

We assert that in document 17_02594_OT-BUS_SERVICE_FEASIBILITY-2778372 submitted by I-Transport, the conclusions are better than best case scenario and certainly do not represent peak times. It suggests minimal lay over time, unrealistic times within the development and no put down/pick up times.

Evidence

The journey from the Bus Station, Wetherby via Bridge Foot, High Street, York Road and Racecourse Approach to a point adjacent to the entrance to Ingmanthorpe Hall is 2.25 miles. Assuming that the assumption of 1 mile within the estate is correct, this implies a total distance of 5.5 miles per round trip.

Google route finder estimates that the 2.25 miles from Bus Station to the identified point on Racecourse Approach would take a **car, without stopping**, 8 minutes at 5-20p.m. on Wednesday 26 June. Thus an average speed of 16.9m.p.h. is achieved. Although optimistic to assume even 17m.p.h. can, or should, be achieved on the Taylor Wimpey estate, this would mean the whole journey by car would take 19.5 minutes without stopping. In addition, is the great unknown of delays leaving the estate at peak times. With 800 houses, assuming only one car per house is being used and only 80% are travelling to work by car, this would mean 640 cars would be leaving via the three entrances, i.e. 213 per entrance. Over a one hour period this equates to 3.5 cars per minute per exit – causing serious tailbacks on the estate and the Hopper Bus would be caught up in these queues!

Now add on time for stopping for passengers to mount or dismount at the Wetherby Bus Station and at a minimum of two points within the development. The time added will have to be nominal but we suggest 4 to 5 minutes minimum.

Thus, assuming that the Hopper Bus can travel as fast as a car (which is questionable), the Hopper would take well over 20 minutes for a round trip, with no allowance for delay. Taylor Wimpey have stated that they will provide only one Hopper Bus, and thus ***it is clear that this bus will not be able to run at 20 minute intervals throughout the day.***

Other considerations

In addition, will the Hopper Bus stop to pick up additional passengers between the above points i.e. residents who walk through the estate to board on the York Road, school children, HMP staff, HMP visitors? If so the cycle will be even longer than forecast above.

(Note that the aspirations displayed on the wall at the Town Hall on 7 June 2019 by the developers were mitigated several times by the statement that the bus would be at **15** minutes frequency to the town centre.)

Moreover, it should be recognised that the Hopper Bus will only be subsidised for 10 years, (even though these houses will take 14.5 years to complete according to the developer) and the bus will not run in the evening, meaning that the estate will definitely rely on car transport to travel to Wetherby after 7p.m. and also if residents intended to return after 7p.m.