. Specific junction capacity improvements
 12. Better facilities and routes for pedestrians

13. Improved connectivity to provide continuous routes and facilities for pedestrians and cyclists

14. Relocation of the Bus Station to a more central location at the Roseway Car Park

15. Improvements to car parks to increase security and safety

16. Better information to help inform travel choices

17. Provision of real time passenger information

18. Priority for Buses at junctions

5.1.3 There appears to be support for the sustainably-led strategy with support for bus and rail improvements featuring strongly in the response. There is also support for the majority of the specific measures outlined in the consultation material

5.2 Recommendation

5.2.1 This public consultation exercise has been successful in generating the views of the public on the transport issues in Gainsborough. It is recommended that the options identified above as receiving significant public support are considered in detail and included in the Transport Strategy for Gainsborough as appropriate.



APPENDIX A: PUBLIC CONSULTATION LEAFLET & QUESTIONNAIRE

The Study

The Gainsborough Transport Study is looking at future transport issues in and around Gainsborough and how to tackle them by developing a Transport Strategy.



The aims of the Transport Strategy are:

- to support the planned significant growth in housing and employment in the town and its surrounding area
- to improve travel into and around Gainsborough
- to address the problems associated with existing and future levels of congestion in Gainsborough

Existing Problems

Gainsborough's transport system currently suffers from a number of known issues, which include:

- barriers to movement, caused by the River Trent, the railway line and Thorndike Way
- lack of cycle paths and poor integration of cycling with public transport
- poor signage, unattractive subways and variable quality footways for pedestrians
- limited facilities at railway stations
- poor connectivity of railway stations
- location of bus station and quality of bus stops
- congestion at key points on the road network
- road safety concerns at key junctions



LINCOLNSHIRE COUNTY COUNCIL - Reproduced from the 1996 OS Mapping with the permission of Her Majesty's Stationery Office/Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to civil proceedings. OS LICENCE 100025370

Ongoing Improvements

A number of important changes to Gainsborough's transport system have already been carried out or are underway. These include:

- bus service improvements as part of the Community Travel Zone consultation
- improvements to walking and cycling facilities as part of the Community Travel Zone consultation
- highway improvements to reduce congestion at the roundabout junctions of Thorndike Way, Bridge Street and Ashcroft Road, and North Street and Spital Terrace
- various road improvements including safety improvements on Thorndike Way

In addition, work is currently ongoing to improve the public spaces in Gainsborough to make the town more attractive.



Public Exhibition

Representatives from Lincolnshire County Council, West Lindsey District Council and Jacobs, the study consultants, will be available to answer your questions and to discuss the study in more detail at the Public Exhibitions to be held in the R.E.A.L Exhibition Bus on:



- Friday 25th June 2010 (10am - 7pm) at Marshall's Yard
- Saturday 26th June 2010 (10am - 3pm) at the Market in the Guildhall car park

Questionnaire

What transport options do you think are the most important for Gainsborough? To tell us what you think and for the chance to win £100, please:

- Complete a questionnaire online at www.lincolnshire.gov.uk/gainsboroughtransportstudy or
- Complete the enclosed freepost questionnaire (no stamp required)

You can also send your comments to:
 Gainsborough Transport Study
 Lincolnshire County Council
 Technical Services Partnership
 Witham Park House, Waterside South
 Lincoln LN5 7JN or
gainsboroughtransportstudy@lincolnshire.gov.uk

The consultation ends on 23rd July 2010

What Happens Next?

We will take your views into consideration when we put together a Transport Strategy for Gainsborough.

The Transport Strategy will be published in a report later in the year by Lincolnshire County Council and West Lindsey District Council. It will help us to make decisions on transport issues in and around Gainsborough and will be reviewed at regular intervals.

PLEASE COMPLETE AND RETURN A QUESTIONNAIRE - WE NEED YOUR VIEWS!

If you require this leaflet in a different language or format then please contact us on 01522 782070 or gainsboroughtransportstudy@lincolnshire.gov.uk



Public Consultation

Gainsborough Transport Study

WIN £100

We need your views

www.lincolnshire.gov.uk/gainsboroughtransportstudy

The Gainsborough Transport Study

Why do some things need to change?

Better Travel Choices

The future growth of Gainsborough will mean more people needing to travel in the town. This increase could cause traffic queues which would detract from the town as an attractive place to live, work and shop. However, by offering alternatives to the car and providing good transport information, the impact of the growth on the road network can be minimised.

Walking and Cycling

Although most roads have footways (with the exception of Thorndike Way) and there are some cycle lanes in the town, many of these routes are either unattractive or are not sufficiently joined up to offer a continuous network of routes.

Congestion

Some junctions currently experience peak period traffic congestion. Whilst there are relatively low levels of queuing at present, the planned significant expansion of the town will increase the volume of vehicular traffic, with potential impacts associated with congestion.

Bus Services

Previous public consultation work has shown that people would like better public transport services in Gainsborough with increased frequency and more routes. Although new housing and an increasing population will put pressure on the existing public transport services, this growth will provide the opportunity to supply improved and extended public transport.

Rail Services

Lea Road Station is the main rail station in Gainsborough. Its location on the edge of town may be discouraging rail travel and there is a lack of good quality facilities. Central Station is not integrated into the town's transport system due to the very small number of services.

What are we trying to achieve?

We will aim to continue improving travel in and around the town, making it easier and safer for people to get to services such as jobs, schools and shops.

We will aim to provide a high quality, joined-up walking and cycling network to make getting around on foot and by bicycle a more attractive way to travel.

We will look to ensure the future growth and prosperity of Gainsborough by minimising the impact of congestion and encouraging a sustainable transport system.

We will aim to provide a more attractive and comprehensive bus service that meets the needs of the people of Gainsborough.

We will aim to improve passenger facilities at Lea Road Station to provide a more attractive environment and travel option.

Options for Improvement

- Better information to help inform travel choices
- Further road safety improvements
- Ensure new development is supported by good quality transport facilities

- Better facilities and routes for pedestrians
- Better facilities and routes for cyclists
- Improved connectivity to provide continuous routes and facilities for pedestrians and cyclists

- Improvements to car parks to increase security and safety
- Better control of on-street parking to maintain clear roads
- Specific junction capacity improvements
- Planning for better management of HGV routes
- Longer term upgrade to The Belt Road

- Relocation of the Bus Station to a more central location at the Roseway Car Park
- Improvements to the Bus Station if Roseway Car Park is not viable
- Priority for buses at junctions
- More bus routes and extended timetables
- Provision of real time passenger information

- Improve Lea Road Station environment and facilities
- Improve public transport connectivity

We need to know *your* views on the options for change that we are considering.

1. Please place a tick next to the three options that you would most like to see happen in Gainsborough

- Better information to help inform travel choices
- Further road safety improvements
- Ensure new development is supported by good quality transport facilities
- Better facilities and routes for pedestrians
- Better facilities and routes for cyclists
- Improved connectivity to provide continuous routes and facilities for pedestrians and cyclists
- Improvements to car parks to increase security and safety
- Better control of on-street parking to maintain clear roads
- Specific junction capacity improvements
- Planning for better management of HGV routes
- Longer term upgrade to The Belt Road
- Relocation of the Bus Station to a more central location at the Roseway Car Park
- Improvements to the Bus Station if Roseway Car Park is not viable
- Priority for buses at junctions
- More bus routes and extended timetables
- Provision of real time passenger information
- Improve Lea Road Station environment and facilities
- Improve Public Transport connectivity

2. If you have any other comments on the Gainsborough Transport Study, please write them here: _____

3. In order for us to validate your response, please provide the following information. All questionnaires with this information provided will be entered into the Prize Draw for a £100 cash prize. Please note that this information will remain confidential.

Name: _____ Address: _____

Postcode: _____

Are you male or female? <input type="checkbox"/> Male <input type="checkbox"/> Female	How old are you? <input type="checkbox"/> Under 16 <input type="checkbox"/> 16-24 <input type="checkbox"/> 25-44 <input type="checkbox"/> 45-64 <input type="checkbox"/> 65-84 <input type="checkbox"/> 85+	Do you have any long-standing illness, disability or infirmity? <input type="checkbox"/> Yes <input type="checkbox"/> No	If yes, does this limit your activities in any way? <input type="checkbox"/> Yes <input type="checkbox"/> No
--	--	---	---

4. Please now fold this sheet, following the instructions on the reverse, and return it to us by Friday 23rd July 2010.

FOLD A

FLAP B

FOLD C

No Postage Stamp Required

**Gainsborough Transport Study
Freepost RLSB-BTYC-UKUT
Jacobs
1 City Walk
Leeds
LS11 9DX**

FOLD B

Fold back Fold 'A'. Fold FOLD 'B', then FOLD 'C'.
Whilst folded, tuck FLAP 'A' inside FLAP 'B' and post (no stamp required)



FOLD A

FLAP A



APPENDIX B: PUBLIC EXHIBITION DISPLAY BOARDS

Gainsborough Transport Study



Welcome

Gainsborough is planned to double in size over the next 35 years.

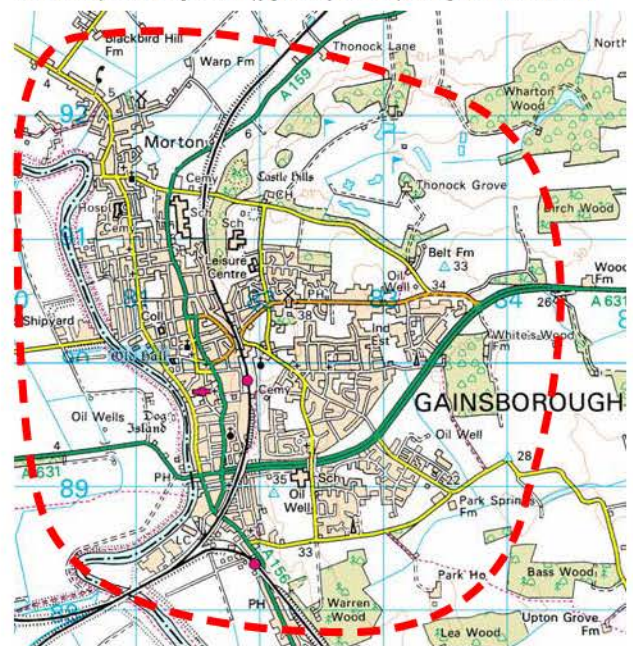
This means our transport needs are going to change and grow. That's why the Gainsborough Transport Study is being carried out by Lincolnshire County Council and West Lindsey District Council. With your input, we will look at future transport issues in and around Gainsborough and how we can tackle them.

The future plans will take into account your views and comments and will include the options for change which are shown to be best for Gainsborough.

Please have a look at this exhibition, ask any questions you might have and complete a questionnaire.

WE NEED YOUR VIEWS!

LINCOLNSHIRE COUNTY COUNCIL
Reproduced from the 1996 OS Mapping with the permission of Her Majesty's Stationery Office © Crown Copyright.
Unauthorised reproduction infringes Crown Copyright and may lead to civil proceedings. OS LICENCE 100025370



The area covered by the Gainsborough Transport Study is shown within the red line.



Gainsborough Transport Study



Study Overview

The Study

The Gainsborough Transport Study is looking at future transport issues in and around Gainsborough and how to tackle them by developing a Transport Strategy.

The aims of the Transport Strategy are:

- to support the planned significant growth in housing and employment in the town and its surrounding area
- to improve travel into and around Gainsborough
- to address the problems associated with existing and future levels of congestion in Gainsborough

Ongoing Improvements

A number of important changes to Gainsborough's transport system have already been carried out or are underway. These include:

- bus service improvements as part of the Community Travel Zone consultation
- improvements to cycling and walking facilities through the Community Travel Zone programme
- highway improvements to reduce congestion at the roundabout junctions of Thorndike Way, Bridge Street and Ashcroft Road, and North Street and Spital Terrace
- various road improvement schemes including safety improvements on Thorndike Way

In addition, work is currently ongoing to improve the public spaces in Gainsborough to make the town more attractive.



Future Growth of Gainsborough

Gainsborough has been awarded "Growth Point" status in the Government's future housing programme. This means the town will potentially double in size with plans for 8,000 new homes. These ambitious growth plans will help the regeneration of the town.

West Lindsey District Council and Lincolnshire County Council have been successful in securing funding to support the growth of the town. The implementation of a sustainable transport strategy is part of that housing programme.

The future plans will support all of these changes within Gainsborough. However, it is important to think not only about what is being done now, but also about what should be done in the future so that the necessary planning can begin.

We need you to consider the various options for change summarised on the following boards, and decide which of these you think will be the most important.

Gainsborough Transport Study



Better Travel Choices

Why do some things need to change?

The future growth of Gainsborough will mean more people needing to travel in the town. This increase could cause traffic queues which would detract from the town as an attractive place to live, work and shop. However, by offering alternatives to the car and providing good transport information, the impact of the growth on the road network can be minimised.

What are we trying to achieve?

We will aim to continue improving travel in and around the town, making it easier and safer for people to get to services such as jobs, schools and shops.

Options for Improvement

- Better information to help inform travel choices
 - Transport information displays in the Town Centre and key transport interchanges
 - Interactive personalised journey planning screens in the Town Centre and key transport interchanges
 - Promotion of national sustainable travel events
- Further road safety improvements
- Ensure new development is supported by good quality transport facilities



Gainsborough Transport Study



Walking and Cycling

Why do some things need to change?

Although most roads have footways (with the exception of Thorndike Way) and there are some cycle lanes in the town, many of these routes are either unattractive or are not sufficiently joined up to offer a continuous network of routes.

What are we trying to achieve?

We will aim to provide a high quality, joined-up walking and cycling network to make getting around on foot and by bicycle a more attractive way to travel.

Options for Improvement

- Better facilities and routes for pedestrians
 - Increased number of safe crossing points
 - A more attractive environment along walking routes
- Better facilities and routes for cyclists
 - Secure cycle parking at the town centre, rail station and other key locations
 - Advance stop lines at traffic lights for cyclists
- Improved connectivity to provide continuous routes and facilities for pedestrians and cyclists
 - Ensure network of routes connects residential areas to key destinations



Key	
Existing and proposed high quality walking routes and cycle lanes	.....
Signed walking & cycling routes	.....
Advance stop lines at traffic lights for cyclists	

Gainsborough Transport Study



Congestion

Why do some things need to change?

Some junctions currently experience peak period traffic congestion. Whilst there are relatively low levels of queuing at present, the planned significant expansion of the town will increase the volume of vehicular traffic, with potential impacts associated with congestion.

What are we trying to achieve?

We will look to ensure the future growth and prosperity of Gainsborough by minimising the impact of congestion and encouraging a sustainable transport system.

Options for Improvement

- Improvements to car parks to increase security and safety
- Better control of on-street parking to maintain clear roads
- Specific junction capacity improvements, for example
 - Revised traffic light timings
 - Extra lanes at junctions
 - New roundabouts where appropriate
- Planning for better management of HGV routes, avoiding quieter roads and the Town Centre where possible
- Longer term upgrade to The Belt Road for access to the new housing areas to avoid through-traffic in the Town Centre



Gainsborough Transport Study



Bus Services

Why do some things need to change?

Previous public consultation work has shown that people would like better public transport services in Gainsborough with increased frequency and more routes. Although new housing and an increasing population will put pressure on the existing public transport services, this growth will provide the opportunity to supply improved and extended public transport.

What are we trying to achieve?

We will aim to provide a more attractive and comprehensive bus service that meets the needs of the people of Gainsborough.

Options for Improvement

- Relocation of the Bus Station to a more central location at the Roseway Car Park
 - Better waiting room and toilet facilities
 - Travel information displays
 - Possible redevelopment of existing site
- Improvements to the Bus Station if the Roseway Car Park is not a viable site
- Priority for buses at junctions
 - Bus lanes on approach to junctions
 - Bus detectors at traffic lights to give buses clear passage through junctions
- More bus routes and extended timetables
- Provision of real time passenger information



Gainsborough Transport Study



Rail Services

Why do some things need to change?

Lea Road Station is the main rail station in Gainsborough. Its location on the edge of town may be discouraging rail travel and there is a lack of good quality facilities. Central Station is not integrated into the town's transport system due to the very small number of services.

What are we trying to achieve?

We will aim to improve passenger facilities at Lea Road Station to provide a more attractive environment and travel option.

Options for Improvement

- Improve Lea Road Station environment and facilities
 - Upgrade waiting area and platforms
 - Provide ticket machines and a staffed shop
 - Increase number of parking spaces
 - Provide secure cycle parking
- Improve Public Transport connectivity
 - Provide Bus and Taxi interchange



Key			
Existing bus route	.....	Existing and proposed high quality walking routes and cycle lanes	.....
Proposed new bus route	.....	Signed walking & cycling route	.....
Improved pedestrian and cyclist crossing facilities in vicinity of station	.....	Improved Lea Road Rail Station	.....
		Access to new development	.....

Gainsborough Transport Study

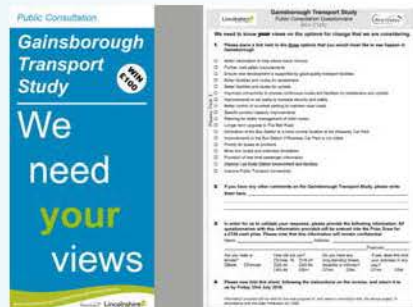


What Happens Next?

Which transport options do you think are the most important for Gainsborough?

FOR A CHANCE TO WIN £100 PLEASE COMPLETE AND RETURN A QUESTIONNAIRE BY POSTING IT IN THE BOX PROVIDED HERE OR SENDING IT BY FREEPOST.

WE NEED YOUR VIEWS!



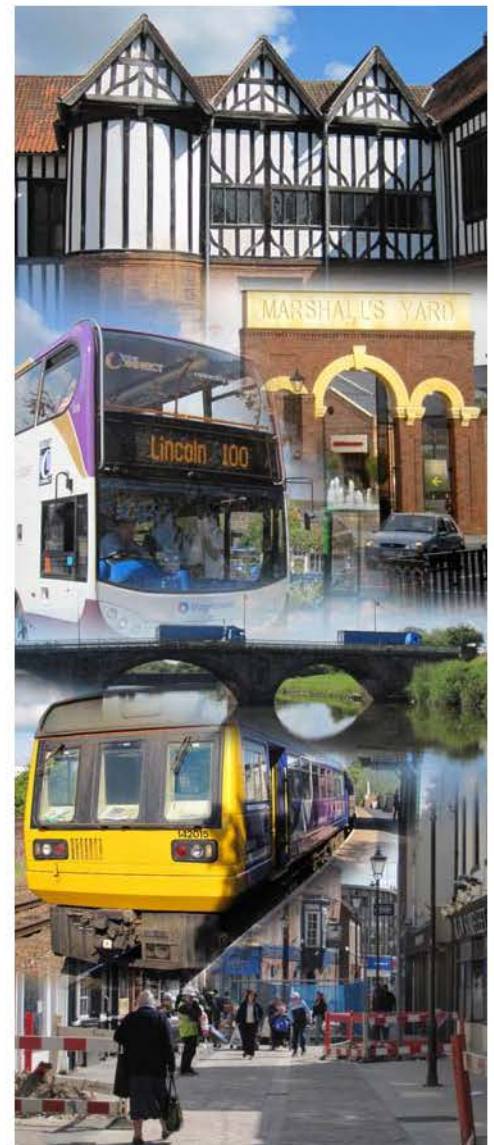
Alternatively, visit the Lincolnshire County Council website at lincolnshire.gov.uk/gainsboroughtransportstudy where you can complete a questionnaire on-line.

Please return your questionnaire to us by **23rd July 2010**.

THANK YOU FOR YOUR TIME.

We will take your views into consideration when we put together a Transport Strategy for Gainsborough.

The Transport Strategy will be published in a report later in the year by Lincolnshire County Council and West Lindsey District Council. It will help us to make decisions on transport issues in and around Gainsborough and will be reviewed and consulted upon at regular intervals.





APPENDIX C: PRESS COVERAGE

Gainsborough gets go-ahead for transport study

Gainsborough is to benefit from a transport study – identifying traffic issues in the town and looking to improve its public transport, walking and cycling provision.

The study has been commissioned by Lincolnshire County Council, in partnership with West Lindsey District Council, and will create Transport Strategy to recommend the best ways to tackle problems.

Alan Aistrup, Divisional Highways Manager at the county council, said:

“We are pleased to be carrying out this study for Gainsborough and will create a strategy proposing a programme of short, medium and long-term improvements. This will ensure that any future investment in transport reaches the right areas and makes a difference to the town. The potential improvements will aim to make travel both safer and easier in the future, with a focus on improving public transport, walking and cycling.”

The project aims to address concerns over existing and future levels of congestion and provide better management of movements into and through Gainsborough. It is also designed to facilitate the future growth in housing and employment in the town and surrounding area.

The views of the public and other key stakeholders will be sought in the Summer, which will include a public exhibition. The latter will provide an opportunity for all interested parties to comment on the emerging Strategy which is due to be finalised later in the year.

- ENDS -

8 February 2010

NOTES TO EDITORS

The Study is being managed by officers from Lincolnshire County Council, West Lindsey District Council and LCC's Highway Consultants, Jacobs.

CONTACT: Jonathan Fitzgerald, Senior Media Officer, Lincolnshire County Council -
Tel: 01522 553885 (email: jonathan.fitzgerald@lincolnshire.gov.uk)

P:\Transport\Projects\B1385000 - Gainsborough Transport Strategy\5. Project Work\F. Consultation\8 - Final Consultation Report\Appendices\Appendix C - Press\Press Release 1 - Gboro Tport Study Jan10.doc

All news releases from Lincolnshire County Council are e-mailed to relevant media organisations throughout the county and beyond. Please keep us up-to-date with your contact details and inform us of any changes.

All news releases can be viewed on the County Council's website – www.lincolnshire.gov.uk

STRATEGY: Major study to focus on traffic issues

Tackling transport problems head on

➔ How can we improve the town's traffic flow?

chris.hall@stretfordtimes.co.uk
Market Library, Chichester
Court, 23 West Street
Barnford

A MAJOR transport study is being launched in Gainsborough to meet the demands of the 21st century.

The project coincides with the emergence of the town's Growth Point status – and its potential to double in size and population in the next 20 years.

And the detailed study will identify serious traffic issues in the town in a bid to improve communications and its public transport, walking and cycling provision.

The study has been commissioned by Lincolnshire County Council, in partnership with West Lindsey District Council.

It will create a transport strategy to identify issues and recommend the best ways to tackle existing or potential problems associated with planned growth over the next three decades.

"We are pleased to be carrying out this study for Gainsborough and will create a strategy proposing a programme of short, medium and long-term improvements," said county council divisional highways manager Alan Aistrup.

"This will ensure that any future investment in transport reaches the right areas and makes a difference to the town."

"The potential improvements will aim to make travel both safer and easier in the future, with a focus on improving public transport, walking and cycling."

The project aims to address concerns over existing and future levels of congestion and provide better management of movements into and through Gainsborough.

It is also designed to facilitate the future growth in housing and employment in the

➔ Chris Hall
chris.hall@stretfordtimes.co.uk



TOWN TRAFFIC: An aerial view of the last major roads scheme in Gainsborough – the Thorndike Way roundabout completed two years ago.

town and surrounding area.
"The completed strategy should be a finalised document by the end of the year."

"Gainsborough is one of the fastest growing places in the county," said West Lindsey's economic and regeneration committee chairman Councillor Malcolm Parish.

"And this will continue to be so as we have been granted Growth Point status – which will see the town double in size over the next 20 years."

"The Market Place is also currently undergoing a £3m refurbishment, which will make it more attractive to local people and visitors alike."

"And improvements in public transport, walking and cycling provision will be most welcome."

The consultation exercise will include a public exhibition in the town centre during the summer.

What do you think of Gainsborough transport?

Media invitation:

A media pre-briefing on the public consultation and improvement proposals for Gainsborough's transport strategy will take place on:
*Thursday 24th June, 3 - 4pm,
at the Council Chamber, Guildhall, Marshall's Yard, Gainsborough, Lincs, DN21 2NA.*

Gainsborough is growing – meaning travel in and around the town will ultimately need improving. That's why two public exhibitions are being held as Lincolnshire County Council and West Lindsey District Council seek local views on potential changes.

The county council's R.E.A.L. (*stands for?*) bus will be parked at Marshall's Yard on Friday 25 June between 10am and 7pm and at the Market in the Guildhall car park on Saturday 26 June, from 10am until 3pm. Everyone is welcome to attend, where they can find out more and submit their comments.

County Councillor William Webb, Executive Member for Highways, said:

"Transport improvements are vital to support Gainsborough's growth. Consequently, the county council has commissioned a Transport Study, together with West Lindsey District Council, so we can identify travel issues in the town. We now need your help in planning improvements to walking and cycling facilities, reducing congestion and extending public transport to meet the needs of people who travel in the town."

As the Government has awarded "Growth Point" status to Gainsborough, the town could double in size over the next 30 years, with plans for 8,000 new homes. The expansion will see exciting new employment opportunities, educational, commercial and retail facilities, with all the benefits that brings to residents and visitors alike.

Burt Keimach, Leader of West Lindsey District Council, added:

"We can all play a role in making this positive future a successful reality, whilst maintaining the character of the "Lincolnshire Market Town" that is the envy of many around the country."

Possible options for improvement include the relocation or improvement of the bus station, provision of more bus routes and extended timetables and improvements to Lea Road rail station. Better routes and facilities for pedestrians and cyclists and improvements to the road network are also proposed.

The exhibition can also be viewed between Monday 28 June and Friday 23 July at West Lindsey District Council offices at Marshall's Yard, Gainsborough. Those completing a questionnaire will be entered into a prize draw to win £100.

Further information can be found at www.lincolnshire.gov.uk/gainsboroughtransportstudy

- ENDS -

16 June 2010

NOTES TO EDITORS

The Study is being managed by officers from Lincolnshire County Council, West Lindsey District Council and LCC's Highway Consultants, Jacobs.

Public input will help develop the draft transport options before the final strategy is endorsed by the county and district councils.

CONTACT: Jonathan Fitzgerald, Senior Media Officer, Lincolnshire County Council -
Tel: 01522 553885 (email: jonathan.fitzgerald@lincolnshire.gov.uk)

Gainsborough Transport Study

Public Consultation

“...What do you think of transport in Gainsborough?...”

Please come and visit our Public Exhibition to learn more about our suggested plans and to tell us what you think. This will be held in the R.E.A.L Exhibition bus at:

- **Marshall's Yard on Friday 25th June 2010 (10am - 7pm)**
- **Market in the Guildhall car park on Saturday 26th June 2010 (10am - 3 pm)**

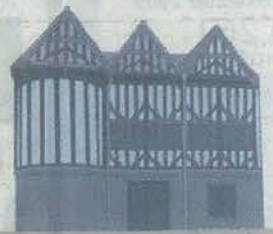
Alternatively, the exhibition can be viewed between Monday 28th June and Friday 23rd July 2010 (weekdays only) at West Lindsey District Council offices, Marshall's Yard, Gainsborough.

Those completing a questionnaire on the study will have the chance to win **£100!**



GAINSBOROUGH Target

At the heart of
all things local



this lincolnshire.co.uk/gainsborough

Friday, June 18, 2010

Gainsborough Transport Study

Public Consultation

**“...What do you think
of transport in
Gainsborough?...”**

Please come and visit our Public Exhibition to learn more about our suggested plans and to tell us what you think. This will be held in the Lincolnshire County Council exhibition bus at:

- **Marshall's Yard on
Friday 25th June 2010 (10am - 7pm)**
- **The Market in the Guildhall car park on
Saturday 26th June 2010 (10am - 3pm)**

Alternatively, the exhibition can be viewed between Monday 28th June and Friday 23rd July 2010 (weekdays only) at West Lindsey District Council offices, Marshall's Yard, Gainsborough.

Those completing a questionnaire on the study will have the chance to win **£100!**

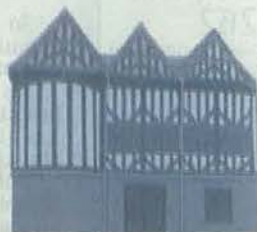


Lincolnshire
COUNTY COUNCIL

www.lincolnshire.gov.uk/gainsboroughtransportstudy

T GAINSBOROUGH Target

At the heart of
all things local



thisis lincolnshire.co.uk/gainsborough

Friday, June 25, 2010

COMMENT: Have your say on 21st century transport

Mobile survey visits town centre venues

Chris Hall

chris.hall@gainsboroughtarget.co.uk

RESIDENTS who want to have their say on Gainsborough's 21st century transport needs have two chances to make their views known this weekend.

A mobile exhibition inviting people to contribute to a public consultation exercise is visiting the town today and tomorrow.

The single-decker REAL bus stands for Relaxed Environment, Education, Advice and Information and Learning.

It is run by Lincolnshire County Council and is being parked in Marshall's Yard from 10am until 7pm today.

And it will move on to the old Guildhall car park in Caskgate Street on Saturday from 10am to 3pm.

The county authority is carrying out the transport review following the response to the previous government's decision to award Gainsborough its special 'Growth Point' status.

It means the town could double in size in the next two to three decades – with up to 8,000 new homes being built in three new "neighbourhoods" on the outskirts.

Developers are already seeking consent for the first phase off Foxby Lane – which could lead to 2,500 houses, plus shops, a school and

“Transport improvements are vital to support Gainsborough's growth

William Webb



REAL DEAL: A mobile exhibition detailing Gainsborough's transport needs is visiting the town this weekend.

community centres.

But continued expansion of Gainsborough is bound to lead to increase traffic, plus new employment opportunities with the increase in commercial and retail outlets.

County Councillor William Webb, the executive member for highways, urged residents to contribute to the consultation.

"Transport improvements are vital to support Gainsborough's growth," he said.

"Consequently, the county council has commissioned a transport study, together with West Lindsey District Council, so we can identify travel issues in the town.

"We now need residents' help in planning improvements to walking and cycling facilities, reducing congestion and extending public transport to meet the needs of people who travel in the town."

West Lindsey District Council leader Burt Keimach said: "We can all play a role in making this positive future a

successful reality, while maintaining the character of the Lincolnshire market town that is the envy of many around the country."

Visitors to the REAL bus will find that suggested options for improvement include the relocation or improvement of the Heaton Street bus station.

There are also plans to provide more bus routes, extend timetables and spend money on improvements to the Lea Road train station.

But the exhibition won't be leaving Gainsborough after this weekend's viewing opportunities.

It will remain on view at West Lindsey's new Guildhall in Marshall's Yard from this coming Monday, June 28, until Friday, July 23.

And anyone who completes a Gainsborough transport study questionnaire will be entered into a prize draw to win £100.

■ Visit www.lincolnshire.gov.uk/gainsboroughtransportstudy

APPENDIX D: PHOTOGRAPHS OF THE PUBLIC EXHIBITIONS



APPENDIX E: STAKEHOLDER LIST

- Sustrans
- CycleLincs
- Church Street Cycles
- SILS
- Ramblers Association
- Stagecoach East Midlands
- Barnard Coaches
- Wilfreda Beehive
- Translinc Ltd
- Dent Coaches
- Stephenson's Coaches
- PC Coaches of Lincoln Ltd
- White Coaches
- Dunn-Line (Holdings) LTD
- East Midlands Trains
- Network Rail
- Northern Rail
- Railfuture Lincs
- Gainsborough Stakeholder Network
- Lincolnshire NHS
- Lincolnshire Fire & Rescue
- British Waterways
- Environment Agency
- RSPB
- English Heritage
- Natural England
- Gainsborough Town Council
- National Farmers Union
- Town Centre Partnership
- WL Disability Access Network
- Federation of Small Businesses
- Chamber of Commerce
- ACORP
- Road Haulage Association
- Freight Transport Association
- Government Office for the East Midlands
- Lincolnshire Co-operative
- The Sands Venue
- Idea Fuel
- Gainsborough Town Council
- Marshall's Yard
- Elite Workwear UK
- Farm and Forest
- Business Link East Midlands
- Corringham Road Industrial Estate
- Thornton Street Industrial Estate Occupiers



- Heapham Road Industrial Estate Occupiers
- Parish Church Of England Primary School
- Queen Elizabeth's High School
- Handel House School
- Trent Valley Academy
- Whites Wood Lane Community Junior School
- Charles Baines Community Primary School
- Hillcrest Community Infant & Nursery School
- Benjamin Adlard Community School
- The William Harrison School
- Gainsborough College



APPENDIX F: ANSWERS TO THE OPEN QUESTION

Appendix F : Answers to the Open Question

- More people walking. Children are at risk from cars
- Would like to see more people walking - not in cars - road safety
- Attend to the dozens of specific practical issues in Gainsborough to consolidate good practice before extending
- Don't waste funds on relocation of bus station as it's as close as it needs to be to town centre and shops
- Make it easier to get into Lincoln between 8 & 9am but closer to 8am than 9. Better provision for cyclists on buses and trains. Cycle racks on buses. Toilets please. Gainsborough to Newark College
- We need a Sunday service. Later services on Park Springs & Morton. More train services on Sunday. Need better services all around on buses & trains. Do not need to move bus station to Roseway. We need all the car parks we can.
- Push for more passenger services into Gainsborough Central Station
- Corringham Jct with Thorndyke Way should be a roundabout, safer & less confusing. Rail services don't connect to the 100 bus need another bus service to Lea Rd between the 100 bus. Need bus service to Doncaster from Gainsborough at least on Saturday
- Early morning (ie 6am-7am) trains to surrounding big cities (Lincoln, Doncaster, Sheffield) would be great, so one can travel to work by trains instead of car or a slow bus
- Ropery Road is bad for large vehicles and with parking one side it's very narrow in places. Improve central station
- Stop cyclists on footpaths
- Other towns have train services that use stations on a spur line and reverse out. Please talk with BR as the central station would be used much more. Lea Road has very poor parking facilities and too far out.
- It would be useful if there was a limited town bus service on a Sunday, from 10am till 1pm. If the 1, 1a and 2 buses were operating during these times, it would help elderly and non-drivers to attend town Churches if they so wished and also help those who wished to use public transport to go shopping on a Sunday. To cover Lea and Lea Rd, perhaps a couple of buses could run from Lea Green into town on Sun.
- Put or stop parking on Long Lane, Morton Terrace, stop cars racing on Church St, put ramps in. I live on Church St for 25 yrs, racing has been going on 25 yrs
- Traffic from new estate will be coming down Foxby Hill, why was traffic lights not put at the jct with Lea Rd instead of putting 2 crossings either side of the jct? Reduce speed along Lea Rd. (Roseway - why was it altered the other year to accommodate Newstart?)
- Some elderly and young people are limited as there is no Sunday bus service in town or surrounding areas
- I hope Roseway Car Park does not become a bus station. It is far more important as the town centre car park
- Raise drain covers to the level of the road/repairs needed in & around cycling byways (rural) Laughton Susworth etc (Pedestrian & cycle track dangerous from Beckingham to Gainsborough) - Lincs or Notts?
- A second bridge is needed
- We live on Ropery Rd and find it very difficult to find somewhere to park our car and have had a lot of vandalism done to our cars, mirror broken, dents in the car, scratches, broken windows.
- Why consider moving the bus station after the amount of money already spent to improve it. If relocation is done yet again, a waste of public money.

- Poor rail service to Doncaster and return. A later return rail service would be useful to allow use of Lincoln facilities.
- Catching a train at either station (railway) in Gainsborough is dangerous, specifically for the elderly or women. Why isn't it staffed?
- Do not build any more residential estates with direct access onto major 'through' roads ie Lea Road
- There is plenty of car parks that can be used to improve the bus station, leaving it where it is.
- We could do with a bus station, like Retford have got!, also a bus running on a Sunday! The children centre is in the wrong place shouldn't be near a bus station! Toilets, put in bus station. Priority! A disgusting station, no toilets.
- I am disappointed that no buses services any industrial estates for workers starting at 7.30am. So much for leaving your car at home!
- A smaller bus to service Lea to Morton like the old 'town service' at shorter intervals for appointments etc.
- I have a back problem and am finding paths very uneven and in some areas, pot holes.
- Need to repair the main & off roads (especially Heapham Rd Ind Est) bad for vehicles & pedestrians alike. Pot holes, uneven roads & pathways
- Gainsborough people do not want the planned expansion scheme under any circumstances - please consider this when applying your priorities.
- Any new roundabouts should be raised not flat. Flat ones are unsafe because instead of going round them they cut across them, this is the case of 80% of users including the police
- A speed limit of 30 mph on the Avenue to the Belt Road
- A footpath on Belt Road and a footbridge over River Trent near Lidl supermarket to make a walk joining on both sides of river.
- Recently, was sorry to see taxi rank spaces taking over some of free short-time parking spaces around Library area making it harder for Library users to find a parking spot.
- Better sign posts are needed, ie Trent Bridge - no right hand turn sign is poor!
- Whatever you do you get it wrong, ask the school children to do it for you. Rdbt at Corringham Rd jct, ban cyclists on footpaths, tidy up the place, hanging baskets.
- Why does the new school (TVA) have no public transport servicing it or the Corringham Rd area at all?
- Rdbt needed at Spital Hill & The Avenue to accommodate extra road traffic, pedestrians & cyclists due to school relocation & industrial park - 3 roads join Spital Hill.
- Because of the new estates, new bus route past the Barrett Estate and 30 mph from the Belt Road all along The Avenue
- Need public buses on a Sunday same as Lincoln and Scunthorpe
- Keep cyclists off the pavements - some think they have the right of way to pedestrians.
- Bus to run on Sundays & Bank Holidays. Re-open Central Station
- Buses to run on Sunday & Bank Holidays. Re-open Central Station
- My 2 daughters take care of me after having a stroke, they both ride cycles - they say the roads are so congested especially Trinity St that often they feel unsafe. I worry over them. Cars & lorries have no concern for cyclists which is a worry.

- When the bus stops opposite CREAM on Beaumont St, it stops the traffic. Also when the weather has been wet, people have to stop on to a very muddy verge. Surely this should be a pull in for buses out of the way and safety for passengers.
- Cycle routes/facilities - no need for these, cyclists use public footpaths. Footpath round the Belt Road please. Rdbt at jct of The Avenue/Corringham Rd/Summer Hill. No accident there yet, as far as I am aware. There will be soon!! Cyclists don't use cycle tracks already provided - why waste more money.
- There needs to be a North/South Bypass for HGVs etc. Route along Trinity St to North St too congested for HGVs. Morton Terrace very congested during school term.
- A Bypass to take the ever increasing volume of traffic away from the town, and better links to the motorway system would be a good idea.
- Buses don't connect with train times at Lea Rd station causing long waits at station with no facilities.
- I would love to see Gainsborough Central Station reopened & used to its fullest capacity.
- Put in comprehensive one-way system. From Morton Belt Road to Station on Lea road with small connecting buses.
- Improved school transport - less cars dropping & picking up children
- To stop HGVs from coming down our road and stop them damaging my car and property, and pavements around us.
- More buses running to other places - Doncaster, Cleethorpes, Skegness etc. More services to Morrisons, hospitals in Lincoln and Scunthorpe, from Lea Road end.
- Waste of money to move bus station to Roseway - this is no more central than Heaton St. More train services/use from central station would be good. Good pedestrian link from Marshall's Yard to town centre needed (people already cross road dangerously & use side of multi-storey car park)
- Roseway car park should be retained if Market St (Church St) has short-term car parking abolished. Transport links tied in the actual (not planned) new neighbourhoods. Low priority to new cycleways (please make usage figures available, eg Lea Rd cycleway)
- Central station should be upgraded - it is in the town and should be used for passengers. Car park charges should be kept to a minimum to encourage people in to town to shop. Bus station is ok where it is - just link up to town centre better eg clearer signs.
- I would like to see, whenever possible, wanting Corringham Road Ind Est, to use Thornton Way, instead of coming thru the town and under the railway bridge, also the entrance of Tesco's be looked at. No thought was put into this when it was built.
- CCTV monitoring for subways - Please - they are intimidating places, unsanitary (urine) - and the beautiful mural on the wall of Pingle subway has been vandalised. Lea Road - Regular buses into town
- Why no Sunday service? A better service to Doctors - Vanessa Drive, or open passage way to Ropery Road.
- Speed bumps on Middlefield Lane waste of time - now no school. Areas around Parish Church are 1 way tracks because of parking.
- Please can you sort out the cycle lane!! Markings on the main road at Lea Road is it the path or the road? Get it off the road, it is confusing, someone will be hurt.

- Where roads are narrow and curved, where there is not enough space for residents to park cars it would be nice to have some parking bays, as I live in a bungalow in Danes Rd and there is nowhere for me to park
 - A roundabout or traffic lights at Corringham Rd/Thorndike junction. Better parking facilities around town centre.
 - Better control of cars parking on footpaths, blocking the way of wheelchair and pushchairs users.
 - Traffic lights needed at crossroads from Summer Hill to the Belt
 - We need early bus to a mainline station on a Sunday and one returning to Gainsborough in late afternoon so we can visit other places.
-
- I've taken particular notice of the fact that you neglected to mention the people who use ele. Scooters. You will notice however that I live on the Newlands Est and because of the steep incline of the route to town I don't use my scooter to go into town, instead I use public transport. Ideally I would like to go to Morrisons to do some shopping, but having attempted to recently, I discovered that the surface of the footpath along Heapham Rd for the most part leaves a lot to be desired. I would appreciate it if you took the trouble to look into this and not only for myself but the many other scooter users who use the route. One small question before I finish - why was Heapham Rd cut off to facilitate the 631. It seems to me that there was not enough thought put into the project at the time, and now we have 18 wheelers coming down Heapham Rd and having to reverse back to find another route to their destination, which more likely than not is on the opposite side of the 631. A sensible answer to this would be appreciated.
 - I think maybe there could be a hourly bus service on a Sunday, especially for the sake of pensioners, as taxis charge more on a Sunday. Say one bus an hour between 11am and 5pm.
-
- Marked cycle way Lea Rd/Ashcroft jct, to Aldi Foxby Hill cycles on outside of footpath
 - Get cyclists off footpaths. Footpath are for people to walk on not ride cycles.
 - Improve Fiveways junction, The Avenue, Corringham Rd etc
 - Cleaning services for Lea Road station which is in a very poor condition.
-
- Weekday & Sunday trains from central station. Be able to buy tickets at the station - we don't all have online facilities and also train fares to be more reasonably priced! A better bus service from lea to town would be nice.
-
- Extend bus routes up to new Trent Valley Academy as over half of the towns children go to the school & there isn't any local transport to the school.
-
- Gainsborough needs to catch up with other towns & cities. We have limited buses after 7.30, none after 9pm! We have a last train back to G/boro from Lincoln at 9.20pm. Come on, we need later trains & buses to a safer station. Lets encourage people over here for the evening to visit restaurants etc.
-
- Remove cycle route on Lea Rd, put mixed cycle/pedestrian on each pathway. Currently looks like 2 routes out & none back so cyclists ride on the road. Put a HGV route from Corringham Rd to Lea Rd avoiding 14 bridges, same to Scunthorpe. Fine cyclists on pavements. Don't allow residential development without parking eg Trinity St where business parking space has been lost to flats development.

- The current roads infrastructure in the town is incapable of supporting further housing development. Before thinking of allowing the further development of major expenditure on the roads infrastructure is required - none of the above options will solve this issue. New housing development will add more traffic onto roads that cannot cope now. To think that people are going to use public transport in lieu of their cars is unrealistic, as is the prospect of creating employment in the town. People travel to work out of the town and this is likely to continue.
- Please be aware G/boro people are opposing the proposed expansion program which inevitably will impact on any transport plans.
- Leave bus station in existing place
- I have found it difficult to get a job in and around G/boro because of lack of public transport ie early morning and late evenings.
- I would like to see a safe path around The Belt as many people use this circuit for walking running & cycling. It is not safe at present. The town has few fitness, sport & leisure facilities. This would link the Leisure Centre as a facility.
- The standard of the town's railway stations compare poorly with those of other towns. Would like to see a staffed facility, well maintained with toilets - just like they used to be!
- Poor transport service
- The south end of the town has no local service at all only a Lincoln-Scunthorpe route. A small bus from Lea to Morton half-hourly is needed. It needs 2 buses to get to the hospital/Doctors surgery/Dentist on Vanessa Drive
- A bus at the right time to take TV Academy students to school from the lower parts of town would be a big step forward.
- A 2nd bridge from Front St, Morton across river Trent. Any problems now o bridge stops all traffic as it is now. HGVs could use new bridge.
- Buses running later at night (up to 10.30pm) & replace through bus service to Doncaster. Pedestrian underpass at Marshall's Yard outdated.
- Upgrading of G/boro central station and rail services linking the town to more destinations, especially surrounding cities.
- Buses should be cleaner and more environmentally friendly.
- We need a bus station like Retford, you are under cover all the time plenty of room to sit down.
- Christians would welcome transport (bus) on a Sunday and out of town for everyone. We would appreciate after 6.00 buses, trains to Sheffield/Lincoln Sunday mornings, & later in the evening.
- If you have 8000 new homes you will require a 2nd bridge over the Trent. Now you have killed the market put the bus station there!
- Cost of taxis (needed if carrying luggage) to station if you live at the other end of town puts a lot of money on your journey (which is also expensive).
- Street parking should be for permit holders only & commercial vehicles should not be allowed to park in the street overnight, blocking junctions & causing safety hazards, double yellow lines don't help either.
- I feel there are very little cycle routes especially cycling from G/boro to Blyton. Also I feel G/boro central should offer more train routes with it being the nearer train station for most people. I also would like a 2.15-2.30pm bus from Lincoln to G/boro (100 bus).
- Station unusable, no parking spaces especially if disabled. Cold, unsafe. Bus station no info, stands, shelter. Residents parking back old mall area - congested. Stop survey expense & deal with necessities.

- Public transport for The Avenue, let lorries turn into Lea Rd. Playgroup should not have been built at bus station - move to Roseway court building.
 - Another bridge is needed over the River Trent to allow traffic to flow, in and through G/boro.
 - On street parking restricted to residents only (no commercial vehicles) by permit if necessary.
 - I think the bus station is fine where it is. It just needs improving. I don't think moving it to Roseway is more central.
-
- Lincs County Council & West Lindsey Council, should have used opportunities in the past to reduce traffic congestion by highway improvement to A631 over River Trent bridge by the 21st century, instead of wasting taxpayers money over the past years on Thorndike Way and Trinity St junction
 - The study is an excellent idea. Local people do like to feel they can express what issues are important to them. I hope it is successful.
 - Our present bus station is a disgrace to the town. There is no cover for anyone to stand or sit for the Retford services.
 - Rather than tinkering, let's have a fully integrated service? Charging points for electric cars - a real option within 5 - 10 years.
 - Buses running every half hour, more stops to take in the outer estates like The Belt, Bracken Park etc. Another Trent bridge to improve flow on Bridge Road etc. Encouraging all vehicles to go around the town instead of using it as a Through Road to the North.
 - This is good, transport public consultation, well done. I would rather see the bus station improved rather than relocated.
 - Regarding realtime passenger information, with the preponderance of usage of mobile phones perhaps WLDC could copy other towns by using text message info when contacting a central hub.
-
- A filter system is desperately needed when turning right to go over Trent Bridge. If you have ever sat in a queue waiting to get over the bridge you will know what I mean!!
 - Would be good to once again have a proper bus service to Doncaster.
 - North St/Spital Terrace jct is still a major bottle neck despite improvements and Thorndike Way/Corringham Rd jct still a death trap.
 - Cycle lane on Morton Terrace
 - Improvement to the range of routes when using the train. Better provision for the disabled traveller without a car.
 - Make The Belt short term widen new path cycle lane speed limit long term (Short Road) for HGVs coming up Blyton Road other side of railway to Thunock Hill up to Corringham Rd to avoid bridges & street lights.
 - Keep cyclists off the pavements - Vehicles cross panda crossings at red. We need more car parks, not less.
 - Have more our of area buses, eg Rotherham, Bawtry & Sheffield
 - G/boro Lea Road Station URGENTLY need attention: better lighting, safety measures, a café etc.
 - Better waiting areas at the bus station like Retford bus station
 - I think you shouldn't send out buses that pushchairs & wheelchairs cannot get on! All buses should have access for anyone!
 - Please consult all road users prior to making any improvements

- We need to attract business to invest & supply employment opportunities. We need a full range of hotels and restaurants to cater for all purses. We need tighter control of behaviour especially at night. I have family living in town and was born here. I visit weekly. My husband works in G/boro
- Would like better connections to Grimsby, only one bus now via Market Rasen, but not guaranteed connection now from Market Rasen.
- With an additional 2500 homes to be built; my main concern is "can the towns existing road cope with a potential of an extra 2500 vehicles wanting access"?
- As a regular cyclist there are too many car drivers who disregard cyclist safety. Education campaign could help.
- I live on Riplingham Fields/Bracken Park. We have no bus stops alongside these two estates despite all buses passing us from their depot on Corringham Road Ind Est.
- Jct Corringham Rd/Thorndike Way, still creating problems - traffic lights would be a safer option. Congestion at Roseway/North St roundabout created unnecessarily - by blocking of jcts created when traffic lights change.
- 1. Take the cycle routes in both directions from The Avenue onto The Belt road. 2. The improvement of The Belt Road needs to be significant, keeping cyclists & pedestrians well away from road. 30mph speed limit and speed reduction at jct of The Avenue, Belt Road and golf course entrance. 3. Make 30mph speed limit to start of The Avenue as you come off the Belt Road.
- Improve central station and have more trains to east coast
- We need a bus station like Retford, not next to a school ha ha, and bring back the Doncaster bus from G/boro to Doncaster not via Retford. Lea Rd station - a good paint & clean
- Re-lay the uneven pavements in the town centre especially North St, Church St. Improve street lighting for walking at night especially in outlying residential streets to the North & Ropery Rd.
- We need some transport on a Sunday not everyone has a car. G/boro rail station needs to be manned and better lighting provided after dark.
- Retford bus station put us to shame.
- Propose filter green light to enable traffic from the south to enter Marshall's Yard, this would reduce long queues at county court.
- More public transport from Torksey to G/boro/Lincoln with more attention being paid to people with disabilities, especially visually impairment. Is there free bus travel for registered blind - we have never been informed if there is. Information is not forthcoming!
- A bus service from top of Corringham Rd new estates to railway station, as you have to get a taxi, poor parking at station.
- Please investigate use of central station - trains to go into and out of central station adding short time to train schedules but bringing people by rail into the heart of G/boro. Lea Rd not central to the town.
- Incorporate footpath/cyclepath in much needed upgrade "Belt Road". Trent Bridge traffic lights - filter light needed for turn right from Bridge St to go over the Bridge. Link bus routes to supermarket car park. Travel information to be delivered to each household perhaps through free press.
- A more direct route to Doncaster from Gainsborough
- There should be a bus service to TVA

- Tesco delivery opening is a hazard to pedestrians & traffic alike and should be moved. When a HGV is waiting to get in, pedestrians have to walk out into oncoming traffic.
 - Moving the bus station to the Roseway car park would be a waste of time & money, it would also mean passenger having to cross busy roads.
 - Should be a footpath all along Thorndyke, both sides or one. Peakes parkway in Grimsby does. All other footways have steep inclines. Also need subway from Whites Wood Lane to Heapham Rd Ind.
 - Please - restoration of signals at Lea Road station.
-
- I am solely dependant on public transport and would like a return of the half hour service between Morton and Lea. The south end of G/boro has the worse service as other areas have a half hour or 15 min service, the south end only an hourly which is bad for people attending the hospital and Doctors surgery.
 - continuation of riverside path between Lidl and new dev. on Japan Rd.
 - More train & bus services to Doncaster, Sheffield, Lincoln & Bawtry
 - Provide better public transport to service new housing off Corringham Rd. (Riplingham Fields/Bracken Park)
 - Traffic wardens available to patrol residential areas to ticket illegal/irresponsible parking of vehicles.
 - More thought needs to go into speed limits, eg Corringham Road
 - Stop cyclists going the wrong way down the one way streets in town centre.
-
- I can't see the point of moving the bus station, at present it is near the town centre, Tesco's and Marshall's Yard. I feel the disruption would be detrimental, the current work on the town centre has been off putting enough.
 - Hold consultations in Leisure Centres etc to give the public a chance to say how our money is used for the good of everyone & not the select few who normally benefit.
 - Better access (car) to Marshall's Yard, reduce delays at key junctions.
 - To have better improvements for disabilities. Better WCs etc
-
- Move bus station to car park behind bus station from Heaton St to Bridge St. Buses can still use station and put taxi rank there as well, it will be where Lloyds bank is. You can get out of G/boro but you can't get back in cause there's not transport back.
 - I am more than pleased with the bus service to my end of town. Its only if you have to go to the train station that there are only a few go passed on way to Lincoln.
 - Less obsession with traffic lights and more roundabouts for free flow of traffic - replace Yarborough/Papas/Thorndike Way irregular "egg-shaped" rdbt with circular roundabout (this particular roundabout is a genuine hazard).
 - The Belt Road needs a footpath - a lot of people walk The Belt Rd but it is dangerous. The road jct between North St and Northolme is a death trap for right turns. I ride on the pavement (blind corner due to developments)
 - Some form of control to be placed on reckless & speeding traffic through town, particularly Northolme area. Also maintain underpass more - end Connaught Rd.
 - It would be nice to have the half hourly service from Lea & Morton - Morton to Lea on busy days ex: Tues, Fri & Sat

- Why is the central station not in use. To stop HGVs using routes which pass the Old hall as this is causing damage to the historic building. To put up speed restriction signage on built up areas, as displayed in villages outside G/boro.
- Bar 1 tonne vans from parking in residential areas. Restrict number of taxi cars/MPV from residential parking. Pavement & roads to be kept in cleaner & better condition.
- Gainsborough needs a footbridge connecting to Trent Rd, Beckingham
- What about CCTV.
- Build a new Trent Bridge and a bypass for through traffic. Open roads through market place.
- Congestion here is bad enough without continuing stream of buses to add to it. Apart from losing central car parking area. Having just spent the money on re-shaping the road/path at Roseway.
- Update the central railway station, so more use can be made of it.
- Improve rail facilities at central & Lea Road stations
- Early morning travel by public transport is almost non-existent, the first train out of G/boro is 7.30ish and not for another hour after that. The same applies to the bus routes, with the elderly now boarding buses earlier it is almost impossible for students to get on the bus!
- You will need a 2nd bridge & a ring road, as you won't get people out of their cars unless they're heavily penalised! No 2nd bridge & ring road will mean chaos - the options above are essentially secondary. Improve bus & rail links too!
- Trent bridge has held G/boro back for years. We need another one (50mph road to Doncaster is also a joke) I no longer travel that way if at all possible.
- More trains from central station, later buses to rural areas to enable attendance at theatre/cinema.
- Better routes in to town from Nottinghamshire side of river - footbridge across river at Whitton Garden.
- Ropery Rd is a residential street, but many foreign & British HGVs use this route instead of Morton Terrace which is the main road through the town. Direct bus services to Doncaster & Newark - we have no service to either!
- Pedestrian routes would be more pleasant & safer with the removal of broken glass & dog foul, eg around subway on Sandsfield Lane
- Regular bus services throughout day - big gap at present 2.30 - 4.00ish on 100 service. Sunday service. Routes to parts not currently serviced eg Marlow Rd - Belt development - TVA school. Circular service.
- Just easy/accessible transport for those with limited mobility or no transport (cars) of their own.
- Why do we need 8000 new homes? G/boro's role as a market town is lost forever. There is no market - it will not return. Look back to the 70s when there were approx 40 stalls and it was thriving. Population 18,000. Spital Terr/North St a nightmare because of pedestrian crossing. No direct bus to Doncaster. Improve existing roads by filling in potholes & making safer.
- You have often problems getting out of Roseway car park in a car, so unless there is some major demolition to make room, it's not big enough for 4 - 5 buses all in at one time.
- I have been asking for a bus stop opposite The Drivers pub for months. There was one but never replaced it.

- We could do with a better indoor bus station, and all shops that are closed up to be opened. A lot more stalls open for new better market. We need this thing for Tuesday and Saturday and we could do with a lot more buses to come into G/boro.
- More evening buses at weekends and evening in G/boro
- Definitely a no no to using Roseway car park for bus station - should have planned better when changes made to existing bus station and area.
- Re: HGV routes - Lea Rd bridge frequently causes problems for transport. Needs better warning lights earlier than present (there is nowhere for HGVs to turn!)
- I think the new traffic lights on Thorndike Way will be a hazard (Somerby Park entrance). I think a roundabout at jct of Corringham Road to carriageway & a slip road to the estate & the route from the roundabout would have been cheaper & safer.
- Integrate G/boro central station into the Marshall's Yard complex (like Meadowhall does with the Sheffield supertram)
- clearer information is required regarding bus times & routes. These also need to run longer into the early evening.
- The present bus station is ok. Extra stands could be created next to clinic. Moving bus station to Roseway is a poor idea. Turning right out of Corringham Rd on to Thorndike Way is the jct that needs immediate attention, it's a death trap.
- A pedestrian crossing near the bus stop at the Ropery Inn on Ropery Road
- There is a desperate need for a traffic filter lane for traffic turning right from Bridge Street to go over the Trent Bridge.
- I think that buses need to be more frequent, walkways made safe and I think the use of taxi ranks would be a more cost-effective way of improving connectivity eg at the train station, supermarkets and Marshalls Yard. Placement of crossings should be considered.
- I live on a small street but can't park outside my home, because my neighbour has an old, unsafe trailer outside my house, & nobody in the council has done anything about it's relocation!! PLEASE could somebody help my resolve said situation (surely with it being unroadworthy it shouldn't be on a public highway!!! Any help with resolving the situation would be very grateful of myself and my neighbours.
- More transport in and out of Gainsborough on a Sunday and a Sunday service
- If Thorndike Way were to be made more "driver friendly" it would improve the lives of most people living in the town and passing through it.
- Make streets like Stamley, Trent, Water Works, Limden & other one way to ease traffic flow.
- Revitalise Gainsborough central station, do away with mini roundabouts - people ride over them - traffic control Foxby Hill/Lea Road junction
- Major concerns regarding the safety of the Corringham Rd/A631 junction - a major opportunity to save lives misses even though developer contribution to "improvements". These are over engineered and have done nothing to improve the junction!
- There would be more than 3 options that I would of chose, I would like to see better roads, better developments for pedestrians/cyclists - and where possible a bus lane.
- Not to use double decker buses on the Park Springs routes as they limit the use of prams and wheelchairs.

- You need to look at people going to Retford -Sheffield as well as Lincoln. Big priority to have more jobs in G/boro or without vast expenditure G/boro will ground to a halt with 8000 extra homes. Only way forward is public transport (cycle) , walk.
- The speed limit on the whole of the Belt Road should be restricted to 40mph. The road (being narrow) cannot support speeds of 50 - 60mph. It is currently dangerous
- Commit to resident parking with each house 1 parking space. Stop parking on footpaths and illegal parking.
- 1. Further improve Foxby Lane - Lea Rd jct by traffic light operation by vehicles. 2. Trent Bridge is still bottlenecked, vehicles still turning right 3. Roseway roundabout - needs another directly on Roseway/North St junction as well as the one on North St/Spital Terrace. 4. Stop the Wednesday night moto GP practice on Thorndike Way.
- I would like to see weekday trains running through G/boro central and later running trains to and from G/boro Lea Road.
- I would use train travel more if station was not so far from where I live on The Avenue or there was somewhere to leave my bicycle safely.
- Transport to and from Bingo
- Roundabout; Corringham Rd/Thorndike Way. If this does not happen then will be more fatalities & accidents.. Bus station was ok where it was as that building should never have been passed by WLDC to be put in the middle of old bus station.
- Urgent improvement is required at the Thorndike Way/Corringham Rd junction. It is the more dangerous traffic spot in town.
- Thorndike Way/Corringham Rd junction still need improving (possibly a roundabout)
- Why isn't Gainsborough Central Station included in this survey?
- I cannot see the move to the Roseway will improve the situation, improvement to the bus station YES - where it is quite handy for town centre, Marshall's Yard & Tesco. The move would only benefit the market square. There's nothing there. This area would have been better served as a car park on non market days. At present, facilities non-existent & the station platforms disgusting.
- Take away or alter the roundabout at the bottom of Thorndike Way, this is a hazard due to it's shape.
- Reopen Central Station as the main rail station, right in the town centre not miles out of it!!
- It would be an improvement if there were buses running on Sundays and Bank Holidays for people who don't have their own transport.
- We do think that a bus service along The Avenue is long overdue - especially with the new Barratt housing at The Belt.
- We would benefit from having later buses for it would help people find work out of town a lot better eg shift work.
- Continue bus service the length of Corringham Road to service properties and school. No access to buses at Bracken Park
- You will not achieve any change objectives until such time as access over the river Trent is improved with a 2nd, upgraded bridge crossing.
- A Gainsborough bypass North to South
- A bypass taking traffic on the A631 away from G/boro would alleviate much of the town's congestion problems. An expensive option, involving a new bridge over the Trent, but one which would hopefully attract funding as part of the National Strategic Road Network.

- Relocation of bus station complete waste of money. Parked cars on pavement are a safety hazard to all especially blind and disabled.
 - It is just not possible to pursue any leisure activities by bus from G/boro on Sundays. We need Sunday buses!!!
 - I am sure that if you opened up Central Station it is more central to the town with car parking facilities. The Lincoln trains could go the Central Station before going to Lea Rd, it would take more than 10 minutes.
 - Safer parking at trains station, Lea Road
-
- There are no buses along The Avenue and considering the big Barratts site, this is needed. The Avenue needs the speed limit extending to The Belt road
 - G/boro is the most pedestrian unfriendly town I have ever lived in, as a pedestrian you take your life into your own hands - absolutely no priority is given to pedestrians whatsoever.
-
- Traffic would flow better if car drivers understand that they should only enter a roundabout if the exit is clear. Prime example of this is the new roundabout at the Spital Terr/North St jct. Almost every time I use that jct to turn right from Spital Terr to North St it is blocked by drivers waiting for the lights at the Sun public house jct, they line up right across the roundabout. Therefore, money well spent but more control in some way to get the full benefit of the spend, ie box jct markings to remind drivers to keep the route through the roundabout clear.
-
- I travel to Lincoln for work every day and have given up on the bus service, the timings of the buses mean that it gets caught up in congestion on Saxilby Rd/Carholme Rdbt/Carholme Rd. The journey never ran to the timetable and I was becoming late for work. It is not many years since G/boro bus station was 'revamped' and the SureStart centre was opened. I really don't feel that moving the bus station to a location which is not much more central than it's current location is a good use of tax-payer's money. I assume that the logistics of using G/boro Central train station mean that using it as primary station is not viable. If that is the case, it would be more helpful to improve Lea Road train station (which is about as uncentral as it could possibly get!!) than moving the bus station. There is very limited parking (not that I driver but the car park is chaotic) there is no safe provision for bicycles ('bike bins'), the bus timetable does not dovetail with the train timetable and is not reliable enough to take people from the town centre to the station (a 15/20 min walk which is great on a summer evening but not so enjoyable at 6am on a snowy/rainy winter morning). Rant over.... I will be interested to see what decisions are ultimately implemented.
 - I gave up motoring last year and now rely on public transport. My observations based on 6 months without benefit of a car is that buses need to operate on Sunday. There is no public transport in G/boro until the 1st train at 2.30pm. I find Stagecoach run a good bus service during the week although a later departure from Lincoln say 7pm would help. Could we also have a late bus say Fri and Sat night so folks can enjoy entertainment in Lincoln and get home without the considerable expense of a taxi? Your survey does not mention G/boro Central station. 3 trains a week is not much use, but Central station is a much better location for the town centre than Lea Rd. Back in 2007 I did some work on the cost of providing trains from Sheffield and Grimsby throughout the week, I seem to recall it would cost around £1.2m per annum. As the route passes through 2 English regions and South Yorkshire that cost could be shared. Since then the Brigg line has been upgraded (courtesy of Immingham Port) and Network rail are now upgrading the line from Peterborough to Doncaster for 75mph running. When this is completed (by 2014) can the service from Lincoln be speeded up and can we have a G/boro Central to Doncaster service too please with the last departure from Doncaster around 10pm? In fact all the trains here about travel at steam age speeds. If they could be speeded up from an average 30mph to 50mph the same number of trains could provide more services. I hope LCC will put pressure on Network rail and the train operators to do this.

- Would like to see rural train stations to be re-opened as this would improve links to neighbouring towns and cities, for example I would definitely use Knaith Park train station if I could get to Lincoln. Also Central station in G/boro could be better utilised and publicised to encourage usage. (Have only ever used Central Station once and the train never arrived - not a good start would be reluctant to use again until reliability advertised.)
- It would be good if the bus timetable could be modified to get to Lea Road train station before trains leave for Sheffield. Also bus route direct to Doncaster instead of having to go all around the country before getting there.
- Living Lea Rd end of town means we are cut off from the rest of the town's facilities. If we need to get to the hospital, doctors, leisure centre, park, Morrisons, the new school (to name a few) we have to catch two buses IF we can get the timing right that is, as there are so few buses this is sometimes impossible. More frequent buses and new bus routes are needed urgently!!!!
- I have a family and no transport of my own therefore I rely on public transport. This makes life difficult as the hours the bus that I use is very awkward for work and for children school etc, as I have to wait 30mins in G/boro till I start work and have to wait an hour for the bus to get home because of the times they run. They could be extended as my children want to do activities in G/boro after school but there is no bus. The bus shelters could be improved and all stops should hold information on what bus comes and when. The road on the outskirts of G/boro are quite bad and could be improved by a cycle path or even a decent foot path for pedestrians.
- I don't think it should or don't want the bus station moving in G/boro as it is in the town centre and it is convenient for old people and families. I have 2 children and am pregnant with my 3rd and don't go up the hills in G/boro and would struggle to do so the child centre is right next to the current bus station and pickles pantry it is good for visitors there to just improve the one we have.
- I would like to see a 2nd river crossing linked with a circular bypass allowing Scunthorpe to Lincoln to avoid the town centre. This will take traffic off the busy road which divides the town centre from Marshalls Yard. My main wish is that more use is made of the Central Station and weekday trains are reinstated even if just a morning and evening service (2 each way), but on top of this extending a few selected Robin Hood line trains from Worksop, which would then reverse at Central and head for Doncaster. This would form part of a Nottingham to Doncaster service. Central station is much more convenient, if done in conjunction with Notts possibly opening Misterton station. I am aware of single line restrictions at Hucknall but the service would run fast from Mansfield via Trowell junction.
- Please lobby for more public buses and convenient times to get children to the super new Trent Valley Academy on Corringham Road.

- The use of the Roseway car park as a bus station would have a very serious if not devastating impact upon the Methodist Church as it is used by a number of organisation and local community throughout the week both in the days and evening. There are at least 4 times in the week when there are events that involve young people and toddlers who would find it very dangerous to be near a bus station as well as the elderly who also depend on the car parking facilities. This is the only car park serving the Market Street area and is the service area for the shops around it, it is also the main entrance to the Methodist Church for most functions.
- Improve transport connectively from Beckingham across the Trent Bridge
- As a member of GM Church I think the idea of using Roseway not viable. It is used throughout the week. Activities, Funerals. The access is already bad. Shops along church deliver from the back.
- Why move bus station !!!
- It is imperative as G/boro expands. A road link connecting Lea Rd to the STHN development, East development, Thorndike Way, NTH development and Blyton Rd A159 is constructed to avoid congestion of town centre.
- It would be nice to have a waiting room and toilets and seats to sit down, on a cold winters day!
- Train station is not in the right place.
- We need improvement to both the Thorndike Way/Corringham Road junction and the cross roads at the entrance to Marshalls Yard
- Please do not move the bus station it's quite central enough (surestart was a big mistake). Make central station more usable by bringing Sheffield and Lincoln into it.
- What a ridiculously minute space for comment!! Foxby Lane is used as a shortcut from Lincoln - G/boro HGVs/cars going east towards M Rasen. HGV weight limit needed now and especially when new residences (2500+) built!
- I use the 'call connect' service - purple minibuses. They are brilliant! Please NEVER discontinue this service or I will never get out.
- I drive no car and find public transport very poor especially buses to Retford and trains to Doncaster.
- When are we going to have a second bridge over the Trent into G/boro. This is vital for the continuing development and extension of Gainsborough.
- Seems to be a lapse from 2.30 to 6.30
- More buses between Gainsborough and Lincoln going through Marton, Torksey and the other villages.
- Please assess Lea Road station and Central as real options. Use of rail should be given greater emphasis including facilities. Please improve road safety at junction of Corringham Road and Thorndike Way. Surely a roundabout?
- I am very concerned about the increased volume of traffic on Morton Terrace and wonder if the alternative routes, especially for HGVs, are being considered.
- It's a long overdue study. Both railway stations could do with improvements, especially with the Marshalls Yard and housing developments.
- Foxby Hill to Lea Road junction - do away with the ridiculous puffin crossing and replace with traffic lights at the junction. The Belt road is now used as the Gainsborough "bypass". It is totally inadequate for the purpose it is now being used for.
- Proper lanes for cyclists on all major roads.

- Once done an improvement leave it alone to allow to work. Redesign roundabout (oval a bout) at bottom of dual carriageway.
 - Improve accessibility and support for pushchair users on buses and trains. Improve routes from Lea Road/SW area up to swimming pool
 - Services in Gainsborough are CRAP. Buses and trains, what has happened to the buses to Doncaster? I am disabled and a pensioner, can't get scooter on buses or trains.
 - To stop parking on pavements also parking close to road junctions
 - Why are parking spaces being marked out for taxis in Gladstone Street & Parnell Street and are never used by taxis? Move parking on Northolme to the east side to make better vision for traffic coming out of Tower Street.
 - Train services are the key to future commuting into & out of Gainsborough for work & leisure. Better bus, parking & taxi services to coincide with train times; café/news kiosk facilities & indoor seating/waiting area.
-
- In my opinion moving the bus station to Roseway car park would be a disaster. The traffic in that area is often backed up on North Street past Tower St since the new roundabout and throwing many buses into the mix could only make matters worse. Providing a reliable bus service from the bus station to Lea Rd railway station to fit in with train times would give people options and reduce the current chaos of cars battling for the limited parking there.
 - As I work in Lincoln having a more varied timetable and cheaper transport cost I would use public transport at the moment it is cheaper for me to use my car. Also I live round the corner from the bus depot but there is no bus stops close to me that any bus uses on a regular basis thus I have to walk into the centre of town to get a bus to Lincoln or Scunthorpe.
 - Additional bus stop for residents on and around The Avenue i.e. Leisure Centre
 - Too much heavy traffic in town. More crossings for crossing safely. Why on the busiest junction Bridge St / Lea Road no traffic lights / filter for pedestrians? Shocking. Absolutely dangerous to cross.
 - My husband and I would like a bus to come right up the hill to our estate, then we could leave our car at home which would free up one more parking space.
 - I think that whatever is finally decided the most important thing is to make sure they all inter-relate - i.e. bus time to coincide with trains departing and arriving, and not done in isolation.
 - New bridge over Trent
 - If the facilities and routes for cyclists improve hopefully this will stop them from riding on the pavements
-
- A pedestrian crossing at Market Street / Market Place junction and one on Bridge Street, bottom of Silver Street across to the Riverside walk area. On Gainsborough Road Lea ~ Lea Road Gainsborough put cycle path back onto footpath and re-widen both roads. Signs in town centre - how to get back on to main roads - this needs doing in all towns, cities etc
 - If you relocate the bus station to Roseway car park that will lose a lot of valuable parking for cars, this will drive people out of town if you reduce parking facilities. There is not enough short term parking as it is.

- Pedestrian crossing at Bridge lights. This is common sense. Keep parking fees as low as possible and stop roadside parking. [Option More bus routes and extended timetables and Option Provision of real time passenger information] these need to go together. Badly need more info as to times etc. [Lea Road Station] was originally a nice station. Now it is a filthy cold unwelcoming dump. Sunday Gainsborough is isolated. Trouble with public transport is it was handed to private enterprise. Consequence it has gone as all public services do when they are handed over, they go down hill. No longer does service rule, but as the banks have proved profit is god over all.

APPENDIX G: COMMENTS BOOK TRANSCRIPT

- School Zone at Heapham Road. Please contact with an update on progress.
- Poor maintenance (grass, overgrown vegetation & dog fouling) on Pingle Hill & underpass down side of Marshall's Yard. Top of Middlefield Lane to Cemetery overgrown.
- Need a "stop" sign on Corringham Road at junction of Thorndyke Way. People are ignoring Give Way
- Buses/trains stop too early (6.30pm / 9pm) difficult to get to Newark College. Could look at joining up bus link from Lincoln - Newark to fit with service for East Coast Line. Connections from Gainsborough - Lincoln - Newark are not easy - cannot get there for 9am
- 1. Massive improvement needed to Lea Road station so pleased to see these options in the Draft Strategy.
2. Platform 1 too low for trains that come in. Issues with access due to height to step required
- Issues with school traffic parking near Heapham Road, especially Danes Road.
- Trains are allotting too little space for cyclists and despite buses in european countries having cycle racks, there are none in this country. When you approach the transport companies about catering for cyclists needs, try not to go in from the point of view of 'need' but try to put across that cyclists are likely to use public transport which translates into fares (thus profit). You are more likely to get their attention and more likely to succeed in your aims
- Lorries unable to get through Lea Road rail bridge - diverting through small villages. Road under bridge needs lowering or bypass
- Mark no right turn from Beaumont Street into Torr Street. Move no entry sign back to get safe access.
- Push for passenger services into Gainsborough Central Station. Shuttle bus from Lea Rd to Town centre (could be partly financed by private sector eg retailers)
- Lea - Gainsborough used to have a dedicated bus service that was linked into the Marton - Gains. Folks in Lea now have to rely on an already well subscribed 100 Lincoln - Gains service. Request to reinstate Gains - Lea service.
Also Toilets at Lea Road station please.
Also issues with junctions around Roseway car park brings proposed location of bus station at Roseway questionable.
Also remember roundabouts are a barrier to cyclists and unless lighted for zebra crossings installed, are a potential barrier to pedestrians.
Also Lea Road - Trent bridge traffic lights do not give enough time for pedestrians. Immediate remedy re: cycling. Please make sure cycle path signs installed on cycle ways and that out of date 'no cycling' signs are removed.
- The riverside walkway from north of the town centre towards Morton has an excellent path BUT scooter and wheelchair users cannot get out at the northern end due to presence of barriers to stop motorcycle use. Beautiful route and good for disability scooters but major problem not being able to get out at Morton
- Tennyson street - parking on both sides - blocking access for Fire Engines, Previously reported but had no response.
- 1. Spring Gardens junction poorly laid out. Crossings unclear as to when to cross. No audible signal. Need crossing on desire like outside Marshall's Yard.
2. Lea station very poor disabled access. One way system around town needed and 2nd river crossing.

- There are no buses to get the children to the TVA school. Why are buses going to Castle Hills (& Middlefield). The buses don't even start early enough to get to TVA on time. We need a 100 bus leaving 1/2 hour earlier & diverting up Thorndyke & down Spital.
Doncaster: It would be nice to be able to go to Donny Dome & back preferably on the same day - give the kids somewhere to go. There are no buses at work time. Nothing goes to Lincoln/ Retford/Doncaster before 09.00am.
The trains dont link up. There is always an hour wait for a connection at Lincoln/Retford.
Is there really any curfew in Gainsborough? You cant get out after 5.30.
No buses to the leisure centre apart from the school bus twice a day that goes to the school that has been knocked down.
You can't book a train ticket in advance & collect at Gainsborough. There is no machine.
The in town bus should go to Richmond Park & Lea Park for children in the holidays. Footpath between Cleveland House doctors, and the hospital has been closed. The elderly who are sent for tests will now need to take a bus, but the bus goes from the hospital to doctors, not from the doctors to hospital.
Simple timetables on bus stops & bus stop codes clearly shown for phone timetables
- What incentives for new business to come to Gainsborough?. What stimulates new employment opportunities?
- Bins in Roseway are useful and need to be secured down.
- Some buses (usually double deckers) won't allow pushchairs / wheelchairs on. What is the timescale for replacing these?
- Dog droppings / litter along riverside walk, discourage use.
- Improve rural bus connections.
Improve bus timings to co-inside with working hours.
Not keen on HGV run along belt road - suggest a road further east.
Need a filter lane for traffic turning right at Flood Road from an easterly direction.
Make the Ashcroft Rd/Lea Rd/ triangle into a gyratory
- 1. Spital Terrace junction needs attention - please tidy up, eg bench.
2. Roseway car park being turned into a new bus station will cause congestion.
3. Bus route down The Avenue to the school (TVA)
- Speed limits vary around town, around Morrisons 60mph. Lea road 40mph. There are collisions most weeks on Lea Road. Limit needs to be 30mph.
Diversion route for high vehicles not marked, over height buses have to use route each day. HGV's have to reverse every week.
Bus services stop too early at night
- Railway services
1. Gainsborough Central, regular service to Sheffield / Grimsby would attract people into Gainsborough and could be supported by a CRP (as per Poacher line).
2. Upgrading of Peterborough - Doncaster route by NR to be completed by 2014, could councils press for speeded up rail service.
- Foxby Lane speed limit needs reducing to 30mph from the national speed limit as there are lots of people that walk up there with their dogs and to Morrisons and it would be a danger as people race up and down.
- Pedestrian crossing is in the wrong location outside Marshall's Yard. Police should be notified. Barrier required.
- Roundabout or traffic lights at the junction of Corringham Road Ind Estate and Thorndyke Way to cut down on the number of accidents / near misses!
- Bus service up to Leisure Centre would be good. Footpath on the Belt road would be good too.

- 1. Corringham Rd/Thorndyke Way - roundabout/signals needed.
2. Junction improvement at Corringham Rd/The Avenue.
3. Footbridge over river to create a circular walk.
- Need more rail services to Sheffield, Doncaster, Bawtry, Lincoln and bus services to Bawtry and Doncaster. No use building houses if the train services are so bad.
- As of now we need more rail services. Nearly not existent on a Sunday. Some bus services for town and outlying areas on a Sunday also a public transport is so poor. Agree that other proposals have to be put in place as a new development comes on line.
- Improve bus service and facilities for the disabled. Scooter (electric) should be better accommodated on buses. Improve current bus station. Make the town easier to navigate - safe areas for electric scooter/ wheel chairs.
- Bridge over river additional to Flood Road bridge over river into wildlife area by riverside.
Better cycling links. Ropery Road too narrow for cycling. Open up river route off Ropery Road, (currently no cycling)
- Buses finish too early in evening, taxis expensive.
Poor bus/train interchange.
Doncaster / Bawtry bus service needed.
Sunday transport needed (+bank holidays). Sunday train to Sheffield last train 15.30.
Buses held up by parked cars, not enough warden/police presence.
Can't get to evening entertainment. No pt and taxi's too much.
- Yarborough roundabout - safety issues. Can't see across roundabout due to its height.
- Residential parking permits needed in Town Centre locations due to use by shop workers etc.
- More direct bus route to Doncaster and / or better links between buses and trains. Don't mind paying reasonable fare. Keep Scunthorpe service
- Train and bus services (100 service) don't link up. Lea Rd bus service was better when every 30 mins. Park Springs bus doesn't go as far as the leisure centre, preventing senior citizens and others from using the leisure centre facilities.
- Improve the bus timetables so that they are easier to read. Parking restrictions on corners especially Ropery Road. Improvements to bus services and routes esp. to Doncaster.
- The town desperately needs a second bridge over the Trent - suggest a bridge just north of Morton, linking the (upgraded) lane to Beckingham and main roads, linking the proposed HGV route next to golf course.
Speed bumps in Ropery Rd & Bridge Street. Stop HGV's going through town.
Improve rail to Robin Hood Airport.
Upgrade Lea Rd Station, more parking, more trains.
- Re-instate Doncaster bus, free bus pass has been issued for Doncaster but is of no use.
- Sunday service from Park Springs into Gainsborough is needed, shops are open but people cannot get there
- Some bus drivers are very rude, customer care training is needed.
- Please call with information on bus services near Nelson Street / Woods Terrace up to TVA. Children going from Ropery Rd school up to TVA, starting in September
- No bus stop on Corringham Rd opposite the Peacock.
Too many houses proposed and not enough jobs.
Corringham Rd / Thorndyke Way dangerous - needs improving.
- Need staffed kiosk so people with learning difficulties can be helped with ticket purchasing (note - assume rail related)



- Bus services - Pilot scheme Gainsborough - Market Rasen withdrawn (lack of funding) - hence to Grimsby. Accessibility & Policy to contact please re public transport issues
- HGV traffic already on Foxby Lane. Situation will be worse with new housing, suggest weight restrictions.