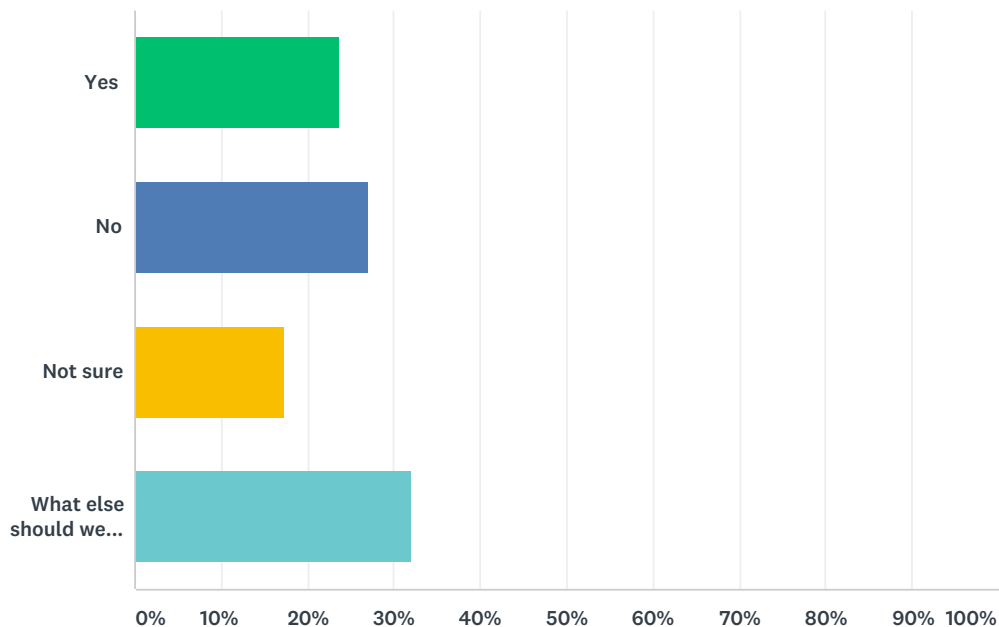


Q1 Board 1 provides an introduction to the project and summarises what we think are the key opportunities for the town centre. Have we got these right?

Answered: 219 Skipped: 22



ANSWER CHOICES	RESPONSES	
Yes	23.74%	52
No	26.94%	59
Not sure	17.35%	38
What else should we consider?	31.96%	70
TOTAL		219

#	WHAT ELSE SHOULD WE CONSIDER?	DATE
1	Loughborough's role as a convenience destination should not be underestimated - any changes to parking provision, on and off street, need to be carefully considered to avoid unintended consequences. The rerouting of buses following the implementation of pedestrianisation has resulted in a loss of bus passengers which has impacted adversely on the level of spending to support businesses in the town centre.	10/23/2017 3:36 PM
2	Overall the Charnwood Stroke Club is not in favour of the changes proposed - senior citizens, disabled people, people without cars and bus users have not been considered.	10/23/2017 2:40 PM
3	The key to a live shopping area is the provision made to welcome cars and provide convenient parking.	10/23/2017 11:51 AM
4	Yes - It is important "Town Centre living" includes but (especially) is not limited to student accommodation as a year-round mixed community is important. We concur that the University and its students already make significant contribution to the Town Centre and that these beneficial impacts could be increased. We feel strongly that the plan should adopt a positive tone and vocabulary around increased cohesion between all groups of people using the town centre. Terms like "town-gown" are unhelpfully divisive and do not reflect the reality of a much more complex situation.	10/13/2017 9:40 AM
5	Yes - consider not only student accommodation but if that all happens has what's on the table make there a clause in the tenancy that a % must be allocated to townfolk! And look at the bigger picture the future of Loughborough - are the changes better long term?	10/13/2017 9:16 AM

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6	Yes The role of retail and wider 'town centre' uses does not feature prominently in the opportunities section. One of the key opportunities for Loughborough is to be able to more successfully differentiate itself from Leicester/Nottingham/Derby by providing a unique, specialist, high quality retail and leisure offer. The role of cafes, restaurants and cultural facilities is becoming increasingly important to the overall attractiveness and success of smaller town centres such as Loughborough and it is disappointing not to see this identified as an opportunity.	10/12/2017 3:22 PM
7	No - You need to consider the needs of cyclists, people with disabilities and public transport users in much more detail.	10/12/2017 2:47 PM
8	Yes - A sustained effort to drive the town upmarket. Currently too many charity shops, 'pound' shops, betting shops and beggars on street. The Council has allowed homeless shelters to take over private houses and Nottm CC to fill houses by the station. Yes, we need to cater for the town's indigenous homeless but provision is in excess of demand so we have wealthy cities sending their homeless mentally ill, drug takers to Loughborough.	10/12/2017 1:42 PM
9	Yes - the needs of disabled visitors	10/12/2017 1:20 PM
10	No - A much need bus station for the buses and public transport reliant residents of the Borough	10/12/2017 11:23 AM
11	Not sure - I think overall the plan is positive & provides a good vision to improving people's quality of life living in Loughborough. I would like to make a few suggestions: • that all new buildings are at a high quality, as it currently appears that the plan proposes this only for the Market Place. • That an emphasis is put on the re-generation of the High St as this road appears very run down. Recent innovative businesses that have attempted to improve the area do not appear to last. This route into the town centre currently creates a negative impression.	10/12/2017 10:52 AM
12	Yes - residential developments not to be for students.... need flats for single people and families	10/12/2017 10:15 AM
13	No - Not all of them - Very good idea to access Granby St Car Park by way of Packe Street (one way) Granby St (2 way to get in to car park) once way in front of Park and Library. This could be done even if Devonshire Square is not pedestrianised. It would decrease car journeys through Bedford Square/Wards End.	10/12/2017 9:37 AM
14	Yes - • Park & Ride for Kegworth and Birstall footfall. • Themed markets, like in Europe to take place monthly. • Provides art work to walls and permanent art features. Probably ask L'boro college to get involved in their final year.	10/12/2017 9:25 AM
15	Not sure - It's just so bitty. It doesn't excite. Lufbra's crownst of jewels is distinguished by its absence. This univ is world-class, No7 in all already. Rolls-royce are here & not because of McDonalds & The Sockman! This of Cambridge? What comes 1st to mind? • Bridge of sighs over cam. • Trinity College, so think-on time-market make it >> one entity, univ + lufbra	10/12/2017 9:21 AM
16	Not sure - Parking & travel (cost) (availability)	10/12/2017 9:02 AM
17	No 1. Need to improve cycle access to Town Centre. 2. Nottingham Rd area also needs to be considered as looking very run down 3. Need to consider how we can enhance and make better use of the River/Canal corridor.	10/12/2017 8:55 AM
18	Not sure - The explanations are clear and aims and objectives as well. However, the issues are far too complex to be able to say if you 'got it right'. It all sounds vey positive, but at the same time as if decisions had already been made.	10/11/2017 3:26 PM
19	Yes Sounds like a good mix Maybe need to incorporate concept of: 'Healthy Places' 'Health in all policies'	10/11/2017 3:14 PM
20	No comments	10/11/2017 2:55 PM
21	No No more visions. Get back to reality	10/11/2017 1:35 PM
22	Public / we need larger scale plans to comprehend your proposals - as we all know the Devil is in the detail	10/11/2017 11:34 AM
23	The interaction between the town and the University students. There feels to be a separation between the two as so called town v gown and there is not much in the plan that addresses breaking that dynamic.	9/22/2017 5:14 PM
24	There is nothing specifically for young people and children apart from occasional family orientated events. Little mention is made of the voluntary sector contribution and how this might grow as local authorities and the commercial sector shrinks/declines. The potential influence and impact of The Generator hasn't been considered fully enough. The arts and cultural sector in the town was under-conceptualised in favour of engaging students and the University. Planners and architects make spaces but people make places - what depth of consideration was given to specific needs that different groups of people in the town have?	9/22/2017 4:48 PM

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25	Am very concerned about the loss of access and of approx 20 disabled parking spaces in Devonshire Square and on Granby St.	9/22/2017 2:05 PM
26	Car parking is a key issue . Lack of footfall and lack of funds. I myself run a charity shop in Loughborough and Nottingham. Loughborough's high street is obviously floundering in comparison and our sales gradually falling. Market stalls disappear as do the shops. I cannot afford to park everyday, so I utilise free on street car parking on the edge of town and walk in. I fear that I may lose this parking, as housing is being built near by.	9/22/2017 11:24 AM
27	Public Transport	9/22/2017 10:17 AM
28	Loughborough is losing its feel of being a Market town. So many areas of pedestrianisation is making it difficult to pop into town for a short amount of time. Constant redevelopment of the roads and parking hasn't made the town feel any richer or made it a destination. Seating areas become antisocial areas, and the town centre is still charity shop/ betting shop heavy.	9/21/2017 7:53 PM
29	Keeping the town centre more compact - it has spread, probably too thinly, hence the empty shops	9/21/2017 7:02 PM
30	Town centre living is a nice objective, but if the reality will be student accommodation, provided by organisations with a history of poor-quality, poorly designed buildings (e.g. code) will be a detriment to the Town centre. Private owners / private rented - the town centre is a thoroughly unpleasant place to be at times. Who is actually going to want to buy / live in these flats? Take a look at the 'apartments' in Leicester's Highcross - most are empty because no one wants to live in a noisy, dirty part of town.	9/21/2017 5:23 PM
31	Shops and businesses on the outskirts of the town.	9/21/2017 3:57 PM
32	There is a very limited and low quality offering of shops in Loughborough town centre, will a predominance of coffee shops, pound shops/budget shops, and charity shops. I would like to see the Council working with retail landlords to offer incentives to small and more diverse retail businesses to move into the town centre. At the moment, retail rents are too high.	9/21/2017 1:28 PM
33	This is a summary of points raised by responses to q2, q3, q4, Such as: To be easy to access the gateways need to be welcoming and legible. This is still a concern for Derby Road and Ashby Road The experience needs to include sufficient "well located parking"	9/21/2017 7:44 AM
34	Yes but also to enhance the connection between the university and the town we should make moer of the shops at the university end of tow includng Ashby Road and Ashby Square.	9/21/2017 7:21 AM
35	Improvements to wheelchair access. Increased disabled parking in and around churchgate.	9/20/2017 8:27 AM
36	Broadly right though not exhaustive. For example it should it move to limit traffic and maximise affordable public transport, walking and cycling and cater for disabilities more effectively. The use of mobility scooters and cycles needs to be accommodated whilst not clashing directly with pedestrian space.	9/19/2017 5:38 PM
37	Its connections with the major cities locally, and the importance of its historical sites.	9/19/2017 10:04 AM
38	Bad for the town!! Why cant i say no and comment? Shit survey.	9/18/2017 6:05 PM
39	Access by public transport. this must be strengthened eg. note the use and importance of John Storer House bus stop, not only to members, but also the very regular use and importance to Wards End and Bedford Square businesses. Such poor strategic planning has already lost business and shops elsewhere in the town. Keep the busses delivering shoppers as convenient as possible to all areas of shopping.	9/18/2017 2:12 PM
40	Although it looks pretty with these colourful designs the reality is that giving even more space to pedestrians and street furniture is only going to make the central Loughborough more attractive to miscreants and big companies are less attractive to local residents and locally-owned businesses. This is an appalling attempt to destroy Loughborough's identity and it should be fiercely resisted by any councillor who cares about the protection of the town, its people and the companies that generate real wealth in this area. NO YOU HAVE NOT GOT IT RIGHT!!!	9/17/2017 7:47 PM
41	In proposing to extend the "existing pedestrian priority areas" the originators of the plan seem to have ignored the fact that a significant number, and probably a majority, of people who are in town for a specific purpose have arrived by car and are likely to resent this prioritisation of de facto pedestrianisation. I am particularly opposed to this idea that by introducing two-way working on Southfield Road would lead to the removal of traffic from Bedford Square and somehow it would magically become an "attractive public space". Neither the storekeepers nor the majority of people who use Bedford Square wanted to become anything other than what it is – an easily-accessible area with shops that they want rather than trying to foist even more restaurants on the town. Outdoor seating merely encourages people who are loitering in the area with the intention of getting drunk, doing drugs, stealing or begging and there is already too much space dedicated to them in the centre of town. This whole plan is flawed and should be consigned to the municipal bin.	9/17/2017 11:53 AM

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42	I have looked at the plans carefully and I'm very dubious about this attempt to transform the centre of Loughborough into what will, when they have finished, make it look increasingly like many other towns in England. Loughborough has a distinct identity at the moment and although some of it has been destroyed by pedestrianisation this master plan will make the centre of town even worse. Part of the problem with what has happened already is that the centre of town now at the magnet for druggies, alcoholics, beggars, bogus homeless people and vagrants, and it is often a dangerous place. Instead of making the problem worse we should be considering allowing buses to come to the centre – which is what people and the bus companies want – and removing the street furniture around McDonald's.	9/17/2017 9:31 AM
43	Need to consider move towards more public transport, shared transport & electric vehicles over the next 15 years.	9/16/2017 2:43 PM
44	दृवील सेन्टर अने वधु पार्किंग द्वारा असो	9/15/2017 12:27 PM
45	We get the feeling that these outside consultants have simply cherry picked ideas that they have used in the past and tried to superimpose them on top of Loughborough with the effect that it will alter the identity of the town with no possible advantage other than making it yet another identikit English town center with the same shops, the same pedestrianized areas, the same restaurants and the same beggars and pseudo-homeless people. As an US-born family who have been living in Loughborough while my husband is at the University, I know how easy it is for local lawmakers to think that by commissioning expensive outside consultants they are somehow getting expert advice where is all they are doing is giving money to people who are going through a box ticking exercise in order to justify their fee. The officers who decided to recommend that they get used should be reprimanded or even dismissed – this whole exercise appears to be an utter waste of taxpayers' money.	9/15/2017 10:52 AM
46	This is very noble, however could be generic to any town, or city anywhere in the world.	9/15/2017 10:48 AM
47	You should really consider a link to the train station, bus station and retail outfits too to be included.	9/14/2017 2:41 PM
48	Chroń unikalny klimat miasta. Przestań czynić to jak każde inne miasto.	9/12/2017 9:51 AM
49	Safety for pedestrians and for cyclists. Forest Road lacks a zebra crossing near Emmanuel Church or further ahead on the way to the city centre. It's just unbelievable that there is no safe way to cross the street in that area.	9/8/2017 4:57 PM
50	Free parking , pop up shops, immediate rehoming and removal of beggars and chuggers	9/5/2017 5:11 PM
51	The first two objective in the 2007 plan were: "An Accessible Town Centre • Easy for people to get to with PUBLIC TRANSPORT at its heart • Clear, safe links INTO the centre for pedestrians and CYCLISTS" In contrast, the "opportunities" listed in the 2017 plan only mentions "connections between destinations in the town centre". Given that promoting active travel into and out of the centre has the potential to greatly improve the health of the town's residents through exercise and reduced pollution, the plan has remarkably little on this.	9/3/2017 2:01 PM
52	Full bicycle access at all times.	9/1/2017 9:59 PM
53	There is no point in having these grandiose plans for the centre of Loughborough without tackling the problem of parking. Indeed, it actually reduces the amount of parking and the impact on Bedford Square is truly ludicrous – it will destroy the area and undermine the shops and help transform Loughborough into a desert of lookalike shops indistinguishable from any other town centre.	8/31/2017 10:08 AM
54	The overriding objective appears to be to make Loughborough look like an anonymous modernised town with pedestrianised areas and identikit shops rather than attempting to highlight its existence over many centuries as a market town and increase the chances of local-owned businesses thriving. It also seems to ignore the rapid shift towards Internet shopping and this attempt to discourage people from going to other larger shopping centres in nearby cities by attempting to emulate them is likely to fail.	8/31/2017 7:37 AM
55	The plan seems to ignore the fact that the behaviour of people is changing and the use of the Internet means that fewer and fewer people are using the traditional High Street. Loughborough already has a preponderance of coffee shops and many retail units are empty. Instead of attempting to emulate other towns, or even cities, it should instead seek to emphasise its role as a market town. Instead of looking to national chains open yet more shops to employ people on the minimum wage, we should be seeking to encourage local people to open their own businesses in the town.	8/23/2017 4:00 PM
56	There appears to be no consideration about the way in which the retail market will change in the longer term. The shift toward Internet shopping is already occurring and conventional high street stores will no longer play a role. This tendency is likely to escalate as drones take over the delivery of small consumer items. Go back to the drawing board!	8/23/2017 1:06 PM

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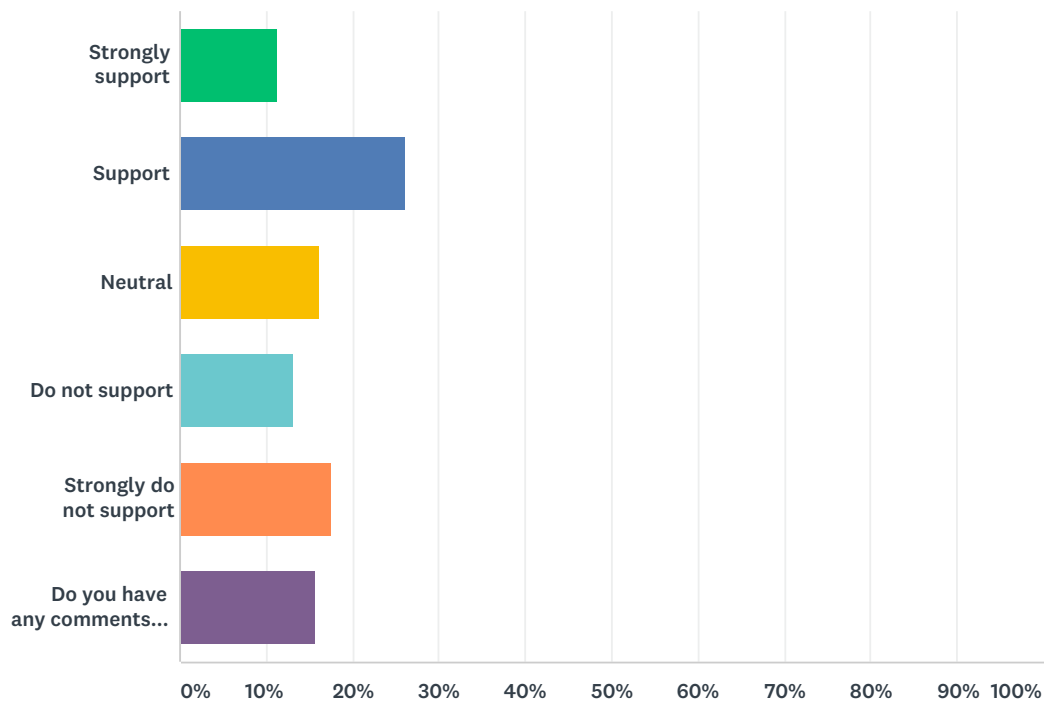
57	I would like to say, largely agreed, but the format of this consultation doesn't allow me to do that, hence the following comments What I am not convinced about, is the changing of current tried and tested one way systems. When the inner circulatory road was built, in order to take traffic out of the town centre; insufficient account was taken of the effect on other parts of the town. As a result, it is more difficult to get around the outer town centre, with long delays at traffic lights etc. I believe that changing the one way system in Southfields Road and Royland Rd in particular, , would be likely to have similar detrimental effects that far outweigh the advantage of being able to take traffic out of Bedford Square. When one also takes into account the cost involved, I do not believe that this is sensible or justified.	8/21/2017 11:09 PM
58	Pedestrian only areas attract people with problems (alcohol etc) to hang around. This has already happened near to market place McDonalds. Local people want FREE clean toilet facilities which Loughborough doesn't have, not more pieces of expensive street art. People want to park cheaply, have time to shop and perhaps go for lunch. Bus fares are ridiculous in this area (£2 each way on the number 11/12). Most locals like me go to Leicester/Nottingham for a proper shopping experience. Loughborough feels unsafe and the block paving is filthy. Silly false shop window posters over vacant shops, fool no one.	8/18/2017 5:52 PM
59	Looks great. More consideration of food poverty would be good - eg, adding foraging areas and more centrally-based community garden/living roofing/living edible walls). Arts and events very exciting. More local collaboration opps/community cooperation schemes would be good , with local groups working together (eg, Transition Loughborough, Loughborough University Sustainability Dept, The Crop Club) A science festival would be wonderful too (I helped arrange Brighton Science Festival for several years so am biased, but the university is a great resource for scientists and there are so many wonderful buildings in Loughborough so it could work well)	8/17/2017 4:44 AM
60	The biggest opportunity is to make it more accessible. Crossing the epinal way is a lottery unless you are in a car. The pedestrian crossings all feature traffic lights which means you have to wait ages to cross the road. This makes a car the only viable mode of transport unless you are willing to brave the dangers that are present. Swapping to raised zebra crossings accross epinal way would actually increase footfall in the town centre. Secure bicycle parking in the town centre would help as would free car parking.	8/15/2017 11:14 PM
61	In the vision the Heritage and history of the town are not mentioned or valued. The opportunity to attract visitors both U.K. and international to the town based on this heritage is lost. The area of the plan does not cover the conservation area at the top of Churchgate, the original heart of Loughborough containing the Parish Church	8/14/2017 1:41 PM
62	One 'opportunity' listed refers to reducing car dependency. Making it more difficult to get into the centre of the town for car-users will reduce economic activity, as will expecting people to walk from multi-storey car parks to the shops and restaurants.	8/13/2017 8:12 PM
63	The choice of retail shops kill Loughborough, (Discount Stores / Pound Shops / Charity Shops) especially as Leicester is up the road! We had, but sadly Lost a number of branded retailers!!	8/13/2017 5:19 PM
64	One reason that Loughborough is vibrant is because people use the town centre. It is accessible by a number of forms of transport, but importantly 1 hour parking is plentiful and well used near to the centre. If the plan removes easy access to the parking (for example creating dead ends instead of through flow of traffic) it will restrict the use of the town. Also, if the number of available spaces to park without charge for 1hr and 2hrs is reduced it will discourage use of the town centre. There is already considerable restriction on available parking around the town centre periphery due to parking zones. This is also true of then area around the station, where on street parking is very limited, and parking charges at the station are exorbitant.	8/12/2017 5:05 PM
65	Loughborough's History- Bell foundry, Weavers. Thomas Cook,Jarrow Marches Great Central railway.the Brush..To name just a few..Look on the walls in 'The Moon & Bell' .We have no interactive Museum or social space that celebrates or teaches our history. Disabled parking??? Better signage at A6 junction to High street. Make High Street a bus lane only. How are the cars going to get to Pinfold Gate Carpark.	8/12/2017 4:37 PM
66	There is some mention of improvements for cyclists, but I believe that these could be more ambitious - Loughborough could be made much easier to navigate safely by bike which would hopefully reduce the traffic, congestion and pollution.	8/11/2017 6:54 PM
67	Please note that some retailers are out of the town center I.E B&Q, Ali, wickes ect do not have direct travel access, the closest stop is derby road/300 spartans, people with low mobility are unable to make the distance between the bus stop & retail shop	8/11/2017 1:01 PM
68	When is Charnwood Borough Council going to consider:- #strengthening connections with Loughborough's 'poor relations' in the rest of the Charnwood, particularly its small towns/villages #enhancing Charnwood's smaller town/villages (in relation to Loughborough of course) instead of just using them to develop social housing for the off-loading of less desirable residents in Loughborough, and fulfilling the Promise of increased facilities (Schools, GP Surgeries, etc) and #promoting their brand, attractiing visitors and enlivening the heart of the communities.	8/10/2017 7:19 PM

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69	Attracting other high street names into the town. Clothing store choice is limited.	8/9/2017 11:38 PM
70	Maybe an extra bus stop (FB) on the opposite side of Fennel Street's existing bus stop (FA). Bus stop on Barrow Street = stand JA (J for Jubilee.) Bus stop on Browns Lane = stand QA (Q for Queen's as it is near Queens Park.) There are currently no bus stops on Frederick street so something to consider. A multistorey car park near Aumberry Gap could be built as well as a row of shops on Jubilee Way between Baxter Gate and Pinfold Gate. Is there anything going on in those council offices on Lemington Street? If not, then maybe they could be turned into a public centre of some sort or pulled down to make way for shops. Maybe park-and-rides near One Ash Roundabout and Old Ashby Road's junction with New Ashby Road and a bus service connecting the two (with some means of the buses being green themselves!)	8/9/2017 6:05 PM

Q2 Do you support the vision and objectives for the Loughborough Town Centre Masterplan?

Answered: 211 Skipped: 30



ANSWER CHOICES	RESPONSES
Strongly support	11.37% 24
Support	26.07% 55
Neutral	16.11% 34
Do not support	13.27% 28
Strongly do not support	17.54% 37
Do you have any comments on the vision and objectives?	15.64% 33
TOTAL	211

#	DO YOU HAVE ANY COMMENTS ON THE VISION AND OBJECTIVES?	DATE
1	Support - There may be a case for the vision to be slightly more ambitious, upbeat and attractive to younger people. The Market is of course a major attraction, but to call it a market town seriously underplays its strengths as the second largest urban centre in the County. It is already a vibrant urban centre, and stands well above other local markets towns (such as Melton Mowbray and Market Harborough). It is not clear that the town should be defined by its market (significant asset though this is) in this way. There is a danger that it underplays the wider retail and leisure offer - which is much more extensive than the market and operates 7 days a week.	10/13/2017 9:40 AM
2	Disagree - I disagree as it mainly is about accommodation, not creating ways to get visitors	10/13/2017 9:16 AM
3	Support - Yes I strongly support better cross-town pedestrian and cycle links. Wider pavements etc. Events: OK if they help the town to go up-market. If just an excuse for amplified music/burger vans then NO!. I would include the annual fair as a 'downmarket' activity. Time to move it to another venue!	10/12/2017 1:42 PM
4	Strongly disagree - too much emphasis on housing and pedestrianisation. More emphasis needed on affordable town centre convenient parking.	10/12/2017 11:23 AM

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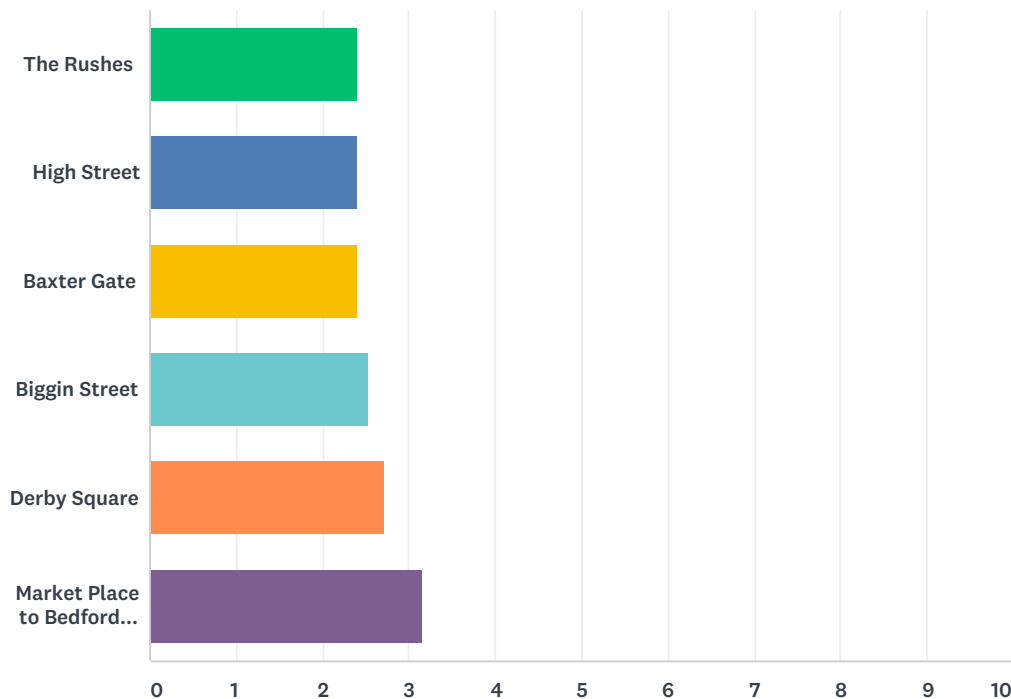
5	Support - While I have a no objections to any of the changes, there will be many who do. Just as long as Loughborough itself benefits (I have lived here all my live 66 years) then I have no objectin at all.	10/12/2017 10:28 AM
6	Support - Objective 2 needs to be closely monitored ie Woodgate has lost its distinctive buildings west of Packe Horse lane including Tudor House and is now dark and overpowered by the tall buildings towards Southfields and the larger buildings on the north side. This sort of mistake needs to be avoided.	10/11/2017 4:40 PM
7	Support - I think Loughborough is already a great place to be. I assume the stategy is to make it an even better/more attractive place to be. In spite of the identified problem areas, the wording should not put the town down.	10/11/2017 3:26 PM
8	Support - Objectives somewhat general in nature but broadly support.	10/11/2017 2:59 PM
9	No comments	10/11/2017 2:55 PM
10	Neutral - I would like Loughborough Town Hall Centre to be a successful, vibrant place but I am not convinced that the proposals listed in this Master plan would be able to achieve this. I don't know how you encourage diverse leisure and retail into the area because soemtimes the high rents and rates charged by the Council make it impossible for small businesses to survive. Would more housing in the town centre help to make it more vibrant and successful?	10/11/2017 1:14 PM
11	The vision is too obscure as it could apply to any town or city. The future is more uncertain today than at any time in our history. Artificial intelligence, driverless vehicles, climate change, atmospheric polution etc. Solution - only opt for short term objectives of high value to theown / town centre t	10/11/2017 11:34 AM
12	The plan is good in theory however consideration for older and disabled people need to be taken into account. The necessity to be able to park close to shops, banks etc is so essential	10/11/2017 11:11 AM
13	Any improvement is welcome - better infrastructural support for events would be great - the town has lost some important ones over the years and is not geared to hold the scale of events it's capable of...finance, will, infrastructure and partnership are key.	9/22/2017 4:48 PM
14	I strongly support but MUST stress the importance of bringing footfall directly into the centre, not the edges or new developments. Exisiting buisnesses need the most support and encouragement to fill the already empty shops. We need to prevent further vacant shops.	9/22/2017 11:24 AM
15	There is a lot of corporate speak here. What does any of this actually mean? What is going to be done, where, how, where is the money coming from? Who are all of these businesses lining up to come to Loughborough? .	9/21/2017 5:23 PM
16	Assuming that by town centre you include Churchgate and biggin street then yes I support	9/21/2017 4:07 PM
17	We strongly support and add that to be easy to access all of the gateways need to be welcoming and legible.	9/21/2017 7:44 AM
18	I think that this is a very bad plan which will cause immeasurable damage to the centre of Loughborough which has already been harmed through the pedestrianisation scheme which has damaged local businesses, badly affected market traders and opened up the town for beggars and vagrants. Many of the ideas in this plan will only make these matters worse and I think that it is appalling that councillors should have allowed the process to get this far. This plan should be rejected and councillors should concentrate on reducing the council tax bill rather than looking for ever more imaginative ways of spending money.	9/20/2017 2:46 PM
19	It will ruin the town	9/20/2017 7:35 AM
20	Loughborough needs to generate a stronger sense of place.	9/19/2017 5:38 PM
21	I support most of the objectives, but consider encouraging more use of the town centre rather than encouraging development away from it. This way you will encourage people to come to the centre and not have to walk too far to get to key parts. At the moment it seems only to be spreading, so it is a long distance for many, especially older people between Wards End and the Rushes complex.	9/19/2017 10:04 AM
22	Although there are some aspects to this plan that we like, we are concerned that it is only going to make the problem is that affect Loughborough at the moment even worse. We cannot compete with neighbouring cities and as consumer spending drifts towards the Internet this scheme takes little account of that tendency. Instead of restricting cars' access to the town we should be making it easier and looking for more short-term parking without the necessity of going into a car park. This is why Bedford Square work so well at the moment and why it is a hub of small local businesses rather than the multinational desert in the pedestrianised area.	9/19/2017 9:35 AM
23	Mixed retail use is central to the success of the town and must not be undermined by allocation of "quarters" of planned use. Shops in mixed use feed off each other.	9/18/2017 2:12 PM

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24	<p>Our concern is that it will completely destroy Loughborough and I think a lot of residents would be upset if they knew what was happening. Given the profound changes that are being proposed I think it is bizarre that the consultation should be so limited and, I'm convinced, that if more people were made aware of what these design consultants are planning to do then the level of opposition would be even more intense. It is an outrageous plan and it should be rejected by Loughborough councillors.</p>	9/17/2017 8:07 PM
25	<p>This so-called Masterplan fails to address any of the problems and is likely to make Loughborough more inaccessible and contribute further to its decline as a market town. Instead, what officers and councillors should be doing is looking at ways in which they can build on its existing reputation, make it easier to get into the town and less attractive to the miscreants who seem to converge from across the Midlands because of the useless local police and the inability of CBC to provide marshals which are essential in any large pedestrianised area. Whoever designed the survey should also be reprimanded because it prevents me from saying whether or not I support its visions and objectives, which clearly I do not, and then making a comment.</p>	9/17/2017 9:47 AM
26	<p>See my comment above</p>	9/3/2017 2:01 PM
27	<p>There is no mention of a bus station. Where will it be?</p>	9/1/2017 9:59 PM
28	<p>No - We should protect Loughboro</p>	8/24/2017 6:57 PM
29	<p>Outdated and dangerous.</p>	8/23/2017 1:06 PM
30	<p>Again I am not allowed to say support, and go on to comment. I support them with the exception of the reference to changing the one way system.</p>	8/21/2017 11:09 PM
31	<p>While Objective 1 is fine the plans are totally inadequate to achieve it - in particular the lack of improvements for cycling routes in the town.</p>	8/18/2017 9:51 AM
32	<p>The linkage between the vision and the objectives seems weak</p>	8/14/2017 1:41 PM
33	<p>Movement and arrival are key, but not through strengthening connections. Loughborough needs ready supply of on-street parking and free car parks to entice people into the town instead of going to Fosse Park etc.</p>	8/13/2017 8:12 PM

Q3 Board 2 – Movement and Arrival. The Masterplan proposes several locations where the landscaping and design of the road carriageways / pavements across the town centre could be improved. Do you support improvements in the following areas?

Answered: 215 Skipped: 26



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	DO NOT SUPPORT	STRONGLY DO NOT SUPPORT	TOTAL	WEIGHTED AVERAGE
The Rushes	20.56% 44	41.12% 88	19.63% 42	14.49% 31	4.21% 9	214	2.41
High Street	23.22% 49	37.44% 79	19.43% 41	15.17% 32	4.74% 10	211	2.41
Baxter Gate	22.64% 48	39.15% 83	18.87% 40	14.62% 31	4.72% 10	212	2.40
Biggin Street	19.51% 40	32.68% 67	27.80% 57	15.12% 31	4.88% 10	205	2.53
Derby Square	19.71% 41	30.29% 63	21.15% 44	16.83% 35	12.02% 25	208	2.71
Market Place to Bedford Square	20.29% 42	20.77% 43	13.53% 28	13.04% 27	32.37% 67	207	3.16

#	COMMENTS FOR "THE RUSHES"	DATE
1	Enhanced pedestrian and cycling provision would be welcome	10/13/2017 9:40 AM
2	Entrance from Derby Road needs restricting for vehicles Sainsbury's needs a footpath entry/exist here. Buildings between rushes & bottom of Ashby Rd need major review of 1st floors & abandoned building (No 12/13?) following fire 20 years ago.	10/12/2017 1:42 PM
3	Need to make it more aesthetically pleasing	10/12/2017 11:23 AM
4	Needs a higher priority	10/12/2017 10:52 AM
5	No comments	10/11/2017 2:55 PM

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6	On many occasions I have suggested that Loughborough should make more of its canal. Water fronts are generally one of the most attractive parts of any town. Our canal basin should be visible and attractive. Currently it is shabby and dreary.	9/23/2017 7:58 PM
7	Keep an eye on the corner towards Derby square is already quite unclear, with limited nightlines for cars/cyclists	9/22/2017 5:58 PM
8	The site lacks coherence	9/22/2017 4:48 PM
9	Direct pedestrian/cycle path access need to Sainsbury's car park.	9/22/2017 2:47 PM
10	If this remains an important through route for motor vehicles, it is unlikely for pedestrians to have priority in any meaningful sense. Nevertheless, widening pavements and reducing carriageway width is still worthwhile.	9/21/2017 9:44 PM
11	Especially tree planting. better contraflow cycle lane	9/21/2017 7:02 PM
12	Proposals for the Rushes gateway need to show how that Derby Road , Ashby Road (including Derby Sq.) and Frederick Street connections will function.	9/21/2017 7:44 AM
13	Brave effort, will cost lots of money	9/20/2017 9:15 PM
14	Where is the Bus Station for ease of Movement and Arrival?	9/20/2017 7:36 AM
15	Very important	9/14/2017 2:41 PM
16	Declutter, no need for such wide road	9/10/2017 9:00 PM
17	More trees, tidy up, de-clutter, no need for kwick-fit in town centre	9/9/2017 12:12 AM
18	I don't dislike Sainsbury's wall with trees opposite the lights.	9/4/2017 4:10 PM
19	Need to ensure that cycling is easy and permitted.	9/3/2017 4:36 PM
20	Better cycle lanes too.	9/3/2017 2:01 PM
21	Explain what you mean by improvement? Does this mean good bicycle access and banning of cars and buses? The question cannot be answered without information on what is proposed.	9/1/2017 9:59 PM
22	The Rushes has a distinct identity and I think it is important that it should be enhanced.	8/26/2017 10:55 PM
23	Wow - The Rushes will look amazing when it looks like the photo. Stop trying to kid people. Be honest, The Rushes is a dump.	8/18/2017 9:51 AM
24	A fantastic wide road , why is the traffic funnelled down Fennel St and onto Bridge St? Tesco car park exit needs to be moved into the Rushes	8/17/2017 7:59 PM
25	has already been altered and now you want to waste yet more money	8/17/2017 1:17 PM
26	this road is very downtrodden currently	8/15/2017 11:14 PM
27	The Rushes could be a key area for accessing the town centre car parks e.g. below Tesco. This needs to remain an arterial route into the town centre.	8/13/2017 8:12 PM
28	It's alright changing roads/ layouts but there are no enforcements! We have a pedestrianised area which often gets invaded with vehicles breaking the rules! Planning is one thing, enforcement is another!!!!	8/13/2017 5:19 PM
29	make where no cars can go up or down	8/13/2017 6:38 AM
30	More Disabled parking along road near to market near to	8/12/2017 4:37 PM
31	Better provision for cyclists	8/11/2017 6:54 PM
32	This area is shabby and needs regenerating. However, vehicular traffic is dense. I am unsure as to how giving pedestrians priority will allow traffic flow to move through this area.	8/9/2017 11:38 PM
33	it is a dead end with nothing worth visiting	8/9/2017 11:08 PM
#	COMMENTS FOR "HIGH STREET"	DATE
1	Enhanced pedestrian and cycling provision would be welcome	10/13/2017 9:40 AM
2	Should be better than it is, very shabby. Even the post office is dirty and down market. Nice hotel but exterior letting it down. Weeds in gutters etc. look at the roof lines.	10/12/2017 1:42 PM
3	Needs a higher priority	10/12/2017 10:52 AM
4	No comments	10/11/2017 2:55 PM
5	High Street could be changed to consolidate retailers in the town centre	9/24/2017 2:27 PM
6	Perhaps this is an area where retail retreats to make the town centre smaller and more viable?	9/24/2017 2:16 PM

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7	The street is cluttered and especially for cyclists it is unclear where to ride. A counterflow cycle path could make the street more attractive for cyclists and reduce car speeds.	9/22/2017 5:58 PM
8	Be interesting to see environment enhancing improvements	9/22/2017 4:48 PM
9	Looks a bit drab and dirty, especially round the main Post Office	9/22/2017 12:17 PM
10	Currently large numbers of cars drive up High Street illegally. This is a serious hazard to cyclists legally cycling in the other direction. Different paving to make restricted access clear might be a good idea, but perhaps some enforcement (e.g. with cameras or rising bollards) might also be necessary.	9/21/2017 9:44 PM
11	Current arrangement has poorly placed bus shelters and dangerous contraflow cycle lane. Need proper traffic management - currently a rat run. Block the route from High St into Market Square; currently 'No entry' but widely ignored.	9/21/2017 7:02 PM
12	The plan first of all says that High Street is now bus only, but then notes that in fact motorists ignore the signs. The numbers of such motorists is huge, and currently makes a mockery of the fact that this should be a pedestrian-friendly zone. The suggested road signs etc are long overdue, and should not need this plan to point that out. Enforcement currently appears to be non-existent.	9/21/2017 5:58 PM
13	see comments re Baxter Gate.	9/21/2017 5:23 PM
14	Don't think it's necessary	9/21/2017 1:28 PM
15	Needs a major re work.	9/20/2017 9:15 PM
16	no traffic on this street	9/20/2017 1:25 PM
17	Where is the Bus Station for ease of Movement and Arrival?	9/20/2017 7:36 AM
18	The crossing from Market Place to opp side of High St is unclear	9/19/2017 5:38 PM
19	The proposed changes will help as will making Southfields Road 2 way. However there needs to be more focus on enforcing the traffic regulations on High St and Baxter Gate to add to the physical improvements. There should be considerable emphasis on increased cleaning of High St especially the bus shelters and pavements.	9/14/2017 4:28 PM
20	Loughborough needs more shops	9/14/2017 2:41 PM
21	Pedestrians can be given priority, lower the speed limit	9/10/2017 9:00 PM
22	Can be one way, give more space for pedestrians + trees, some buildings (e.g. where post office) are truly horrible - an eyesore, side roads to be improved/revamped	9/9/2017 12:12 AM
23	The High Street needs to be improved to bring it back as part of the town	9/4/2017 8:26 PM
24	Need to reconsider ban on cycling.	9/3/2017 4:36 PM
25	Again, improve cycle lanes.	9/3/2017 2:01 PM
26	Explain what you mean by improvement? Does this mean good bicycle access and banning of cars and buses? The question cannot be answered without information on what is proposed.	9/1/2017 9:59 PM
27	Access for buses needs to be retained.	8/31/2017 9:31 PM
28	As long as vehicular entry for access is maintained	8/21/2017 11:09 PM
29	You need to get sat nav to stop routing traffic along the High Street. Paint on the road won't stop the "must do what the satnav says" brigade breaking the law.	8/18/2017 9:51 AM
30	Re open for traffic	8/17/2017 7:59 PM
31	Should make it clear that cars use this area to access the town centre. Semi-pedestrianised areas confuse walkers who forget that there will be cars, buses and cycles using the area.	8/13/2017 8:12 PM
32	stop cars going up it	8/13/2017 6:38 AM
33	I am unhappy to see buses returning to the high st, pedestrian areas should be free of all vehicles. To change it again so soon after making welcome changes to pedestrian only is a waste of money.	8/12/2017 5:05 PM
34	This should be for buses and deliveries only	8/12/2017 4:37 PM
35	The high street is a disgrace to the town. Loughborough also need a proper post office	8/11/2017 9:25 PM
36	The old Coop building is an eyesore. Could this area be incorporated into the cinema complex? Would High Street and Baxter Gate make a better cafe quarter due to their proximity to the cinema complex?	8/9/2017 11:38 PM
#	COMMENTS FOR "BAXTER GATE"	DATE

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1	Enhanced pedestrian and cycling provision would be welcome	10/13/2017 9:40 AM
2	Can you get the shops between traffic lights to re-locate into vacant shops closer to town centre?	10/12/2017 1:42 PM
3	No, but I would like to say that the building the Beacon bingo is in looks fine. It has its own unique character. I am not quite sure what 'enhance the setting' is supposed to mean?	10/11/2017 3:26 PM
4	No comments	10/11/2017 2:55 PM
5	Cars need to be taken out of Baxtergate except for access and loading	9/24/2017 2:27 PM
6	Cars must be stopped from using High St & Baxtergate other than for loading/access	9/24/2017 2:16 PM
7	If possible create a height difference for the cycle path as a lot of cars are parked there	9/22/2017 5:58 PM
8	It's coming together as a pub, food, cinema/leisure environment - enhancing the look and feel of the area would be a bonus	9/22/2017 4:48 PM
9	To what extent is pedestrian priority really compatible with being a major bus route? (A small number of buses would probably be OK). Attractive paving does not necessarily mean that people will feel comfortable to saunter across the road at will. My preference would be for buses to stay on the A6 and not go on Baxter Gate and High Street, but I realise that this would be very controversial.	9/21/2017 9:44 PM
10	Tatty and uninviting at present. Dangerous contraflow cycle lane is usually blocked. Need proper traffic management - currently a rat run	9/21/2017 7:02 PM
11	This area is already incredibly dangerous for pedestrians, people walk out in front of buses without looking. This street is a bus rank - pedestrians need to be aware of this. Pedestrians + buses / lorries are a fatal combination - the separation should be clear and distinct.	9/21/2017 5:23 PM
12	Traffic restrictions need to be implemented.	9/21/2017 1:28 PM
13	Buses should be two way through this area and ban cars.	9/21/2017 9:51 AM
14	Two way for buses only - where else will they go?	9/20/2017 9:15 PM
15	Where is the Bus Station for ease of Movement and Arrival?	9/20/2017 7:36 AM
16	If resources and buses allow	9/19/2017 5:38 PM
17	असो कथां तो नगर केन्द्र द्वारा अथवा भेकसर द्वार मारकते भे रीते	9/15/2017 12:27 PM
18	I think that buses should be allowed to go both directions down Baxter Gate, seeing as they are not allowed through the Town Centre. This will be good for the infirm and disabled, who cannot walk into town from Lemyngton Street	9/15/2017 12:07 PM
19	Two way for buses, controlled by traffic lights.	9/15/2017 10:48 AM
20	See comments re High St which equally apply here. Need to enhance the pedestrian experience from BHL car park to Cineworld complex which is up Woodgate, down High St and up Baxter Gate.	9/14/2017 4:28 PM
21	Agree especially on buildings, they are truly horrible	9/10/2017 9:00 PM
22	Especially conditions of the buildings	9/9/2017 12:12 AM
23	Again, improve cycle lanes.	9/3/2017 2:01 PM
24	Explain what you mean by improvement? Does this mean good bicycle access and banning of cars and buses? The question cannot be answered without information on what is proposed.	9/1/2017 9:59 PM
25	Needs improving I think	8/28/2017 6:24 AM
26	Would like to see more trees etc in all areas	8/24/2017 1:57 PM
27	Not sure why Health Centre Needs to be relocated to an area that is more heavily trafficked	8/21/2017 11:09 PM
28	Buses only !	8/17/2017 7:59 PM
29	A key drop-off area for people accessing the amenities along this road - need to retain easy car access to ensure these businesses continue to thrive.	8/13/2017 8:12 PM
30	ban cars from it	8/13/2017 6:38 AM
31	Far too many cars use this as a cut through to A6	8/12/2017 4:37 PM
32	The roads on Baxter gate are already dangerously small and impact on travel times as it is.	8/11/2017 1:03 PM
33	There are some beautiful buildings on this Street and good new development. I think the area lacks greenery and resting places.	8/9/2017 11:38 PM

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#	COMMENTS FOR "BIGGIN STREET"	DATE
1	4) Strongly support this but there is a need for the quality of the public realm to be enhanced. Market Place is stark, bare and feels desolate – extending this to The Rushes only supported if the public realm is significantly 'softened' through more tree planting, floral displays, street art and better wayfinding.	10/12/2017 3:22 PM
2	Ruined by pound shop that spills onto pavement. Too many charity shops. Taxis park in wrong direction they should turn round first!	10/12/2017 1:42 PM
3	Not sure what this means	10/12/2017 8:55 AM
4	No comments	10/11/2017 2:55 PM
5	Furthering pedestrianisation - planting, enhancing it as a place for people to gather would be great	9/22/2017 4:48 PM
6	Removing taxis would be the best improvement. Not sure what else is proposed from the poor photo.	9/21/2017 7:02 PM
7	Reasonable	9/20/2017 9:15 PM
8	Where is the Bus Station for ease of Movement and Arrival?	9/20/2017 7:36 AM
9	Can be pedestrianized (at least on weekends)	9/10/2017 9:00 PM
10	Explain what you mean by improvement? Does this mean good bicycle access and banning of cars and buses? The question cannot be answered without information on what is proposed.	9/1/2017 9:59 PM
11	Not sure? Everything so wordy and visionary when people just want action	8/17/2017 7:59 PM
12	you have got it right	8/13/2017 6:38 AM
13	Still need taxi rank here	8/12/2017 4:37 PM
14	This area is an important corridor but offers little else.	8/9/2017 11:38 PM
#	COMMENTS FOR "DERBY SQUARE"	DATE
1	This is a cold and windy area. Please improve the seating at the bus stop and move it to a more sheltered position. Dominated by 'Locate Me' Their murals inc.8 wall & associated graphic. And Pete's Pizza. awful graffiti at entrance to car park needs cleaning up. Graffiti is not art. It only encourages others to mark/tag public spaces.	10/12/2017 1:42 PM
2	No comments	10/11/2017 2:55 PM
3	Especially decluttering the corner with market street	9/22/2017 5:58 PM
4	As a town centre gathering place it has some appeal but I'm not sure the local businesses would take kindly to losing the car parking	9/22/2017 4:48 PM
5	It would be good to allow 2-way cycling on Derby Square, although the corner with The Rushes would need careful design. It would be preferable to remove car through traffic from this street by making all cars turn right at the end into Greenclose Lane, whilst buses could still go straight on or left. This would also make The Rushes more pleasant, and enhance the value of the proposed tree planting etc.	9/21/2017 9:44 PM
6	Especially de-cluttering. Covered cycle stands	9/21/2017 7:02 PM
7	See notes on The Rushes	9/21/2017 7:44 AM
8	Not surprised traffic uses it	9/20/2017 9:15 PM
9	Where is the Bus Station for ease of Movement and Arrival?	9/20/2017 7:36 AM
10	The area behind the Carillon centre is dreadful and should be improved immediately.	9/19/2017 10:04 AM
11	As a pedestrian, shared surfaces with motor vehicles are unpleasant and unpredictable, as nobody really knows who has priority. Widening paths & cycle ways is great, but keep motor vehicles segregated please.	9/16/2017 2:43 PM
12	Needs to be cleared up, pedestrianized - to become attractive	9/9/2017 12:12 AM
13	Like shared space	9/4/2017 4:10 PM
14	Provide a cycle route from the Griffin to Packe St.	9/3/2017 2:01 PM
15	Explain what you mean by improvement? Does this mean good bicycle access and banning of cars and buses? The question cannot be answered without information on what is proposed.	9/1/2017 9:59 PM
16	Leave it as it is	8/17/2017 7:59 PM
17	Mixing pedestrians and cars/buses is recipe for more accidents.	8/13/2017 8:12 PM

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18	Better provision for cyclists	8/11/2017 6:54 PM
19	Unlike some of the other squares Derby Square has no sense of presence.	8/9/2017 11:38 PM
#	COMMENTS FOR "MARKET PLACE TO BEDFORD SQAURE"	DATE
1	Enhanced pedestrain and cycling provision would be welcome	10/13/2017 9:40 AM
2	Bedford Square?	10/13/2017 9:16 AM
3	6) public realm improvements proposed under (4) should be carried through to Devonshire Square – Wards End – Bedford Square to create a town centre with a single, smart, coherent appearance. The comments made above for (4) are also applicable here. Public realm needs to be inviting and appealing and add to the town centre, making it a more pleasant place to opened time. The current public realm approach in the Market Place is not satisfactory in this respect.	10/12/2017 3:22 PM
4	Too many betting shops. Agree that development site should be rebuilt. Parking messy/unattractive some good up-market shops. How can they be encouraged? wider pavements needed.	10/12/2017 1:42 PM
5	Probably needs to be more ambitions and make most of character of this area	10/12/2017 8:55 AM
6	No comments	10/11/2017 2:55 PM
7	I have heard that there are plans to make granby Street two way which I strongly oppose. My reasons being a) The park is directly opposite and already I feel that it is only a matter of time before a child or dog runs out of the gates and on to the road. To make this road even busier seems very irresponsible. Something as it stands should be done about the speed at which drivers approach the end of the road that joins to Frederick street B) pollution. People go to the park and expect clean air. To increase traffic flow in Granby Street which is already a busy Street with stationary queued traffic most days especially on a Saturday seems such a bad idea for everyone's health and wellbeing. C) I feel Granby Street would benefit instead with becoming pedestrianised. This would improve safety and quality of the air near our best assest, Queens Park. (Why not make more of our asset by pedestrianising Granby Street. Maybe add some benches, fountains and block the exit to Frederick Street with a nice planter such as the big planter down but the train station. D) If any Road should be two way, packe Street is the obvious choice. It is far wider than Granby Street and could easily accommodate all the traffic coming through town. E) worse case scenario packe Street should be used as a road in to the town centre and Granby Street as Road out and be maintained as a one way Street as it is now.	9/22/2017 11:35 PM
8	At the moment a counterflow for cyclists isn't present (although this is unclear when coming from market place), but would make access to Queen's park easier.	9/22/2017 5:58 PM
9	It seems to be another site of missed opportunity - something may also need to be created to protect the markets and events from potential attack through the use of vehicles - slow the traffic in some way	9/22/2017 4:48 PM
10	Needs to available for two way cycling and Market Square also needs to be open to cyclists (subject to a bylaw banning reckless cycling).	9/22/2017 2:47 PM
11	resticitnc acces va Wards End will lose valuable on stret parking which will not be replaced in this area and will cause chaos on Granby St except at vey quiet periods	9/22/2017 2:05 PM
12	support the plans to improve the area with the independent shops	9/22/2017 12:17 PM
13	My mother owns a shop in Wards End and she is horrified by this ridiculous proposal to ban cars and remove free parking.	9/22/2017 11:29 AM
14	Once through motor traffic has been removed from Ward's End, it would be highly desirable to allow 2-way cycling. This would give good access to and from the Marketplace. The street is of an adequate width.	9/21/2017 9:44 PM
15	It is the one area in town where you can pop in with the car and park for free. Invaluable for small local businesses in the area	9/21/2017 7:53 PM
16	Café area at Bedford Square is a daft idea. Plan fails to show how re-routing along Southfields will work; Traffic will still need to cross the square as the gap by the restaurant is too narrow and the bend too tight. Vehicle restriction good, but need to keep cycle access to Market St.	9/21/2017 7:02 PM
17	Try getting rid of the nuisance teen/twenty something's that hang around McDonald's and make the town centre a no go area for decent people at timescale	9/21/2017 4:49 PM
18	Free parking - spaces are already in short supply thanks to this council.	9/21/2017 9:51 AM
19	Proposals for Bedford Square needs to include how Browns Lane, Bedford Street, Reynolds Street and Forest Road will join the two-way Southfield Road,	9/21/2017 7:44 AM
20	Atrocious idea	9/20/2017 9:15 PM

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21	no traffic through this pedestrian space,	9/20/2017 1:25 PM
22	Sqaure?	9/20/2017 8:27 AM
23	Where is the Bus Station for ease of Movement and Arrival?	9/20/2017 7:36 AM
24	Why do we keep seeing plans for plans?	9/19/2017 5:38 PM
25	Should be left	9/18/2017 6:05 PM
26	Support the widening of pavements, but not pedestrianisation of this area.	9/18/2017 2:12 PM
27	Leave it alone	9/17/2017 9:37 AM
28	As above - no to shared space with motor vehicles other than maybe buses (as those drivers are well trained and run regular routes so will be more attuned to pedestrians in the carriageway. Also the photos in the consultation board appear to be from random other towns, not Loughborough!	9/16/2017 2:43 PM
29	Need to widen the pavements, it is impossible to walk by people who have pushchairs, who walk in pairs side by side, without stepping on to the road.	9/15/2017 8:27 PM
30	મને લાગે છે કે પાર્કિંગને જાળવી રાખવા એ એક સારો વિચાર છે કારણ કે લોકો નગર કેન્દ્રમાં જઈ શકે છે અને તે મફત છે	9/15/2017 12:27 PM
31	I have a shop on Bedford Square and I am totally against these proposals. Clients can park outside and quickly do otehr shopping. Then , someone else has a quick tyurn to park near to the town centre. I think that taking these popular spaces away will be detrimental to all of the businesses in wards end and bedord square.	9/15/2017 12:07 PM
32	Firstly, you have spelt square wrong! Did you not use spell check?! This is an absoltely ridiculous idea - do teh council want to remove the last part of a small town feel, by stopping parking in Bedford Square? This is where all shops are filled, with lovely independant ventures. You have killed the Town Centre with pedestrianisation and now you want to finish it off completely. I will definitely not use the Town for shopping again if this beaurocratic waste of money goes ahead.	9/15/2017 10:48 AM
33	Making Souhfields Road two way is crucial - though will need to consider impact on exiting Bee Hive Lane Car Park. Should aim to retain overall number of parking spaces in Bedford Square/Wrads End area. in favour of propesd change to lay out of Bedford Square and for widening pavements in Wards End.	9/14/2017 4:28 PM
34	Not too sure about the houses. But any property built must be in keeping with other houses in the proximity. No new characterless houses please.	9/14/2017 2:41 PM
35	This really needs to be converted into public space with less parking on square (but more nearby, low cost). Devonshire square has some really ugly buildings!	9/10/2017 9:00 PM
36	Needs to be cleared up, pedestrianized - to become attractive	9/9/2017 12:12 AM
37	The area should be pedestrian and cyclists only except for market traders on market days.	9/8/2017 4:57 PM
38	I support the limitation on traffic to single track, with no parking, through Wards End but think access to Granby St car park should remain as is. Granby St needs to join the museum and library, not separate them. Access from Frederick St would necessitate two way traffic, in and out; this would not work well.	9/6/2017 5:47 PM
39	Like shared space	9/4/2017 4:10 PM
40	Need to take opportunity to remove cycling ban (apart from market days) and institute two way traffic for cyclists	9/3/2017 4:36 PM
41	The new cycle route behind John Storer should not close a night (unlike routes through the park).	9/3/2017 2:01 PM
42	Explain what you mean by improvement? Does this mean good bicycle access and banning of cars and buses? The question cannot be answered without information on what is proposed.	9/1/2017 9:59 PM
43	It is particularly important to remove as much traffic as possible from Wards End, because it is so narrow. Wide pavements, two-way cycle lane, with motor vehicles only allowed for access to businesses.	8/31/2017 9:31 PM
44	I think that this undermines the feel of this area which has not really altered in the past century and should be preserved.	8/26/2017 10:55 PM
45	whole idea doesnt make any sense	8/25/2017 1:56 PM
46	Bedford Sq shops are popular and should stay.	8/24/2017 6:33 PM
47	as many trees and shrubs as possible	8/24/2017 1:57 PM

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48	Bedford Square thrives because it is easy for drivers to gain access. Reducing the number of parking spaces will kill off the local businesses.	8/23/2017 12:45 PM
49	But not at the expense of making Southfields Road two way.	8/21/2017 11:09 PM
50	It's not broke so don't try to fix it !	8/17/2017 7:59 PM
51	Appears to be putting more pedestrians on the road, with less clear demarkation for respective users. This is dangerous, leaving both car users and pedestrians unclear who can go where.	8/13/2017 8:12 PM
52	charge for the car parrk and stop cars comeing down it	8/13/2017 6:38 AM
53	I am concerned about creating dead ends. The devonshire sq improvements still seem to allow car parking to dominate. It would be good to see the parking areas greened up a bit with trees and planting.	8/12/2017 5:05 PM
54	Do not support the housing on the carpark area	8/12/2017 4:37 PM
55	Better provision for cyclists	8/11/2017 6:54 PM
56	There is some ugly 60s infill here that should be replaced or refaced.	8/9/2017 11:38 PM
57	The narrow path in this area is a big issue for people with small children walking alongside, wheelchair users and parents with buggies.	8/9/2017 7:23 PM
58	When are they going to do bedford square? The path is too narrow currently!	8/9/2017 6:05 PM
59	The road leading into town from forest road is awful for pedestrians - i have to walk on the road with my children often because there is not enough space for pedestrians on the path	8/9/2017 10:00 AM

Q4 Regarding movement and travel, are there any other areas we have missed?

Answered: 126 Skipped: 115

#	RESPONSES	DATE
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1

Rationalisation of signs Signs need rationalisation, some are in the middle of the footway, some are surplus and can be removed, but plenty are needed. e.g. "This Way to Loughborough" from the Lemyngton Street bus stop, and. "Welcome to Loughborough" at the same place which can be easily read from a passing bus (so you know where to get off). "Lemyngton Street bus stop this way" from the centre of town Public Transport In Section 5.1 you have under weaknesses Parking Numerous town centre car parks but overall a shortfall in parking spaces; and threats • Car dependency Failure to improve the pedestrian environment may increase car dependency and the need for increased car parking spaces. You may encourage a few more people to walk or cycle, but to reduce car dependency you need to encourage the use of Public Transport. The Lemyngton Street bus stops (the only "town centre" stop which can be used by southbound buses through Loughborough) is much too far from the town centre (further away than the car parks), not signposted to or from the town centre, not signposted to say you have got to Loughborough and unattractive. There are no facilities close by, and not ideally positioned for less mobile passengers. The buses using it need to be able to sensibly access the town centre. Perhaps make Baxter Gate and High Street two way with new bus stops on High Street. The new bus shelters are useless. The seats are uncomfortable and not easy to use. The shelter provided is very limited. They should be replaced. The best bus shelters left in Loughborough are outside the Amber Rooms on the Rushes. An alternative is an almost fully enclosed box shelter (as used widely in West Yorkshire, and previously in Loughborough Market Place). Put a real time bus departure board, for all buses, in the Market Place. Have special offers Re-start the Loughborough Quality Bus Partnership Provide bus shelters serving buses that go into the railway station. These are currently Greenclose Lane and The Rushes (out of town). Cycling 1. I am pleased that promoting active travel is one of the objectives in the masterplan. 2. I believe the report correctly identifies the main problem - the current cycle network is "fragmented and broken". 3. I believe that the proposed improvements to cycle routes, whilst desirable, do not tackle this fundamental problem. 4. I support the proposed improvements to the route through Loughborough College. 5. I support the proposed improvements to Nottingham Road. However, if this is to be a genuinely accessible cycle route, then either significant reductions in the speed/volume of motor traffic, or segregated cycle paths, are necessary. 6. If motor traffic is to be reduced on Ward's End, we would strongly support the introduction of two-way cycling on this street. This would give good cycle access to and from the market place. 7. If Southfield Road is to be made two-way for motor traffic, and Woodgate downgraded to a local access street, we would strongly support the introduction of two-way cycling on Woodgate. This would connect to Pinfold Gate, giving a good East-West link across the town. 8. If two-way cycling is allowed on Woodgate, a way should be made to connect this to the existing Woodbrook Way path, further extending the east-west connection. 9. I believe that considerate cycling across the end of the market place (past MacDonalds) should be allowed at all times. This is an important north-south connection, and much safer than the Inner Relief Road alternative. If necessary, a different colour of paving and / or a small height difference could be used to distinguish between the pedestrianised area and a cycle path. 10. The signs in and around the Market Place, Biggin Street, etc should reflect the Traffic Regulation Orders. Many do not. 11. Good signing is essential 12. The Inner Relief Road cycle route needs making safe and convenient for all levels of cyclist. Currently too many parts of it are not. 13. We support the proposed improvements to cycle parking, but using correctly positioned and sized cycle stands. Walking Improvements to walking routes are welcome Speed Limits Extend the existing 20 mph (on Church Gate and Biggin Street) area to include all roads in the area bounded by the Inner Relief Road, Frederick Street (and possibly Broad Street and parts of Ashby Road) and Southfield Road Things which should be done sooner rather than later 1. Install a Zebra crossing at the end of the Cattle Market across Granby Street until access to Granby Street car park can be modified 2. Install a Toucan crossing in the Rushes, just south of the junction with Bridge Street, within the existing area of traffic lights. The current phases can easily accommodate crossing to/from Johnsons The Cleaners by having a common start time for all traffic leaving Bridge Street (currently the left turn onto the Rushes starts earlier). The crossing on the other side can be accommodated in the existing (long) red period for traffic leaving The Rushes. This route is much more convenient than the exiting 3 or 4 stage crossing route provided. 3. Put up the correct signage so that the existing 20 mph speed limit on Church Gate and Biggin Street can be enforced. 4. Put a 2 metre wide strip of contrasting colour road surface at the traffic restricted (but commonly ignored) entrance to High Street from the Woodgate junction. And put a similar marking on Swan Street/Ashby Square junction outside Tylers. These will more clearly indicate the pedestrian priority area.

10/25/2017 9:30 AM

2	The present parking provision is sufficient except on market days - shoppers expect car parking near to the shopping centre. The loss of Granby St car park will be extremely unpopular as it probably the most convenient for shopping.	10/23/2017 11:51 AM
3	Cyclists and mobility scooters need to be more aware of the danger [to pedestrians] of their speed.	10/23/2017 11:12 AM
4	George Yard - parked cars/vans & run down - make it a pedestrian route again.	10/13/2017 9:16 AM
5	Wards End, Granby Street and Devonshire Square	10/12/2017 2:47 PM

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6	Clay pipe jitty works well as a short-out but not attractive. Line to south side of wide area with wall of reclaimed bricks with 'windows' 'arches' for flowers and hanging basket maybe allow the café to have outside space - Use wall to hide commercial bins. Too much traffic coming through rushes. Sign Sainsbury's car park from bottom of Bridge street to right. May be considered changing Broad St to opposite flow traffic. Widening entrance to S'buries - currently exit only	10/12/2017 1:42 PM
7	Baxter Gate - seems to be a bit disjointed. The buses are taking up much of the road and then all the traffic coming down causes a bottle reek on the corner.	10/12/2017 11:23 AM
8	Although the plan covers the town centre, I think that Nottingham Road should be considered. Currently this route into Loughborough feels neglected & run down. Much could be done to improve the atmosphere & visual appearance of this road.	10/12/2017 10:52 AM
9	Leicester Road Nottingham Road	10/12/2017 10:19 AM
10	Fennell Street, Pinfold Gate	10/12/2017 9:07 AM
11	Nottingham Road	10/12/2017 8:55 AM
12	Churchgate/Sparrow Hill/The Coneries. Traffic is confusingly laid out.	10/11/2017 4:40 PM
13	I particularly like the emphasis on pedestrian priority in Baxtergate and enhancing Beacon Bingo (iconic art deco building!). Need to deter people from driving down High Street & Baxtergate - dropping people off at cinema and restaurants. Promotive active travel - move walking and cycling	10/11/2017 3:14 PM
14	No comments	10/11/2017 2:55 PM
15	Proposed footpath through Queens Park to Granby Street - I strongly do not support a new pedestrian/cycle path going through Queens Park to Granby Street. It would be too close to the childrens play area, entail removing several trees and reduce the area where parents can sit and keep an eye on their children playing on the equipment. It would be a Health and Safety issue if a barrier was not erected between this path and the childrens play area.	10/11/2017 1:14 PM
16	Proposed public footpath: Browns Lane to Granby Street - This proposed foot path / cycle lane runs parallel to an existing deep storm culvert / channel (six feet deep). For safety reasons it requires an unclimbable fence (approx. 2.2 metres in height) along most of its route. This channel is vital to avoid flooding of the town centre and cannot be diverted onto another route for technical and aesthetic reasons. Also the Environment Agency require a 3 metre wide access along the route for maintenance vehicles to repair this channel eg dumper trucks etc. The formation of this footpath / cycle way may require the removal of 6-8 large mature trees between Browns Lane and the Queens Park main gates at New Street entrance.	10/11/2017 11:34 AM
17	Ashby Road leading up to the Town Centre Junction of Clarence Street with Nottingham Road - turning right from Clarence Street onto Nottingham Road (Near Jack o" Lantern) causes so much traffic and near misses - should be a no right turn.	10/11/2017 10:51 AM
18	A bus station in Regent's Place. More car parking in Devonshire Square (not less). Buses back on Southfield Road. We live on Frederick Street and the Council have made our lives a misery since the re-routing of the buses.	9/24/2017 9:34 PM
19	The route from the station to the town centre is key to improving visitor experience - for many this is their first impression of Loughborough	9/24/2017 2:27 PM
20	I think the route from the station to the town centre should be treated as a priority - although not in the town centre it is a key gateway and determines visitor reaction to the town before they even reach the centre.	9/24/2017 2:16 PM
21	Ashby Road approach	9/23/2017 7:58 PM
22	Please consider walking distance from nearest bus stops and car parks into different quarters to suit use by all including those with a limited range of mobility.	9/22/2017 11:53 PM
23	I just want to give my views about Granby St traffic and building on the cattle market car park!	9/22/2017 11:35 PM
24	I want a bus station	9/22/2017 10:28 PM
25	Another car park	9/22/2017 7:21 PM
26	More car parks, better bus routes and bus shelters that old people can sit on.	9/22/2017 6:54 PM
27	Car park at Aumberry Gap.	9/22/2017 6:27 PM
28	Yes, we live on Frederick Street and you are doing nothing to relieve our suffering.	9/22/2017 6:19 PM
29	A new car park and more cycle lanes.	9/22/2017 6:06 PM
30	For cyclists it would be good to have logical routes trough the centre. At the moment the one-way system is partly applicable for cyclist and partly not applicable.	9/22/2017 5:58 PM

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31	Better bus stops, more cycle racks	9/22/2017 5:55 PM
32	Where is the provision for anew car park? I thought that you employed a consultant who recommended(in a 300 page report) that you needed a new car park?	9/22/2017 5:37 PM
33	Is there a car park in this masterplan - could not see one in the plans. This won't work if we do not have a new car park. I am afraid that my family and I will have to continue going elsewhere.	9/22/2017 5:26 PM
34	None I can think of	9/22/2017 5:18 PM
35	allow buses through the town centre and cars into the middle. it worked perfectly well. Ever been to Market Harborough?	9/22/2017 5:15 PM
36	Re think the road system and one systems the inner relief road does not feel as if it has brought much flow of traffic and therefore relief.	9/22/2017 5:14 PM
37	Another car park on Aumbery Gap	9/22/2017 5:03 PM
38	1. Better connectivity with GCR - especially as the Leicester Museum is likely to bring people into the town - the wider offer of the town should be promoted. 2. Equally with the mainline rail link to the town - what makes Nottingham Road attractive and welcoming at the moment?	9/22/2017 4:48 PM
39	bUS ROUTES TO RETURN TO sOUTHFIELD rOAD AND OFF Frederick sTREET. More car parks, not less!	9/22/2017 4:41 PM
40	Two-way cycling on Woodgate.	9/22/2017 2:47 PM
41	Why are buses using Frederick street and not southfield Road?	9/22/2017 12:22 PM
42	Re-instate buses through the town centre. I am disabled and you have ruined my trips into the town! I have to go to Leicester now, thanks to you. You have ruined the town.	9/22/2017 12:04 PM
43	No plan for buses, no cycle plan, no plan to tackle road congestion.	9/22/2017 11:48 AM
44	Re-instate buses down Southfield Road and remove them off Frederick Street	9/22/2017 11:29 AM
45	I just have to say PARKING, PARKING, PARKING! I mean FREE, EASY ACCESSIBLE PARKING. It can be done. Also bus services have reduced from lots of villages and this just does make a HUGE difference.	9/22/2017 11:24 AM
46	Cycle routes are fragmented. The plans do not even paper over the cracks. Good public transport is essential and has been ignored. The existing shelters are useless and need replacing. En enclosed box shelter (as used to be in the Market Place, but smaller) is ideal	9/22/2017 10:17 AM
47	If Southfield Road is made 2-way for cars and Woodgate downgraded to a local access street, it would be highly desirable to allow 2-way cycling on Woodgate. This would connect to Pinfold Gate, giving good east-west connections. The traffic lights at the junction with High Street could be removed, and the end of Woodgate close with bollards. This would reduce delays to buses travelling up High Street too. I am slightly concerned that Woodgate might be used as a rat run if traffic builds up on Southfield Road. I would prefer if the direction of one-way for motor vehicles on Woodgate were reversed, to prevent this happening. If Woodgate were made two-way for cycling, there would be a great opportunity to connect this to the existing Woodbrook Way path. This would give a traffic-free/low traffic cycle route almost all the way across Loughborough from east to west. The north-south connection of cycling across the end of the market place on the old route of the A6 (past MacDonalds) is very important and useful. Currently this is forbidden during the day time. I believe it would be much better if this were allowed at all times, or at least whenever there is not a market happening. If necessary a cycle path could be created in a different colour of paving or with a small height difference to the pedestrianised area.	9/21/2017 9:44 PM
48	Making it difficult for car drivers to get into town discourages them from coming into town it doesn't make them use public transport instead. I'd rather go to Tesco out of town.	9/21/2017 7:53 PM
49	The sensible idea of making Southfields two way is not developed properly yet is the single most important idea in the document. It was proposed the the IRR was built but LCC were too mean to buy a strip of land at the Leicester Road junction to make it work. It would have several knock-on advantages including improved vehicle flow and reducing the car-run use of High St and Baxtergate. Dealing with the extra traffic flows from the new Garendon housing site should be factored in.	9/21/2017 7:02 PM
50	no	9/21/2017 5:23 PM
51	No	9/21/2017 4:07 PM
52	Leicester Road area of the town.	9/21/2017 3:57 PM

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53	Yes. Visitors from the north of the town who park in the Rushes NCP car park are unable to exit north onto Bridge Street and the Inner Ring (unless they dangerously manoeuvre around bollards or do an equally dangerous 3-point turn using Canal Bank - both of which happen regularly). The less reckless amongst us face a complicated loop around The Rushes & Greenclose Lane involving several already-busy junctions. This is very annoying, time-consuming and off-putting to potential regular visitors. I suggest the junction of Bridge Street and Derby Road be made into a roundabout to allow traffic to return north up Bridge Street.	9/21/2017 3:50 PM
54	Swan Street. It is one of the main entry points into the town and it is a disgrace. It's dirty and run down.	9/21/2017 1:28 PM
55	Why not take buses off Frederick street and down southfield road instead. It was a really popular bus stop, near to the council offices and town centre.	9/21/2017 10:26 AM
56	More cycle lanes painted on the road, including approaches into and out of town.	9/21/2017 9:51 AM
57	Two way for buses through Baxter Gate? Buses back through town, otherwise.	9/20/2017 9:15 PM
58	yes the market place.cars vans trucks and taxis. supposed to be pedestrian space..	9/20/2017 1:25 PM
59	no	9/20/2017 10:52 AM
60	what about buses	9/20/2017 10:11 AM
61	Where is the Bus Station for ease of Movement and Arrival?	9/20/2017 7:36 AM
62	Could do more for cycle lanes in the town centre. Not easy to cycle from the Market Place to Forest Road. Can't see any reference to taxis. Where are they sited?	9/19/2017 7:39 PM
63	Ashby Square. Has land been misappropriated by L8 letting agency for parking. There is a big challenge here.	9/19/2017 5:38 PM
64	Lack of a central bus station. If we had one, there would be less need for a lot of street furniture and it would be easier to direct people to specific places from one.	9/19/2017 10:04 AM
65	not sure	9/19/2017 9:35 AM
66	No	9/18/2017 6:05 PM
67	Allow buses to access the center and reopen the Southfield Road stop.	9/17/2017 9:47 AM
68	Further up Nottingham Road there is a need for a proper pedestrian crossing next to Sofa. That's a main walking route from town centre to the railway station & at the moment it's quite dangerous crossing the side road there.	9/16/2017 2:43 PM
69	શું ઘર બાર્ગેન્સ બહાર વધુ પાર્કિંગ વિશે?	9/15/2017 12:27 PM
70	Leave parking on Bedford Square an Wards End. People like being able to park in the Town centre and use the local shops. The local shops are there because people can park outside! Also, why cannot bicycles not go through the town? They illegally go the wrong way down Wards End. Have a contraflow for them to do this legally. Finally, buses off Frederick Street and down Baxter Gate two way.	9/15/2017 12:07 PM
71	Yes - re0instate buses through the Town Centre and do not re-instate two way traffic down Southfield Road. Did you realise it odes not have a bus route?	9/15/2017 10:48 AM
72	nope	9/15/2017 10:28 AM
73	No	9/14/2017 4:28 PM
74	The train station car park could be used as parking and retail. An example would be to have a Waitrose and John Lewis sited there.	9/14/2017 2:41 PM
75	no	9/14/2017 9:37 AM
76	Pozwolić autobusowi przejść przez obszar dla pieszych	9/12/2017 9:51 AM
77	Not really	9/12/2017 1:12 AM
78	there is no link between The Rushes and Baxter gate. It would really benefit the centre if direct path exist between the two	9/10/2017 9:00 PM
79	There is no quick/direct foot path between Baxter Gate complex and The Rushes. Can it be created?	9/9/2017 12:12 AM
80	Yes! There should be a path for cyclists and pedestrians away from traffic to connect the town centre to the canal (near Travelodge). There should also be a large pavement from town to Epinal Way/University on Forest Road, divided between cyclists and pedestrians. Zebra crossings are urgently needed on Forest Road!!! And a way to force drivers to reduce speed. They fly here! Very dangerous!	9/8/2017 4:57 PM

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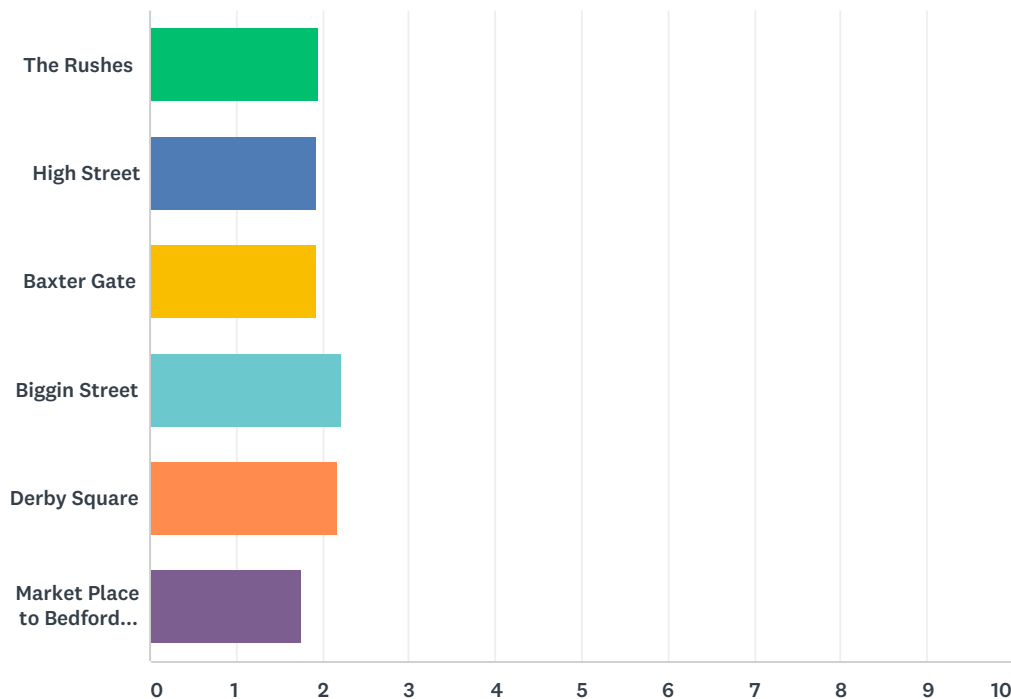
81	The new by pass is chaotic at best. Worst mistake ever for the traffic congestion.	9/7/2017 9:57 PM
82	I am not convinced by the proposals for Bedford Square. While the enhanced street scene and narrowing of Wards End to traffic are welcome, I think the current one way system on Wood Gate and Southfield Road works well and see no reason why two way traffic needs to be introduced on Southfield Road	9/6/2017 5:47 PM
83	Get traffic back through town centre as it drives movement and improves shopping footfall	9/5/2017 5:11 PM
84	No	9/4/2017 10:51 PM
85	Stopping non essential traffic entering into Baxtergate as this has become a short cut, also stopping cycles going the wrong way from the town centre to Wards End	9/4/2017 8:26 PM
86	Pedestrians' crossing needed at Frederick St, opposite Granby St. Don't reduce car parking - this, whether we like it or not, will keep the centre lively.	9/4/2017 4:10 PM
87	Permitting cycling at low speed through pedestrianised areas as is possible in Leicester. Permitting some buses to pass through Swan St.	9/3/2017 2:01 PM
88	Epinal way, Ring road Bus station.	9/1/2017 9:59 PM
89	Frederick Street is not really suitable for the volume of traffic it currently carries. But to reduce traffic here as well as on Wards End, you need to close the Granby Street car park and replace it with parking in another location, e.g. Aumberry Gap area.	8/31/2017 9:31 PM
90	This all going to cost money. I'm already being ripped off by Leicestershire County Council with my council tax, paying more money year on year for less. I've seen the shambles that local government planners made of the hovel known as Coalville - please keep your grubby hands off Loughborough.	8/30/2017 12:34 PM
91	More easy parking in the town - get rid of the disabled parking because most of them can walk.	8/28/2017 6:24 AM
92	not sure	8/27/2017 6:16 PM
93	I think the whole plan impedes movement and will have a detrimental effect on business in the town.	8/27/2017 10:32 AM
94	Get rid of pedestrianisation.	8/26/2017 10:55 PM
95	I don't think so.	8/24/2017 6:57 PM
96	More parking at train station	8/23/2017 1:35 PM
97	Review of Traffic signals at entries and exits to the inner circulatory road	8/21/2017 11:09 PM
98	Yes. There is absolutely no mention of improved or expanded cycling routes. There is brief mention of new or improved cycle racks, but that's all. This is a missed opportunity. Loughborough is crying out for improved cycling support, where is it? Contrast this lack of direction with the Cycle City Action Plan in nearby Leicester. How depressing.	8/21/2017 4:23 PM
99	no	8/21/2017 2:53 PM
100	See previous bus comments. Cycle paths into town are poorly maintained (over hanging bushes etc). Only 'Bloom' area seem to receive attention around judging time.	8/18/2017 5:52 PM
101	Lack of provision for improving cycle routes in the town centre.	8/18/2017 9:51 AM
102	I rarely come into Loughborough as it is not car friendly. I would come on the bus if the excellent old bus station and facilities were still there. Such a shame, hope someone can fix the infrastructure mess.	8/17/2017 7:59 PM
103	no	8/17/2017 1:17 PM
104	Bus route from station to town could do with more stops. I have mobility issues so getting into town from Cartwright St can be a challenge but nearest bus stop is the station.	8/17/2017 4:44 AM
105	Connections to the rest of the town by bike and on foot. currently it takes far too long to get to town due to the undue priority given to motor vehicles. Also driving into town means navigating lots of speed bumps. In the car they damage your suspension at the speed limit and on a bicycle they are really dangerous as you have to go around them. Especially on park road.	8/15/2017 11:14 PM
106	No	8/15/2017 8:16 PM
107	No	8/15/2017 1:40 PM
108	no	8/13/2017 8:38 PM
109	It appears that you plan to remove on-street car parking from Granby street - this will lead to the closure of the library. There is no need to make this two-way - the current one-way loop is an effective design.	8/13/2017 8:12 PM

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110	more support is needed for businesses, Market Street is abandoned and struggling	8/13/2017 5:19 PM
111	yes make it easy for bus passangers	8/13/2017 6:38 AM
112	No	8/12/2017 6:17 PM
113	Why not think about creating 1 hr parking along wood gate if traffic is to run two ways along southfields rd (which I think is a big improvement).	8/12/2017 5:05 PM
114	Woogate? if you have two way traffic on Southfields what happens to woodgate	8/12/2017 4:37 PM
115	making the connection between the train station and the town centre 'easier'	8/12/2017 1:24 AM
116	Fredrick street now carries too much traffic	8/11/2017 9:25 PM
117	Better provision for cyclists	8/11/2017 6:54 PM
118	I think more provision needs to be made for disabled parking. And make the disabled parking right near to the areas that need to be accessed. Also 2 review 4 p.m. deadline in certain areas so that disabled people can park there after this time please.	8/11/2017 2:47 PM
119	Literally the entire of loughborough. The town centre can only be made better by filling the empty shops and keeping them open. You need to take them back from the money grabbing Mr Suri and have reasonable rents for shop owners. Its literally the rest of the town that needs better roads and paths. Not the town centre	8/11/2017 1:03 PM
120	Wards end pavements	8/11/2017 11:42 AM
121	I am concerned that a number of parking areas appear to be reduced or removed. Surface parking is ugly but necessary. If people cannot park (cheaply) they will not come into town.	8/9/2017 11:38 PM
122	Loughborough is inaccessible to quick shopping trips and the less able. public transport is slow and disjointed.	8/9/2017 11:08 PM
123	I think the elderly may have issues with bus stop locations, although the tesco stop is now perfect for us. I am concerned about excessive cost in terms of the paved surfaces in the town centre. The curved benches used for seating are lovely, but it is also important not to create areas for large groups of people to hang about in a way that can be intimidating. The pavement in Granby street has some small sections that are slightly rubbery and bouncy, a bit like a children's play surface. They are a delight to walk upon and so easy on the feet. If more surfaces were like that, people might shop for longer before dropping!	8/9/2017 7:23 PM
124	Maybe the P&R I mentioned earlier	8/9/2017 6:05 PM
125	no	8/9/2017 4:59 PM
126	Is there anyway the pinfold gate medical practice car park could be utilised so people could pay to use it to go cinema etc but patients could access it free for appointments.	8/9/2017 10:00 AM

Q5 Can you prioritise which of these areas you would like to see improved first? Please rate your TOP THREE preferences. (please only tick three areas at the most)

Answered: 202 Skipped: 39



	1ST PRIORITY	2ND PRIORITY	3RD PRIORITY	TOTAL	WEIGHTED AVERAGE
The Rushes	39.20% 49	27.20% 34	33.60% 42	125	1.94
High Street	34.09% 45	40.15% 53	25.76% 34	132	1.92
Baxter Gate	37.69% 49	31.54% 41	30.77% 40	130	1.93
Biggin Street	25.68% 19	27.03% 20	47.30% 35	74	2.22
Derby Square	25.00% 16	32.81% 21	42.19% 27	64	2.17
Market Place to Bedford Square	51.72% 45	21.84% 19	26.44% 23	87	1.75

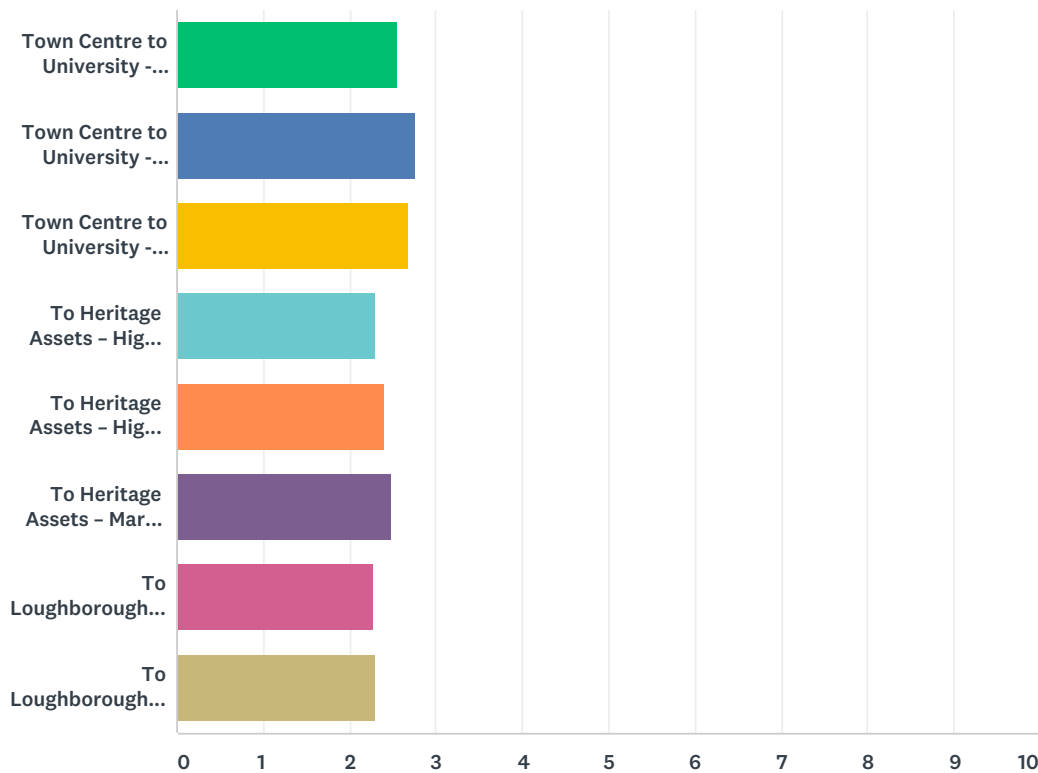
#	OTHER (PLEASE NAME)	DATE
1	George Yard. Nasty buildings (opposite casino, Biggin Street) gradually replaced with DECENT architecture.	10/13/2017 9:16 AM
2	Nottingham Road - 1st	10/12/2017 10:52 AM
3	Provice part & ride for Kegworth and Birstall	10/12/2017 9:25 AM
4	2nd Priority - Fennell St	10/12/2017 9:07 AM
5	Nottingham Road	10/12/2017 8:55 AM
6	Churchgate/Sparrow Hill/The Coneries. This needs to be developed as a heritage site to draw in money etc. to local businesses - make it a tourist site as it deserves.	10/11/2017 4:40 PM
7	No comments	10/11/2017 2:55 PM

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8	Unblock the drains and clean the streets	10/11/2017 1:35 PM
9	Aumbery Gap	9/22/2017 5:14 PM
10	Get Southfields 2 way asap	9/21/2017 7:02 PM
11	Swan Street	9/21/2017 1:28 PM
12	Equally important : The Rushes , High Street/Baxter Gate and Bedford Square .NOTE 1 - re 2 and 3 Baxter Gate and High Street are a major gateway, both for the established town centre and future growth opportunities. Pedestrian movement is is funnelled to the Market Sq through one route. Substantial increases in movements will be a challenge for the proposals set out. An additional pedestrian link would be beneficial and also help to enhance overall links between the proposed Baxter Gate development and the "old Centre" .NOTE 2 Market Place to Beford Square:6 This junction functions as a local gateway. Loss of parking capacity is cause for concern, as the proposals for replacement are not well aligned with local drivers' "lines of desire".	9/21/2017 7:44 AM
13	William Street	9/17/2017 11:53 AM
14	Nottingham Road to the Station	9/15/2017 8:27 PM
15	NOT bedford square!	9/15/2017 10:48 AM
16	What do you mean by improvement?	9/1/2017 9:59 PM
17	This all going to cost money. I'm already being ripped off by Leicestershire County Council with my council tax, paying more money year on year for less. I've seen the shambles that local government planners made of the hovel known as Coalville - please keep your grubby hands off Loughborough.	8/30/2017 12:34 PM
18	just leave things alone	8/25/2017 1:56 PM
19	Nottingham Road entry into town	8/24/2017 6:57 PM
20	More car parking in the town centre close to businesses with drop-off and free short stay parking across the town	8/13/2017 8:12 PM
21	market street	8/9/2017 11:08 PM

Q6 The plan indicates longer-term strategies for improved landscaping along key pedestrian and cycle routes linking the town centre to the university, station and heritage assets (such as the Bell Foundry and Great Central Railway). Do you support these improvements?

Answered: 203 Skipped: 38



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	DO NOT SUPPORT	STRONGLY DO NOT SUPPORT	TOTAL	WEIGHTED AVERAGE
Town Centre to University - Epinal Way to Ashby Square via Radmoor Road	17.00% 34	40.50% 81	19.50% 39	16.00% 32	7.00% 14	200	2.56
Town Centre to University - Epinal Way to Ashby Square via William Street	12.12% 24	33.33% 66	28.79% 57	18.18% 36	7.58% 15	198	2.76
Town Centre to University - Epinal Way to Queen's Park via Wood Brook	16.50% 33	36.00% 72	22.00% 44	14.00% 28	11.50% 23	200	2.68
To Heritage Assets – High Street to the Great Central Railway	28.43% 56	35.53% 70	20.30% 40	8.12% 16	7.61% 15	197	2.31
To Heritage Assets – High Street to the Bell foundry	26.56% 51	34.38% 66	21.35% 41	6.77% 13	10.94% 21	192	2.41
To Heritage Assets – Market Place to the Great Central Railway via Southfields Park	23.23% 46	36.87% 73	18.18% 36	11.11% 22	10.61% 21	198	2.49
To Loughborough Station - Church Gate via Nottingham Road	33.67% 66	34.18% 67	13.27% 26	7.14% 14	11.73% 23	196	2.29
To Loughborough Station - Baxter Gate via Nottingham Road	35.86% 71	31.82% 63	12.63% 25	5.05% 10	14.65% 29	198	2.31

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#	COMMENTS FOR "TOWN CENTRE TO UNIVERSITY - EPINAL WAY TO ASHBY SQUARE VIA RADMOOR ROAD"	DATE
1	Supportive of these improvements as it would encourage students to live in Loughborough town centre	10/23/2017 10:16 AM
2	Improving the access and link is an important part of maximising the benefit of student and staff spending to the town. This is probably the best route to focus on, especially as it is best placed to serve both Loughborough College and Loughborough University	10/13/2017 9:42 AM
3	Widen pavements. Some dropped curbs needed in college grounds. College for Blind to Ashby Rd 0 widen pavements even if it means losing car parking. Needs improved cycle route.	10/12/2017 2:01 PM
4	Cycle routes & pedestrian access key	10/12/2017 8:57 AM
5	No comments	10/11/2017 2:55 PM
6	Also redesign the cycle routes to be actually usable for cycles (e.g. no 90 degree turns, no speed bumps)	9/22/2017 6:08 PM
7	The quality of the route infrastructure is much more important than a bit of landscaping	9/22/2017 10:27 AM
8	The current route outside Loughborough College is very messy. It should be possible to create a clear cycle route, well separated from pedestrians, parking cars and buses. It is particularly important that pedestrians and cyclists are separated by more than a white line when there are likely to be blind or partially sighted pedestrians.	9/21/2017 10:20 PM
9	Not the most direct route, but probably the easiest to do	9/21/2017 7:14 PM
10	Late night?	9/19/2017 5:51 PM
11	મારા ભાઈ રામદુર રોડ પર રહે છે અને તે કહે છે કે એકલા જ કૂપા કરીને છોડી દો	9/15/2017 12:35 PM
12	Do not know hwta can be improved? It is a residential street. Stop alcohol drinking on Radmoor Road. My friend lives there and says it is noisy with students, lots of drinking.	9/15/2017 12:13 PM
13	You are going to make Radmoor Road even busier?	9/15/2017 11:00 AM
14	They aren't much used so waste of money really	9/5/2017 5:15 PM
15	How about a monorail from University to Station	9/4/2017 4:14 PM
16	Yes but are you actually linking a through route? Will I be able to cycle through town to reach these places? I am totally disinterested in landscaping.	9/1/2017 10:06 PM
17	This area is already had more attention than most.	8/18/2017 6:01 PM
18	Landscaping is pointless unless an effective basic infrastructure is in place. The analogy of rearranging deck chairs on the Titanic comes to mind as the model for priorities being adopted. And landscaping is pointless unless proper maintenance is in place.	8/18/2017 10:03 AM
19	If they include wildlife friendly landscaping, yes. We need more wildlife and less verge/hedgerow cutting	8/17/2017 4:46 AM
20	Diverting students to use Radmoor Road will cause significant late night noise to a new area of town.	8/13/2017 8:28 PM
21	waste of money	8/9/2017 11:14 PM
#	COMMENTS FOR "TOWN CENTRE TO UNIVERSITY - EPINAL WAY TO ASHBY SQUARE VIA WILLIAM STREET"	DATE
1	Supportive of these improvements as it would encourage students to live in Loughborough town centre	10/23/2017 10:16 AM
2	This is a trap. Cannot exit William Street to Sainsbury's Keep William Street residential ie quiet. Something wrong with level of road/pavement. Caldwell St. Area needs fewer parking spaces and more control over student cars coming to Loughborough. No students in Radmoor Rd to William St area needs a car to study at University.	10/12/2017 2:01 PM
3	No comments	10/11/2017 2:55 PM
4	The quality of the route infrastructure is much more important than a bit of landscaping	9/22/2017 10:27 AM
5	I am not clear on what is being proposed here. I did not find anything about this in the masterplan. Some of the paths here are narrow with blind corners. This is not conducive to safe and efficient cycling, and is also not good for social safety (e.g. at night).	9/21/2017 10:20 PM
6	Too residential?	9/21/2017 7:14 PM
7	Late night use would oppress residents who will hate this.	9/19/2017 5:51 PM

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8	Same as above	9/15/2017 12:13 PM
9	Even busier? How will you improve this?	9/15/2017 11:00 AM
10	Yes but are you actually linking a through route? Will I be able to cycle through town to reach these places? I am totally disinterested in landscaping.	9/1/2017 10:06 PM
11	If they include wildlife friendly landscaping, yes. We need more wildlife and less verge/hedgerow cutting	8/17/2017 4:46 AM
12	Diverting students to use William Street will cause significant late night noise to a new area of town	8/13/2017 8:28 PM
#	COMMENTS FOR "TOWN CENTRE TO UNIVERSITY - EPINAL WAY TO QUEEN'S PARK VIA WOOD BROOK"	DATE
1	The cycleway will cut an intrusive new pathway across Queens Park incongruous with the natural history. It will run to the rear of the childrens play area and across the New Street entrance to the park and through the British Legion Memorial site - this is neither safe nor acceptable.	10/23/2017 11:38 AM
2	Supportive of these improvements as it would encourage students to live in Loughborough town centre	10/23/2017 10:16 AM
3	Forest Road attractive, particularly dual carriageway. Footpath/cycleway needs widening if used for more cycles.	10/12/2017 2:01 PM
4	If it involves cycle route through the Park. Health & Safety	10/12/2017 9:45 AM
5	A lot of this is already used by cyclists pedestrians alike. There is sometimes flooding on the path near the Lawn Tennis Association entrance. Bushes trees could be cut back more regularly to a height a person on a bicycle needs to be able to pass.	10/11/2017 3:31 PM
6	No comments	10/11/2017 2:55 PM
7	Sections of this is a very natural nature trail and should be left as such eg Tennis Courts - Browns Lane	10/11/2017 11:39 AM
8	The shared space is difficult to navigate with a few blind corners (e.g. corner with Emanuel way)	9/22/2017 6:08 PM
9	The quality of the route infrastructure is much more important than a bit of landscaping	9/22/2017 10:27 AM
10	This is currently an important cycle route. However, it disappears at the leisure centre, and does not connect with the town centre or the east of Loughborough. I believe that a good ambition would be to create a quality cycle route linking this to the station, via Woodgate and Pinfold Gate.	9/21/2017 10:20 PM
11	Most direct, but narrow. Could lose its character and wild life benefit if over-widened	9/21/2017 7:14 PM
12	The wood brook path is a wonderful local footpath. But it all falls apart once you reach the leisure centre - it's not just the crossing of Browns Lane that is difficult. There is no clear route through the car park, All you can do is work your way round parked cars. A well surfaced clearly defined path, and clearly separated from the car park is needed. A signal controlled crossing direct into Queens Park is needed on Browns Lane.	9/21/2017 6:03 PM
13	Is this to beautify the walk into town for students? Will the University be contributing to the cost?	9/21/2017 1:33 PM
14	This is already nice.	9/21/2017 9:54 AM
15	Late night?	9/19/2017 5:51 PM
16	Support via Woodbrook, but NOT cycling across centre of Queens Park	9/18/2017 2:23 PM
17	वन रोड पर थक मार्ग	9/15/2017 12:35 PM
18	This is already nice - do not waste money on something already good!	9/15/2017 12:13 PM
19	Zebra crossing urgently needed to cross from one side to the other on Forest Road to get to Wood brook. Ways to reduce traffic speed. Very dangerous area.	9/8/2017 5:09 PM
20	Yes but are you actually linking a through route? Will I be able to cycle through town to reach these places? I am totally disinterested in landscaping.	9/1/2017 10:06 PM
21	This area certainly requires improvement.	8/18/2017 6:01 PM
22	If they include wildlife friendly landscaping, yes. We need more wildlife and less verge/hedgerow cutting	8/17/2017 4:46 AM
23	Wood Brook route is narrow, dark and will not be considered safe by students returning to campus at night.	8/13/2017 8:28 PM
24	Not thru the park	8/10/2017 6:55 PM

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#	COMMENTS FOR "TO HERITAGE ASSETS – HIGH STREET TO THE GREAT CENTRAL RAILWAY"	DATE
1	Better way finding combined with storage marketing of the town centre alongside heritage assets probably all that is needed here.	10/12/2017 3:23 PM
2	Maybe some 'mock' rails and 'sleepers' set in pavement! A bit difficult to find. Use Railway signage to point this way.	10/12/2017 2:01 PM
3	No comments	10/11/2017 2:55 PM
4	Not mentioned in masterplan? Currently Moor Lane can be used as a rat run. It would be preferable to close the junction between Moor Lane and the A6 with a rising bollard, so only the bus can pass.	9/21/2017 10:20 PM
5	મહાન સેન્ટ્રલ નજીક ખરાબ પાર્કિંગ	9/15/2017 12:35 PM
6	Great Central is our best asset. Definently!	9/15/2017 12:13 PM
7	The path to Great Central Railway is particularly unappealing and abandoned.	9/10/2017 9:05 PM
8	Yes but are you actually linking a through route? Will I be able to cycle through town to reach these places? I am totally disinterested in landscaping.	9/1/2017 10:06 PM
9	Parts of this area have a particularly grim appearance at present	8/31/2017 9:39 PM
10	If they include wildlife friendly landscaping, yes. We need more wildlife and less verge/hedgerow cutting	8/17/2017 4:46 AM
11	fairly low traffic as a route	8/15/2017 11:20 PM
12	Does anyone really start at High Street and then decide they want to go to GCR?	8/13/2017 8:28 PM
#	COMMENTS FOR "TO HERITAGE ASSETS – HIGH STREET TO THE BELL FOUNDRY"	DATE
1	Better way finding combined with storage marketing of the town centre alongside heritage assets probably all that is needed here.	10/12/2017 3:23 PM
2	Last time I looked Bell Foundry difficult to find and not very attractive.	10/12/2017 2:01 PM
3	No comments	10/11/2017 2:55 PM
4	ફલેટ્સ અને વધુ કેમેરા ફરી નવું બનાવવું	9/15/2017 12:35 PM
5	This area is so run and dangerous both for housing and the road.	9/15/2017 12:13 PM
6	Yes but are you actually linking a through route? Will I be able to cycle through town to reach these places? I am totally disinterested in landscaping.	9/1/2017 10:06 PM
7	Bell foundry area can look kind of scruffy - any improvements will be good	8/24/2017 1:59 PM
8	If they include wildlife friendly landscaping, yes. We need more wildlife and less verge/hedgerow cutting	8/17/2017 4:46 AM
9	the nottingham road is very poor for cyclists	8/15/2017 11:20 PM
10	I would not expect to see many people walking this route.	8/13/2017 8:28 PM
11	the bell foundry museum is closed in case you hadnt noticed	8/9/2017 11:14 PM
#	COMMENTS FOR "TO HERITAGE ASSETS – MARKET PLACE TO THE GREAT CENTRAL RAILWAY VIA SOUTHFIELDS PARK"	DATE
1	Better way finding combined with storage marketing of the town centre alongside heritage assets probably all that is needed here.	10/12/2017 3:23 PM
2	No	10/12/2017 2:01 PM
3	No comments	10/11/2017 2:55 PM
4	Currently the path through Southfield Park is very narrow and bumpy, and the gate onto Leicester road is a major obstacle. If the path were wider and smoother, and the obstacle removed, this would be a useful cycle route. A flat-topped speed hump could be installed at the exit from the Southfield Park onto Leicester Road, to ensure the safety of pedestrians and cyclists leaving the park. (This would only be on the parking street, not the main carriageway of Leicester Road.	9/21/2017 10:20 PM
5	This would give businesses in the area extra footfall	9/21/2017 4:00 PM
6	Please do something about southfields park - it is unsafe and full of drug addicts.	9/15/2017 12:13 PM
7	The routes into Southfields Park are dangerous, ugly and poorly lit. At last, do something!	9/15/2017 11:00 AM

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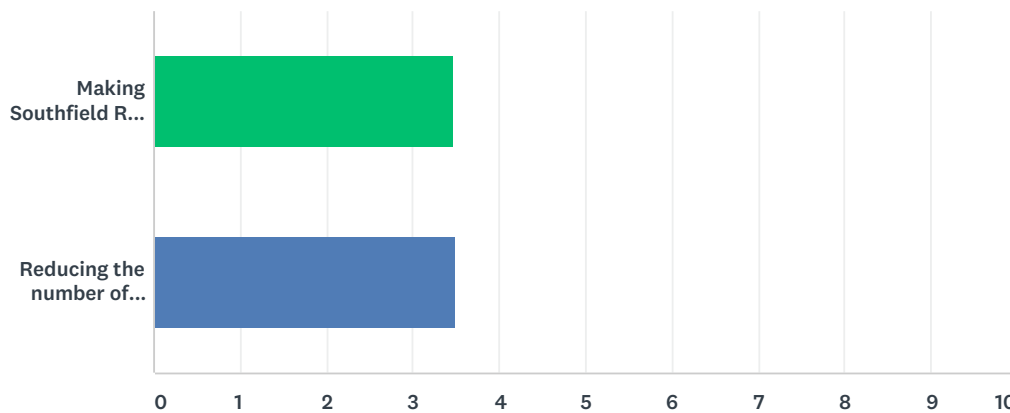
8	Yes but are you actually linking a through route? Will I be able to cycle through town to reach these places? I am totally disinterested in landscaping.	9/1/2017 10:06 PM
9	If they include wildlife friendly landscaping, yes. We need more wildlife and less verge/hedgerow cutting	8/17/2017 4:46 AM
10	bikes should be on a road not through a park(I'm a keen cyclist)	8/15/2017 11:20 PM
11	Always good to further improve Southfields Park, but I thought we had a perfectly good walking route through the park today?	8/13/2017 8:28 PM
#	COMMENTS FOR "TO LOUGHBOROUGH STATION - CHURCH GATE VIA NOTTINGHAM ROAD"	DATE
1	These should be a priority – Investment in/around Loughborough train station creates a positive first impression but the walk along Nottingham Road to the town centre it poor. Better signage also needed.	10/12/2017 3:23 PM
2	No. Direct route is via Baxter Gate.	10/12/2017 2:01 PM
3	Indicate the sporting history of this area - former football ground that staged football league fixtures in 1890's when Loughborough Town entertained the likes of Liverpool, Manchester United and beat Arsenal by their record league defeat.	10/12/2017 9:31 AM
4	I would need to see proposals	10/11/2017 4:42 PM
5	No comments	10/11/2017 2:55 PM
6	Should be no right turn out of Clarence Street onto Nottingham Road	10/11/2017 10:56 AM
7	The quality of the route infrastructure is much more important than a bit of landscaping	9/22/2017 10:27 AM
8	Nottingham Road is an important cycle route to the station, and is quite unpleasant to cycle on. The proposed improvements are desirable and would be of some benefit, but ultimately if this is to be a genuinely good cycle route, accessible to all, then either the speed/volume of motor traffic needs to be reduced, or segregated cycle paths need to be installed.	9/21/2017 10:20 PM
9	I feel the entrance into Loughborough via the train station needs to be more welcoming it looks rundown	9/21/2017 9:40 PM
10	Quiet but currently only one way for cycles (outbound). No easy way from Market Place to upper Church Gate as IRR has messed it up.	9/21/2017 7:14 PM
11	The approach to the town centre from the train station is a confusing, dirty disgrace which, to be fair, warns people of what to expect when they reach the town centre.	9/21/2017 5:26 PM
12	Needs improving with better shops and pavements re-surfaced. Better signage.	9/15/2017 12:13 PM
13	This is incredibly ugly and has two sex shops with a brothel. Are we going to tidy these up?	9/15/2017 11:00 AM
14	Yes but are you actually linking a through route? Will I be able to cycle through town to reach these places? I am totally disinterested in landscaping.	9/1/2017 10:06 PM
15	If they include wildlife friendly landscaping, yes. We need more wildlife and less verge/hedgerow cutting	8/17/2017 4:46 AM
16	Perfectly good route today - what's to change?	8/13/2017 8:28 PM
17	The railway station feels completely divorced from the town.	8/9/2017 11:47 PM
18	Nottingham Road looks very sleazy as a first impression of the town. Sex shops and other shops in the area are downmarket and not exciting. This is what anyone new to Loughborough has as a first impression. Also, a lot of people don't know how to get to the town centre from train station and vice versa.	8/9/2017 8:05 PM
#	COMMENTS FOR "TO LOUGHBOROUGH STATION - BAXTER GATE VIA NOTTINGHAM ROAD"	DATE
1	Nottingham Road is not an attractive route for walking and cycling - what is needed is a bus service linking the railway station to the town centre and the outlying residential areas - the route to the University is well used.	10/23/2017 12:04 PM
2	Swann Street via Market Place	10/13/2017 9:21 AM
3	These should be a priority – Investment in/around Loughborough train station creates a positive first impression but the walk along Nottingham Road to the town centre it poor. Better signage also needed.	10/12/2017 3:23 PM
4	Yes	10/12/2017 2:01 PM
5	No comments	10/11/2017 2:55 PM

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6	Dangerous for cyclists	10/11/2017 10:56 AM
7	The cycle paths are at the moment very unclear	9/22/2017 6:08 PM
8	Who is paying for all of this?	9/22/2017 4:44 PM
9	The quality of the route infrastructure is much more important than a bit of landscaping	9/22/2017 10:27 AM
10	See previous comment.	9/21/2017 10:20 PM
11	Too many taxis, rat-runners and aggressive vans for a safe route at present.	9/21/2017 7:14 PM
12	The approach to the town centre from the train station is a confusing, dirty disgrace which, to be fair, warns people of what to expect when they reach the town centre	9/21/2017 5:26 PM
13	અમને આ શેરીની વધુ હિંદુ દુકાનોની જરૂર છે, જે ત્યાંના લોકો માટે છે. આ યોગ્ય નથી	9/15/2017 12:35 PM
14	How bad is this? Currently it is the sex road!	9/15/2017 12:13 PM
15	Why take on more landscaping when we cannot maintain the areas such roundabouts, grass verges which unsightly due to budget cuts except for when Britain In Bloom week is near	9/4/2017 8:38 PM
16	Nottingham Rd is very poor for cycling. Perhaps there should be more restrictions on car parking alongside it.	9/3/2017 2:03 PM
17	Yes but are you actually linking a through route? Will I be able to cycle through town to reach these places? I am totally disinterested in landscaping.	9/1/2017 10:06 PM
18	Baxter Gate area, particularly benches near bingo hall attract antisocial behaviour that doesn't appear to be addressed.	8/18/2017 6:01 PM
19	If they include wildlife friendly landscaping, yes. We need more wildlife and less verge/hedgerow cutting	8/17/2017 4:46 AM
20	Perfectly good route today - what's to change?	8/13/2017 8:28 PM
21	What about links to the Hospital	8/12/2017 4:52 PM
22	As above	8/9/2017 11:47 PM

Q7 To support the public realm improvements we have proposed some changes to the road network. Would you support the following?

Answered: 206 Skipped: 35



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	DO NOT SUPPORT	STRONGLY DO NOT SUPPORT	TOTAL	WEIGHTED AVERAGE
Making Southfield Road two way to allow traffic to be removed from Bedford Square	17.65% 36	15.69% 32	13.24% 27	8.33% 17	45.10% 92	204	3.48
Reducing the number of vehicles using Wards End and Devonshire Square by redirecting traffic to Granby Street Car Park from the west (i.e. via Frederick Street)	17.07% 35	15.12% 31	12.68% 26	12.20% 25	42.93% 88	205	3.49

#	COMMENTS FOR "MAKING SOUTHFIELD ROAD TWO WAY TO ALLOW TRAFFIC TO BE REMOVED FROM BEDFORD SQUARE"	DATE
1	If Southfields Road is made 2 way, 2 way cycling should be	10/24/2017 12:03 PM
2	If Southfields Road is made 2 way, 2 way cycling should be allowed on Woodgate connecting to Pinfold Gate. Buses should remain on Woodgate so as to have priority over traffic on Southfield Road. Entry to Beehive car park should be from Southfield Road. If exit onto Southfield Road is impossible then exit should be onto Woodgate with signage directing traffic to the A6 via Pack Horse Lane and Southfield Road (or a right turn only from Woodgate onto Leicester Road). These measures would discourage traffic turning left out of Woodgate and into High St / Baxter Gate. Compliance might be encouraged through enforcement cameras. There should be a contra flow cycle lane from Market Square to Wards End.	10/23/2017 5:02 PM
3	If Southfields Road is two way how would the exit from the car park be altered to allow safe passage onto that road?	10/23/2017 2:19 PM
4	These proposals require careful evaluation. The proposed changes may interfere with the current volumes and the effects of that need to be considered before approving changes.	10/23/2017 12:04 PM
5	Implicit support - diagram submitted illustrating closure of Forest Road at John Storer House and closure of Royland Road and Albert Street: all through traffic to be diverted via a two way Browns Lane and Bedford Street/Southfield Road removing traffic from Bedford Square and reducing traffic on Royland Road. Access to Devonshire Square to be delivered via a two way Woodgate with and small gyratory system using Bedford Square/ Wards End and South St permitting the closure of Devonshire Square at Cattle Market providing for additional on street parking (plans provided)	10/23/2017 10:55 AM
6	great to get to Jubilee Rd & out or around town	10/13/2017 9:21 AM
7	Yes. Might make exit from Beehive more attractive to partners. Exit from CBC? make one way? where do they turn around?	10/12/2017 2:01 PM
8	Access to Beehive CP needs to be looked at	10/12/2017 8:57 AM

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39	Utterly stupid idea. Has anyone from the council ever bothered to take a look and realise that the spaces in bedfords square are always full? What does that tell you? They are popular, because one can nip into town and run some errands. This is a model used at out of town shopping centres -because it works! Now you want to remove what town centre feel there is left. Unbelievably bad, stupid idea.	9/15/2017 11:00 AM
40	Bizarre idea.	9/15/2017 10:53 AM
41	This proposal would bring many benefits to the Bedford Square redevelopment and the bottleneck at the Woodgate Leicester Road junction under the current arrangements.	9/14/2017 4:41 PM
42	There is free parking there, you cannot remove that.	9/14/2017 2:47 PM
43	Szalony pomysł	9/12/2017 9:52 AM
44	I think that this would have precisely the opposite effect. It might benefit Charnwood Borough Council officials but it would almost certainly contribute to the traffic issues on Park Road and Forest Road every morning.	9/12/2017 1:14 AM
45	Agree, also reduce car park space on square	9/10/2017 9:05 PM
46	Nieprzejmy pomysł	9/9/2017 1:01 AM
47	I do not see why the changes to Bedford Square necessitate two way traffic on Southfield Road	9/6/2017 5:52 PM
48	It's hard enough getting round town now without more chaos	9/5/2017 5:15 PM
49	Southfield Road allows the traffic to flow freely both to the town and Shelthorpe and the University and works extremely well as it is	9/4/2017 8:38 PM
50	Nonsensical	8/31/2017 10:09 AM
51	This will only make the traffic problems on Forest Road and Park Road in the mornings even worse. Already, roads such as Wallace/Colegrove and Victoria/Burton are becoming rat runs.	8/31/2017 7:38 AM
52	It would make things a lot more worse.	8/28/2017 6:28 AM
53	This is one of the maddest ideas to emerge from these external consultants who clearly have no idea about how Loughborough works.	8/27/2017 10:35 AM
54	This would be a disaster and would upset the balance of traffic in Loughborough as well as adding to the problems that drivers experience on Forest Road and Park Road.	8/26/2017 10:57 PM
55	cannot see the point	8/25/2017 1:58 PM
56	I cannot see that this will improve the situation.	8/24/2017 6:58 PM
57	This would be a total disaster	8/23/2017 4:01 PM
58	This must be the maddest idea of the lot. There has always been a problem with traffic getting into Loughborough on Forest Road in getting back through the centre of Loughborough to Forest Road. Making Southfield Road two-way may remove traffic from Bedford Square – and have an adverse impact on the businesses there – but it will only make getting into Loughborough more difficult.	8/23/2017 3:25 PM
59	this can only make it worse and destroy businesses in Bedford Square	8/23/2017 1:36 PM
60	This will only make the problems worse - absurd idea	8/23/2017 1:07 PM
61	It would cause lots of problems on Park Road - nutty idea	8/23/2017 12:54 PM
62	Mad idea	8/23/2017 12:47 PM
63	Removing traffic from Bedford Square does not justify the Cost, Disruption and ongoing traffic conflict involved. Realigning the current road to allow a partial pedestrianisation would make more sense.	8/21/2017 11:10 PM
64	Just pushing cars further away from shops makes life harder for those with limited mobility, collecting larger items. Internet delivery is so cheap and easy these days.	8/18/2017 6:01 PM
65	The current arrangement to drive legally from Woodgate to Nottingham Road is a complete mess. The Southfields junction is badly designed - indeed it looks like it has been designed for two way traffic so just get on and do it.	8/18/2017 10:03 AM
66	Not a driver. No idea.	8/17/2017 4:46 AM
67	The large amount of traffic associated with LES will find it impossible to turn right onto Southfield Road	8/13/2017 8:28 PM
68	The junction would not cope	8/13/2017 5:21 PM

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69	excellent idea - it will remove the dog leg in the route from wood gate and could allow for on street parking in woodgate that would allow more people to access the town and shop for an hour	8/12/2017 5:09 PM
70	Better provision for cyclists	8/11/2017 6:58 PM
71	its been one lane for the last year due to building site being built	8/9/2017 11:14 PM
72	Really need something to help people cross the road more easily in this area. If it was 2 way, the congestion could be really bad.	8/9/2017 8:05 PM
#	COMMENTS FOR "REDUCING THE NUMBER OF VEHICLES USING WARDS END AND DEVONSHIRE SQUARE BY REDIRECTING TRAFFIC TO GRANBY STREET CAR PARK FROM THE WEST (I.E. VIA FREDERICK STREET)"	DATE
1	I think it would be disastrous to have Granby Street 2-way – the congestion would be horrendous. Better to have access from Packe St to Granby Street car park, with traffic exiting one-way down Granby Street.	10/25/2017 10:20 AM
2	Granby St should be 2 way from the end of Packe St to	10/24/2017 12:03 PM
3	Granby St should be 2 way from the end of Packe St to enable access to the Cattle Market Car Park [Granby St]. A 20 mph speed limit should be imposed on the Inner Relief Road, Frederick St and Browns Lane	10/23/2017 5:02 PM
4	If Granby St becomes two way will the end from Wards End still be one way? Not sure how traffic can turn into a car park from 2 way traffic with 1 way joining it. Could Bleach Yard be altered to provide access to the car park with exits being on Granby Street? Additional traffic on Frederick Street which is mainly residential causing more pollution. Why n make Granby Street car park 2 way as it is in the most accessible area for the shops?	10/23/2017 2:19 PM
5	This proposal needs to be considered in terms of the effect on retail outlets lining Wards End into the town centre. Comments of business owners should be taken into account before any changes are made because if the restrictions proposed are severe they will reduce the attractiveness of Wards End as a place to shop.	10/23/2017 12:04 PM
6	Concern over loss of parking for the disabled in Wards End and Devonshire Square - will not be easy to get to library / Queens Park / museum. Overall concern over loss of parking. Diversion of traffic onto Browns Lane / Frederick St to access Granby St car park will cause bottle necks on those streets and at the junction with Ashby Road.	10/23/2017 11:17 AM
7	Access to the Granby Street Car park should be obtained by way of Packe Street with a short section of two way traffic on Granby St enabling its closure at Cattle Market and the retention of one way traffic between Packe St and Frederick St. (plan provided)	10/23/2017 10:55 AM
8	I think it would be disastrous to have Granby Street 2-way - the congestion would be horrendous. Better to have access from Packe St to Granby Street car park, with traffic exiting one-way down Granby Street. Consideration needs to be given to the high levels of congestion currently on Frederick Street - is there any other way of routing traffic that is trying to get around the town centre - people are using the 'rat run' as an alternative to using the Inner Relief Road - this seems under-utilised.	10/13/2017 10:25 AM
9	Open that area up	10/13/2017 9:21 AM
10	I've heard negative comments about this. There are some large delivery lorries to Devonshire Sq. Area. There is a misalignment in Fred St/path/Arthur St exit. Reduce car parking on Fred St to allow for bigger vehicles. Maybe route down Packe St and up Granby St?	10/12/2017 2:01 PM
11	Crossing Granby St as a pedestrian from the library to park is already difficult	10/12/2017 10:53 AM
12	This is a young family area and such a move could be dangerous	10/11/2017 4:42 PM
13	Frederick St already appears congested as cars are parking and buses struggle to get through.	10/11/2017 3:41 PM
14	No, Woodgate car park. Less cars through town.	10/11/2017 3:31 PM
15	No comments	10/11/2017 2:55 PM
16	Frederick St is already busy. However, access could be via Packe St and retain the Packe St, Granby St one way	10/11/2017 1:38 PM
17	Your proposals to reduce the spaces in Granby Street car park will automatically reduce the traffic along Wards End and Devonshire Square	10/11/2017 11:39 AM

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18	Awful awful idea I could not feel more strongly against Granby Street becoming a two way Street. I live on Granby Street with a 7month year old son and as mentioned on my previous comments Granby Street being made two way would make the road outside the park more dangerous and more polluted. Queens Park is Loughborough's best asset and it should be improved and protected. Anyone walking along Granby Street should be able to see that this is a very bad idea!	9/22/2017 11:40 PM
19	You should encourage traffic through, not hinder it.	9/22/2017 5:28 PM
20	terrible idea that will furtehr kill every shop in devonshire square.	9/22/2017 5:18 PM
21	Concerns about parking for businesses and the library if this happened - also cutting off the park more and increased risks for pretorians - particularly older people and children using this area - just don't see it working particularly well.	9/22/2017 4:58 PM
22	Again, a waste of tiem and money. Half the spaces are disabled spots, anyway.	9/22/2017 4:44 PM
23	But cycles should continue to be allowed.	9/22/2017 2:52 PM
24	Los of diabled spaces in Dev Square and on Granby st. Two ay traffic in Granby st will cause jams and directing all rafic using Granby St car park rom Wards end to Frderick st will cause further jamsd	9/22/2017 2:08 PM
25	Any further road works may further put off footfall into the town centre and jepoardise retailers even more. I strongly urge you to not even consider doing any work from now until January to allow for the natural increase of sales for Christmas.	9/22/2017 11:35 AM
26	As long as the awful idea above is removed from the council's deluded thinking.	9/22/2017 11:32 AM
27	Essential, it is a blot on the landscape at the moment	9/22/2017 10:27 AM
28	This gives a great opportunity to allow 2-way cycling on Wards End, giving good cycle access to the Market Place.	9/21/2017 10:20 PM
29	This will have some detrimental effect on Frederick St but greatly benefit Wards End	9/21/2017 7:14 PM
30	I would strongly oppose making Granby Street two-way. The street currently retains a relaxed atmosphere of a leafy backwater; parking (which might be lost) causes a general low speed through the street, maign it easy to cross. There is an easy alternative - Packe Street already exists to provide travel in SE direction.	9/21/2017 6:03 PM
31	This would reduce business access and footfall	9/21/2017 4:00 PM
32	whilst I support decreasing through traffic and therefore the overall volume of traffic , it is important not to marginalise the area by discouraging all traffic. If potential customers cannot drive by the shops, many will not know of their existence.	9/21/2017 10:11 AM
33	But keep Wards End open for cars and parking too. It should not be one or the other, both please. Keep town centre vibrant.	9/21/2017 9:54 AM
34	Concern about overall loss of parking. What is intended towards bus and coach activity?	9/21/2017 7:44 AM
35	Just as stupid	9/20/2017 7:36 AM
36	Elevated levels of traffic disastrous effect on Fredrick Street	9/18/2017 2:23 PM
37	No	9/17/2017 9:38 AM
38	તે વાલીઓના અંતથી ગ્રેનબી સ્ટ્રીટ સુધી વાહન ચલાવવા માટે સક્ષમ છે. એકલા છોડી દો	9/15/2017 12:35 PM
39	No. We need cars going through the Town. It used to be such a greta place to shop when I was a child and you could park in the centre. PIEASE do not ruin it anymore.	9/15/2017 12:13 PM
40	This will be a waste of tiem, because the car park at Granby Street is already reduced capacity due to the large number of disabled car park spaces.And why do you not want cars using wards end and devonshire square? You can insert herringbone spaces into devonshire square , like the market place used to be like.	9/15/2017 11:00 AM
41	Maybe allow traffic to access Granby St car park down Packe Street so taht Granby st is only 2 way between the Packe St junction and the car park entrance. Would mimnimise road changes.	9/14/2017 4:41 PM
42	Wards end can be pedestrianized, provided alternative free parking is available nearby	9/10/2017 9:05 PM
43	Wards end can be for pedestrians altogether (at least on weekends)	9/9/2017 12:21 AM
44	this would mean two-way traffic, in and out of the car park on Granby St, separating the museum and library and the coherence of that part of town	9/6/2017 5:52 PM
45	As above. Rerouting traffic out of town causes shopping dead zones then shops close	9/5/2017 5:15 PM

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46	This would take all the parking away from Granby Street and again the traffic flows well using Wardsend and Devonshire Square as it is so I can see no benefit on wasting valuable money on this	9/4/2017 8:38 PM
47	Yes as long as we can cycle on these routes	9/1/2017 10:06 PM
48	Better to get rid of Granby Street car park altogether	8/31/2017 9:39 PM
49	Would stop people coming into town and damage businesses.	8/28/2017 6:28 AM
50	Reduce the number of cars and you will reduce the number of people coming into town to make purchases and encourage them to go elsewhere.	8/27/2017 10:35 AM
51	It is important that vehicles get into the centre of town in order for locally-owned businesses to thrive.	8/26/2017 10:57 PM
52	have business on wards end would destroy us	8/25/2017 1:58 PM
53	Possibly	8/24/2017 6:58 PM
54	Bad for business	8/23/2017 12:54 PM
55	Will damage local business	8/23/2017 12:47 PM
56	Not convinced that the moving of traffic from Wards End and Devonshire Square where people shop, to Frederick Street where people actually live, is desirable or sensible.	8/21/2017 11:10 PM
57	Once again making the car/motorist the enemy.	8/18/2017 6:01 PM
58	Good luck with that. It is a good idea but if traffic can go via Wards End it will.	8/18/2017 10:03 AM
59	Not a driver. No idea.	8/17/2017 4:46 AM
60	this is going to be a troublesome junction with this change. i can see the attraction but not sure you can achieve anything useful here apart from stopping people parking there.	8/15/2017 11:20 PM
61	Moves a small issue today to a bigger one tomorrow - Granby Street cannot take extra traffic without losing its quiet nature and essential on-street parking for key amenities like the library and museum.	8/13/2017 8:28 PM
62	Impossible!	8/13/2017 5:21 PM
63	it will make it safe to walk	8/13/2017 6:41 AM
64	I am worried this will restrict the flow of traffic and remove useful on street parking if vehicles are to travel two ways along granby st	8/12/2017 5:09 PM
65	If planning passed for housing is passed vehicle access should be via Fredrick street	8/12/2017 4:52 PM
66	What accommodation will be made for Blue Badge holders??	8/10/2017 7:34 PM
67	It will cause more shops to close	8/9/2017 11:14 PM
68	An overground crossing is needed on Frederick street, as the road is hard for families to cross and the subway is absolutely foul and filthy, despite all attempts. please close it as the graffiti and urine render it unusable in any case.	8/9/2017 8:05 PM

Q8 Regarding changes to the road network as outlined in question 7, are there any other pedestrian and cycle routes we should consider?

Answered: 92 Skipped: 149

#	RESPONSES	DATE
1	Consider pedestrianising Granby Street, possibly with a traffic light pedestrian crossing at the bottom of Granby Street to allow all pedestrians to cross safely to Curzon street etc. Packe Street could be made two-way to allow access to Granby Street car park. The crossing would deter traffic from using Frederick Street as a 'rat-run' to get from one side of the Town to the other. The new pedestrianised area would encourage more people to use Queens Park – a huge asset to the Town. Perhaps a taxi rank could be located there if the road could be allocated to taxis only. It could also be designated for disabled parking. I am completely against allowing a cycle route through the middle of Queens Park – it would spoil the park – it needs to go around the edge of the park.	10/25/2017 10:20 AM
2	Consider pedestrianising Granby Street, possibly with a traffic light pedestrian crossing at the bottom of Granby Street to allow all pedestrians to cross safely to Curzon Street etc. Packe Street could be made two-way to allow access to Granby Street car park. The crossing would deter traffic from using Frederick Street as a 'rat-run' to get from one side of the Town to the other. The new pedestrianized area would encourage more people to use Queens Park - a hug asset to the Town. Perhaps a taxi rank could be located there if the road could be allocated to taxi only. It could also be designated for disabled parking. I am completely against allowing a cycle route through the middle of Queens Park - it would spoil the park - it needs to go around the edge of the park.	10/13/2017 10:25 AM
3	To the Science Park, Ashby Road. Get Uni. to approve/allow all cyclists to use through route from Epinal Way to Science Park. Is there a way of avoiding hills? New building going on now near Ashby Road (old throwing centre/Mumford Hall) use low level route by entering at side of Hockey pitch?? Keep cyclists off Ashby Road - too busy. Reinstate old path through campus Coniston to Schofield Road. Direct. Was closed for cricket pitch - now built over still bridge over stream (covered in brambles). Make it more attractive/safer for children crossing campus to Thorpe Hill schools and shorter than current route. Kirkstone Dr. The new path to the throwing centre inside Uni comes within 40 feet of the Kirkstone to Loweswater footpath. Extend path to Kirkstone to give footpath/cycle path into Uni/Science Park. The Uni 'dodged' this section. The proposed path around the perimeter of the Uni sports pitches is too difficult to cycle. It gets too steep. A disincentive to walkers/cyclists. An extensions of the new path would reduce distance by ½ mile and be a flat journey for walkers/cyclists. If you think the campus is flat please borrow a bike and try cycling these routes!	10/12/2017 2:01 PM
4	No	10/12/2017 1:21 PM
5	There is enough pedestrian routes as a pedestrian there is much already available. The new "link" road - Jubilee Way means to get from one side of town to the other you have to go all the way round. Do not create more bedlam.	10/12/2017 11:25 AM
6	Stop cars' driving down High Street, from the Cactus Café to Lloyds Bank	10/12/2017 9:26 AM
7	Need to have more joined up approach eg. Epinal Way good but access to town centre is dangerous down Forest Rd	10/12/2017 8:57 AM
8	Tigher monitoring of Churchgate use, and the Sparrow Hill/Coneries Area.	10/11/2017 4:42 PM
9	Yes, please just try for yourself to go through the town on a bicycle say from the station to the University in different ways. Too complex to make just one suggestion. Generally, car drives should just accept cyclists on the roads. The sketch looks nice, and some changes should be made, but Southfields Road not wide enough to tow-way traffic.	10/11/2017 3:31 PM
10	Ensure cycle paths/routes are a feature of the new housing development plans to the west of the town	10/11/2017 3:00 PM
11	No comments	10/11/2017 2:55 PM
12	There are already too many unused or very little used cycle routes.	10/11/2017 1:38 PM
13	There are no cycle lanes marked on the roads - you have money for ridiculous cosmetic time wasting in Bedford Square, but no money for road paint.	9/24/2017 9:36 PM
14	Taking cars out of Baxtergate as far as possible	9/24/2017 2:28 PM

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15	Provide clear route to the canal	9/23/2017 8:11 PM
16	Cycle lanes, please	9/22/2017 7:22 PM
17	Buses through the town centre and keep all car parking in place	9/22/2017 6:56 PM
18	Yes, you want to encourage yet more traffic to Frederick Street?!	9/22/2017 6:28 PM
19	Yes -re-route 11 and 12 down Southfield Road.	9/22/2017 6:21 PM
20	Cycle route marked out on the carriageway all around the town's circumference.	9/22/2017 6:08 PM
21	Re-open the bus route on Southfield road and take it away from Frederick Street	9/22/2017 5:56 PM
22	You have cycle routes? On the pavement and the wrong way down one-way streets, more like?	9/22/2017 5:38 PM
23	The buses should run through the town centre. My mother is 87 and she loved going to the town. Since the buses dropped her at Lemyngton Street, she has never been back. How sad.	9/22/2017 5:28 PM
24	None I can think of	9/22/2017 5:18 PM
25	ban bikes through town and build a nice cycle network for them around THE TOWN. eNFORCE IT PLEASE.	9/22/2017 5:18 PM
26	Roads should have cycle lanes marked out. This will aid the prevention of cycling on the pavement.	9/22/2017 5:05 PM
27	Not sure	9/22/2017 4:58 PM
28	Yes, mark all the roads around the town centre with cycle lanes. And for goodness sake, return buses to Southfield Road.	9/22/2017 4:44 PM
29	Cycles should be allowed through Market Place at all times apart from market days and Woodgate should be two way for cyclists.	9/22/2017 2:52 PM
30	Allow buses through the town centre	9/22/2017 12:23 PM
31	stop cyclists riding on the pavement - which of course you will say 'we can't do anything!'	9/22/2017 12:06 PM
32	Mark all roads out with cycle lanes - which of course you won't	9/22/2017 11:50 AM
33	Mark out cycle lanes on ALL roads around the Town.	9/22/2017 11:32 AM
34	Inner Relief Road cycle route should be coherent, safe, and accessible to ALL levels of cyclist to be an alternative to cycling through the Market Place Have a coherent plan for all cycle routes. Consider places that should be linked.	9/22/2017 10:27 AM
35	Yes, Woodgate should be made 2-way for cycling, and connected to the existing Woodbrook Way path. The junction between Pinfold Gate (east) and the A6 should be closed with Bollards.	9/21/2017 10:20 PM
36	Wards End and Woodgate - 2 way for cyclists; the latter could for part of a return route from the station (and town) for cyclists going to Forest Rd/Park Rd areas. Add bus stop by the old Courthouse - much easier access to Market Place/Market St	9/21/2017 7:14 PM
37	?	9/21/2017 5:26 PM
38	No	9/21/2017 5:07 PM
39	Nope	9/21/2017 4:08 PM
40	Stop cyclists from using pavements. better bus routes through town centre. closer stop to town than lemyngton street.	9/21/2017 10:28 AM
41	As described earlier. Allow buses through the town centre. Better for the elderly. Nottingham do it with trams!	9/21/2017 9:54 AM
42	1) Concerns about overall loss of parking covered in notes with q11 2) Notes on future uses of Sainsbury's site – severed from Town Centre at present see Q11 notes	9/21/2017 7:44 AM
43	Allow a cycle way , marked down Southfield road - and enforce it. Stop cyclists using Wards end to get to Forest Road	9/20/2017 9:17 PM
44	no	9/20/2017 1:31 PM
45	Consider Market Street to Granby Street by Iceland. It is poorly lit and not obvious.	9/19/2017 10:08 AM
46	Any plans need to clearly separate pedestrians from cyclists to prevent collision.	9/18/2017 2:23 PM
47	Def no	9/17/2017 7:48 PM
48	Routes to station & town centre from new developments, such as the ones by the canal beyond the Great Central station. Link those in to the town centre route and/or improve access to and lighting along the canal towpath.	9/16/2017 2:48 PM

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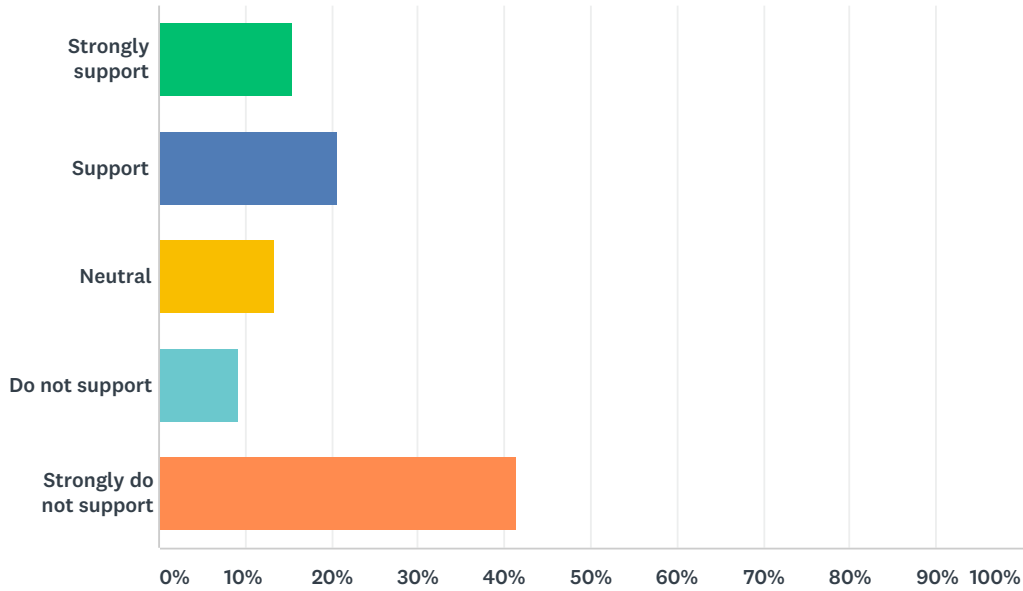
49	All mentioned in Q6	9/15/2017 8:39 PM
50	शહેરના તમામ ભાગોમાં વધુ સારી ચક્ર રુટ.	9/15/2017 12:35 PM
51	Make cycle routes through all parts of the town, with white lanes marked out.	9/15/2017 12:13 PM
52	Two way cycling via the park to Browns Lane.	9/15/2017 11:00 AM
53	no	9/14/2017 4:41 PM
54	Could reduce traffic to 20mph to make sure all roads are safe enough for walkers and cyclists.	9/14/2017 2:47 PM
55	no	9/14/2017 9:39 AM
56	The link between Rushed and Baxter gate	9/10/2017 9:05 PM
57	Town no Epinal way via Forest Road. Town to canal entrance near travelodge Town to the Outwoods and Beacon Hill.	9/8/2017 5:09 PM
58	Actually having flowing cycle routes anywhere in loughborough would be a bonus.	9/7/2017 10:00 PM
59	none that I am aware of	9/6/2017 5:52 PM
60	Rerouted outside of town to reduce cycling and pedestrian traffic clogging up the centre	9/5/2017 5:15 PM
61	No	9/4/2017 10:52 PM
62	All pedestrian routes should also allow cycling.	9/1/2017 10:06 PM
63	Cycle access from the railway station to the town centre, residential areas and university has improved in recent years, but there is still a need for more direct, two-way routes for cycling.	8/31/2017 9:39 PM
64	no	8/31/2017 7:38 AM
65	This all going to cost money. I'm already being ripped off by Leicestershire County Council with my council tax, paying more money year on year for less. I've seen the shambles that local government planners made of the hovel known as Coalville - please keep your grubby hands off Loughborough.	8/30/2017 12:34 PM
66	not sure	8/27/2017 6:17 PM
67	Allowing buses to go through the pedestrianised part of the old A6 should be considered.	8/27/2017 10:35 AM
68	no	8/26/2017 10:57 PM
69	Not too many, please	8/24/2017 6:58 PM
70	NO	8/23/2017 1:36 PM
71	No	8/23/2017 12:47 PM
72	Unsure, but suggest ban of all cycles being ridden in pedestrian areas. (Push only). Currently too many near misses and possibly collisions	8/21/2017 10:40 PM
73	not that i can think of	8/21/2017 2:56 PM
74	Woodbrook cycle route from Nanpantan area poorly maintained.	8/18/2017 6:01 PM
75	Look carefully at how cycles are routed. For example it is currently easy to cycle in to the Market Place from Forest Road but not back again. Make 2-way cycling on all One Way streets the default. This is simple and cheap solution to many of the challenges faced by cyclists in the town. All the consultants and planners should be made to ride a bike round the town for a day or two to understand just how inadequate or stupid the current provision is.	8/18/2017 10:03 AM
76	no	8/17/2017 1:18 PM
77	Cycle routes from station to university and spanning the whole town would be great - along with bikes/tricycles to borrow (latter to allow people with mobility issues access)	8/17/2017 4:46 AM
78	Shelthorpe to town is a poor route with very slow crossings accross epinal way. Raised crossings accross epinal way would make pedestrians and cyclist feel safer and give them the ability to get there quicker.	8/15/2017 11:20 PM
79	No	8/15/2017 8:18 PM
80	No	8/15/2017 1:41 PM
81	a cycle route would be good from the uni	8/14/2017 10:50 AM
82	no	8/13/2017 8:39 PM

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83	Loughborough has many useless cycle routes today (many are 20-30metres in length and serve no purpose). If you could make major routes more cycle friendly then that would actually help encourage cyclists (e.g. making Park Road safe to cycle on)	8/13/2017 8:28 PM
84	yes from the rushes down to swan street	8/13/2017 6:41 AM
85	a safe route to the station from the town centre	8/12/2017 5:09 PM
86	A route to Hospital should be sign posted & more information on location of hospital should be more prominent. Connecting to national cycle routes to encourage leisure cyclists. A secure weather proof bike park	8/12/2017 4:52 PM
87	just make sure plenty of cheap/free parking to ensure people are not put off coming into the town to spend time and money otherwise the town will suffer as many other towns have.	8/12/2017 1:27 AM
88	Better access between Forest Road and the Market Place for cyclists. In particular better provision for cyclists in Royland Road - which is AWFUL - or an alternative route.	8/11/2017 6:58 PM
89	A proper cycleway along epinal way instead of the crap shared path. the students pay no attention to cyclists and constantly get knocked down. Maintaining the existing cycleways perhaps? Nottingham road from the canal bridge to Cotes village	8/9/2017 11:14 PM
90	Paths just need to be Wide enough for people, with enough safer places to cross. Extra cycle routes are an asset to the town. Randomly, it would also be really nice to have some permanent orienteering courses, linking together heritage sites or places of interest. Urban O is suitable for everyone, regardless of religion, age, disability etc. Families can partake, and it can be done at any pace. It would also serve as a useful induction activity for College and Uni students, helping them to know the heritage of the town.	8/9/2017 8:05 PM
91	no	8/9/2017 5:00 PM
92	-	8/9/2017 10:02 AM

Q9 The plan shows a sketch layout for Bedford Square. This shows what it could look like if moving traffic was diverted to Southfield Road. Do you support this approach?

Answered: 208 Skipped: 33

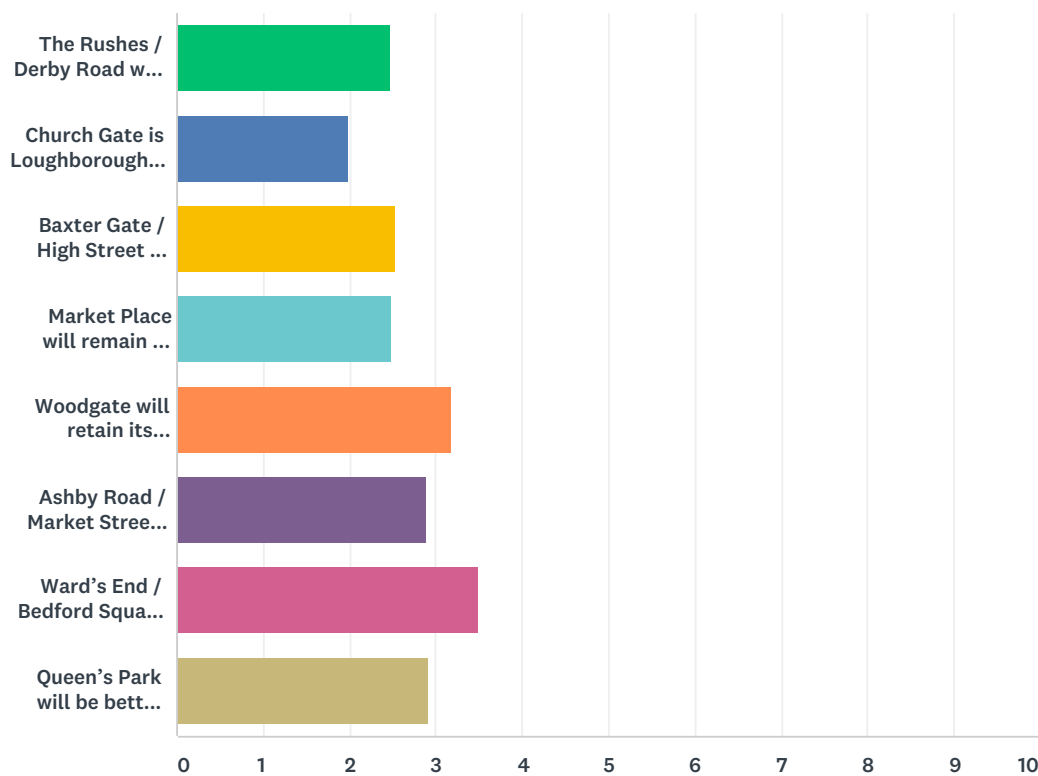


ANSWER CHOICES	RESPONSES	
Strongly support	15.38%	32
Support	20.67%	43
Neutral	13.46%	28
Do not support	9.13%	19
Strongly do not support	41.35%	86
TOTAL		208

Q10 Board 3 identifies a number of character areas across the town. These set out a vision for development in each area that will be used to shape future development. Each is distinctive to the area it describes.

Do you agree with the ambitions for each of the character areas?

Answered: 197 Skipped: 44



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	DO NOT SUPPORT	STRONGLY DO NOT SUPPORT	TOTAL	WEIGHTED AVERAGE
The Ruses / Derby Road will be transformed into an attractive northern gateway to Loughborough	20.63% 39	40.21% 76	18.52% 35	14.29% 27	6.35% 12	189	2.46
Church Gate is Loughborough's historic quarter and has a distinct character that must be respected	42.19% 81	35.42% 68	9.38% 18	8.33% 16	4.69% 9	192	1.98
Baxter Gate / High Street - a lively mixed-use quarter on the eastern edge of the town centre	16.49% 31	43.09% 81	20.21% 38	11.17% 21	9.04% 17	188	2.53
Market Place will remain the heart of the town but with an increasing programme of events and activities to animate the space	28.65% 55	26.56% 51	21.88% 42	12.50% 24	10.42% 20	192	2.49
Woodgate will retain its employment function but with an increasing residential population	11.23% 21	24.60% 46	24.60% 46	15.51% 29	24.06% 45	187	3.17
Ashby Road / Market Street will become Loughborough's creative quarter	17.80% 34	23.56% 45	27.75% 53	13.61% 26	17.28% 33	191	2.89
Ward's End / Bedford Square could become Loughborough's cafe quarter	13.19% 24	17.03% 31	18.13% 33	10.99% 20	40.66% 74	182	3.49

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Queen's Park will be better integrated into a green network for the town and access and use of the space will be increased	24.19%	25.81%	12.90%	10.22%	26.88%	186	2.90
	45	48	24	19	50		

#	COMMENTS FOR "THE RUSHES / DERBY ROAD WILL BE TRANSFORMED INTO AN ATTRACTIVE NORTHERN GATEWAY TO LOUGHBOROUGH"	DATE
1	Don't get hung up on 'Gateway'. There was supposed to be a 'gateway' building at end of canal arm! Now we have a lego block of lurid colours. Loughborough is and was a red brick town. Use more reclaimed (the large wire cut bricks used in most Victorian/Edwardian buildings in town. Pay attention to brick bonds. Most re flemish, some English bond knocked down with development of canal wharf basin) bricks for features.	10/12/2017 2:28 PM
2	What this means in reality is not clear - is gateway the right word?	10/11/2017 4:46 PM
3	Recent visions have already made it as it is	10/11/2017 1:44 PM
4	Canal again!	9/23/2017 8:19 PM
5	Good luck with that	9/22/2017 10:39 PM
6	How and with whose money?	9/22/2017 4:48 PM
7	Who is paying? Who is going to produce the millions for this?	9/22/2017 11:53 AM
8	Can't be any worse	9/22/2017 11:34 AM
9	Crossing the road at this junction can require pedestrians to wait as many as four times. Realistically, I am not sure whether this can function as an attractive gateway and a major motor traffic through route at the same time. It may have to be one or the other.	9/21/2017 10:27 PM
10	I suggest the north-east side of the junction with Bridge Street would be easier to develop than the Sainsbury site. The Johnson Cleaners building and Kwik-fit car park are more visible and could be utilised to much greater effect	9/21/2017 3:57 PM
11	How and with what money?	9/21/2017 9:57 AM
12	Suggest development of KwikFit site (relocate KwikFit)- i.e. multi-storey car parking. Improve signage to Carillon Court car parking	9/21/2017 8:00 AM
13	More trees and a wider pavement would be useful.	9/19/2017 10:19 AM
14	What does this actually mean? A gateway? What does a gateway do? Better shops? The buildings are in need of demolition.	9/15/2017 12:20 PM
15	Good luck - it is terribly run down. How are you going to do this? Buy the buildings up and knock them down? Who is paying for all of this?	9/15/2017 11:07 AM
16	Beware taht on the Cocultation boards the Rushes seems to be used interchangaebly for both the road of that name and the shopping centre. Would it make more sense for most of the Rushes road to be in this area rather than the Asby Square (not Road)/market St area?	9/14/2017 4:57 PM
17	Your vision boards are as clear as mud	8/17/2017 8:09 PM
18	Gateway means easy access to car-users with drop-and-go area, on-street parking.	8/13/2017 8:44 PM
19	It's ridiculous- any support for local businesses? I thought not!	8/13/2017 5:26 PM
#	COMMENTS FOR "CHURCH GATE IS LOUGHBOROUGH'S HISTORIC QUARTER AND HAS A DISTINCT CHARACTER THAT MUST BE RESPECTED"	DATE
1	Church Gate – performs a similar role to Wards End in many ways so a strategy to ensure there two areas are developed in a complementary way is recommended	10/12/2017 3:29 PM
2	Some cross lanes North/South linking M45 with Baxter Gate? (bus stops) support.	10/12/2017 2:28 PM
3	This is also vague - the site is the historic adminstative heart of the town. There is a lot to be done to mark this more than a statement. Interpretative work needs to be done to show why this is an historic site - developing the Old Manor House, houses the Old Rectory and the church as a visitor asset could draw money into local amenities and shops. I am happy to offer support and advice on some of this	10/11/2017 4:46 PM
4	As long as it is left alone.	9/24/2017 9:39 PM
5	Need to deal with ASB and alcohol issues around the church	9/24/2017 2:34 PM

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6	Queens Park and the surrounding area should also be protected. The cattle market is part of our heritage and we don't want to see buildings when we are in the park. Walk around the park and imagine tall buildings in the cattle market car park. It would ruin the park. At the moment you see trees. Anyone who knows and cares for Loughborough and anyone who has grown up here and respects and appreciates our history would see building on Granby Street car park is a very bad idea as is making Granby Street two way.	9/22/2017 11:50 PM
7	I was unaware the Churchgate is the "historic quarter". Is there any info about this in Churchgate?	9/22/2017 5:25 PM
8	i.e. left alone	9/22/2017 12:24 PM
9	Leave it alone	9/22/2017 11:34 AM
10	It may need to be a cycle route to the station	9/22/2017 10:42 AM
11	Some of the 1980's additions to this area need to be undone if this is to be considered a 'historic' quarter.	9/21/2017 5:34 PM
12	Leave it as it is.	9/15/2017 12:20 PM
13	Respect the lovely church and stop people parking in the church grounds.	9/15/2017 11:07 AM
14	What is actually needed is the link to Baxter Gate	9/9/2017 12:44 AM
15	Encourage shop fronts/buildings to be more in keeping	9/4/2017 9:06 PM
16	Yes, but it does not end at Jubilee Way, Upper Churchgate running in front of Lowes needs including. This area includes the most significant historic buildings in Loughborough .The medieval church, Loughborough's only Grade 1 listed building and the old manor hall.	8/14/2017 2:03 PM
#	COMMENTS FOR "BAXTER GATE / HIGH STREET - A LIVELY MIXED-USE QUARTER ON THE EASTERN EDGE OF THE TOWN CENTRE"	DATE
1	Baxtergate is a disappointment - it has not attracted investment in retail which would have been desirable. One factor is the provision made for buses to set down and pick up. This activity is quite prominent as it is for High Street and part of the problem for bus traffic is that there is no central area to be used as a bus station. It had been expected that a new bus station would be provided through the revenues received from the sale of the former (Biggin St) Bus station and multi-storey car park	10/23/2017 12:10 PM
2	Should be self-financing by businesses in area. Close all town pubs at 10.30pm except for this quarter which could be 11.00pm! Fewer residents here.	10/12/2017 2:28 PM
3	A much more ambience plan needs to be considered to improve this area.	10/12/2017 10:57 AM
4	Reflecting our different population - Bangladeshi, Eastern European, etc	10/11/2017 3:49 PM
5	For development at Aumberry Gap. Doubtful about Baxtergate. Where would the car park go? Take space away from Pinfold Medical Centre? If car park, why privately funded? If too expensive, it won't attract visitors.	10/11/2017 3:38 PM
6	High Street could become more residential	9/24/2017 2:34 PM
7	its dead	9/22/2017 10:39 PM
8	What does the term 'Mixed use' actually mean- too vague.	9/22/2017 5:09 PM
9	Again, who is paying? You haven't said!	9/22/2017 4:48 PM
10	More room for buses, as you have banned them from dropping the elderly off in the convenient location for them.	9/22/2017 11:53 AM
11	A mini bus station?	9/22/2017 11:34 AM
12	A car park is needed in this area.	9/21/2017 1:48 PM
13	That will take some doing - again, where is the money coming from?	9/21/2017 9:57 AM
14	Re think pavement space and bus stands? Links to Market Square and other centre areas not very legible. This area provides an opportunity to develop high quality floorspace	9/21/2017 8:00 AM
15	Cannot support 2 cinemas. Too many coffee shops. More variety needed	9/19/2017 7:54 PM
16	Again, what does 'mixed use' mean? It is already mixed, through market inventiveness. It does not need the council interfering.	9/15/2017 12:20 PM
17	Two way for buses.	9/15/2017 11:07 AM
18	Very horrible buildings between/on Baxter Gate, High Street and Pinfold Gate, make this area particularly unappealing.	9/10/2017 9:24 PM

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19	Building between Baxter Gate and Pinfold Gate and High Street - are very ugly and outdated	9/9/2017 12:44 AM
20	At the moment needs a good clean. It looks dirty and poor.	9/8/2017 5:30 PM
21	Needs cleaning up and getting rid of all the druggies/alcoholics that hang around.	9/7/2017 10:15 PM
22	Too mixed up at present looks an eyesore	9/4/2017 9:06 PM
23	Proposals for this area seem rather vague; but it certainly needs improvement.	8/31/2017 9:47 PM
24	Good idea	8/24/2017 7:02 PM
25	As long as vehicular entry for access is maintained	8/21/2017 11:10 PM
26	Will this really address the current problems in this area?	8/18/2017 6:16 PM
27	Any car parking should not be access via High street this should be just a bus lane to stop car racing through to A6. where is the Health Center parking gone? A bus information hub should be added as the bus stops are so spread out. Visitors have no idea where their bus stop is	8/12/2017 5:41 PM
28	improve the quality of shop fronts that look tired	8/12/2017 5:16 PM
29	Its a fighting ground for students, I avoid it like the plague	8/9/2017 11:22 PM
#	COMMENTS FOR "MARKET PLACE WILL REMAIN THE HEART OF THE TOWN BUT WITH AN INCREASING PROGRAMME OF EVENTS AND ACTIVITIES TO ANIMATE THE SPACE"	DATE
1	I would encourage fountains that are flat to the floor and spring up, to give added ambience and additional planting to make the area greener. Possibly engineering/sporting features (revolving sculptures) to tie in the University.	10/25/2017 10:37 AM
2	I would encourage fountains that are flat to the floor and spring up, to give added ambience and additional planting to make the area greener. Possible engineering/sport features (revolving sculptures) to tie in the University. The circular seating area in front of McDonalds should be broked up to discourage its sue as a meeting place for thos bent on ASB - would prefer scattered seating in pairs.	10/13/2017 10:47 AM
3	Market Place – supported but as mention previously Market Place needs to be 'softened' to make it a more inviting space – it is currently bleak, barren and windswept. Move some of the market stalls towards Market Street/Devonshire Square to facilitate public realm improvements to Market Place. More tree planting, flower beds (raised) and other interactions to 'breakup' the open space.	10/12/2017 3:29 PM
4	Get rid of far and mini fairs and burger bars and all beggars. Strong police presence of the "friendly bobby" variety. Crack down on cycling through the market. Town Hall better suited to a large Marks & Sparks/Waitrose. Millions have been spent on asbestoes removal/dry rot/woodworm etc. Now let it thrive as a commercial centre. If we need a playhoure/auditorium then work with Uni for a shared/new venue on Epinal Way. Give Uni priority during term time & Town during vacations. Bring Town & Gown closer together via a landmark building with joint/shared use.	10/12/2017 2:28 PM
5	Ban cars from Market PLace (except service vehicles) Urgent need for more policing of town centre	10/11/2017 11:54 AM
6	more like the arse of the town	9/22/2017 10:39 PM
7	If properly supported - from Charnwood Arts point of view we would love to see more imaginative use of the town centre on a more regular basis - a place of common ownership and activity - of crowd pulling creative events involving the arts.	9/22/2017 5:09 PM
8	All day access for cyclists needs to be restored.	9/22/2017 3:05 PM
9	Don't overdo it - no loud music, brash events in daytime	9/21/2017 7:44 PM
10	Bringing more events into this area will make a huge difference. On market day the Town centre feels like another place altogether.	9/21/2017 5:34 PM
11	Offer more attractive retail rent packages to attract interesting new shops	9/21/2017 1:48 PM
12	Please keep market place as just that - a market place. Move "events" somewhere else such as Southfields or Queens Park and do not clutter the main shopping area with them.	9/16/2017 3:02 PM
13	Betetr christams market. I go to Nottingham, much betetr than anything this town ever puts on.	9/15/2017 12:20 PM
14	A piazza feel, with tables and chairs in the middle. When are you going to use my council tax to stop these aggressive beggars?	9/15/2017 11:07 AM
15	Links and passages between Market Place and Queens Park/Car Parks needs beautifying	9/9/2017 12:44 AM
16	More trees/flowers please! We need a greener town.	9/8/2017 5:30 PM

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17	Taking away the traffic has sent people to other areas.	9/7/2017 10:15 PM
18	More affordable shops as just a thoroughfare at present	9/4/2017 9:06 PM
19	Of no help if you need a wee.	8/18/2017 6:16 PM
20	Papering over the cracks. Market Place is dead at night. Compare it with the Market Square in Warwick which has pubs and cafes that are open in the evenings	8/18/2017 10:17 AM
21	the market needs improving the planting and seating looks very old and tatty	8/14/2017 10:53 AM
22	No need for more jumble sales such as the Friday market.	8/13/2017 8:44 PM
23	Our Market Place is disgusting compared to other Towns! More needs to be added to ensure fresh shops and retailers	8/13/2017 5:26 PM
#	COMMENTS FOR "WOODGATE WILL RETAIN ITS EMPLOYMENT FUNCTION BUT WITH AN INCREASING RESIDENTIAL POPULATION"	DATE
1	Care must be taken that the area does not become over-dominated by purpose built student accommodation and it is important to retain a residential mix	10/13/2017 9:58 AM
2	Stop giving students long-term parking places at the Beehive Car Park. Most student buildings in this area have a 'no car' agreement.	10/12/2017 2:28 PM
3	Consider parking	10/12/2017 9:05 AM
4	Provide a cycle lane plus one car lane to reduce it being a race track.	10/11/2017 3:49 PM
5	As long as it isn't just student flats	10/11/2017 3:18 PM
6	It is already full of blocks of flats.	10/11/2017 1:44 PM
7	good place to house students. They will migrate into residential streets if you do that.	9/22/2017 5:09 PM
8	That's already happening with new student blocks	9/22/2017 5:09 PM
9	Student flats only - knock them down - who is saying - absolutely stupidity.	9/22/2017 4:48 PM
10	Better left for students - would you live in one of those small flats?	9/22/2017 11:34 AM
11	Not convinced about the residential	9/21/2017 7:44 PM
12	Don't think there is space to crowd more housing into this area.	9/21/2017 1:48 PM
13	Leave it for students. Who would want to live on Woodgate?!	9/21/2017 9:57 AM
14	विद्यार्थी घरों को छोड़ें	9/15/2017 12:38 PM
15	Keep students there - less noise impact on other streets.	9/15/2017 12:20 PM
16	How will you manage this? You have just allowed another student block to be built!	9/15/2017 11:07 AM
17	Don't forget some green areas around there too.	9/8/2017 5:30 PM
18	No more high rise flats	9/4/2017 9:06 PM
19	too many flats already	8/23/2017 1:39 PM
20	Not an area I can imagine wanting to live in.	8/18/2017 6:16 PM
21	How many more residents can you pack in to Woodgate. It is already an awful dark cold chasm dominated by high rise student accommodation.	8/18/2017 10:17 AM
22	Loughborough town centre needs more employment options for a successful mixed-use town centre.	8/13/2017 8:44 PM
23	this is a two lane road that can accommodate parking for shoppers	8/12/2017 5:16 PM
#	COMMENTS FOR "ASHBY ROAD / MARKET STREET WILL BECOME LOUGHBOROUGH'S CREATIVE QUARTER"	DATE

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1	Reference to the prospect of securing a workspace for creative industries in the former LUSAD building on Frederick St is welcomed - however the Generator CIC believes that the project needs to be a much stronger and integral part of the master plan proposals. The credentials of the Generator project are well known and documented. It fulfils a whole range of national, regional and local strategic economic objectives. It is also an exemplary project in terms of how new land uses, business support initiatives and partnership working can be used to regenerate town centres. It will attract dozens of new businesses and generate more than a hundred jobs and act as a new focus of activity and footfall to the benefit of the town centre as a whole. It will forge a direct new link between the town centre and the University and encourage wider community use and involvement as a centre for arts activity, meeting, training, exhibition and social space. It is a great example of partnership working with the BID, Charnwood Arts, the University and the Council closely involved. It will maintain an important local landmark building and will deliver in a modern context the relationship between education and industry that was the founding principle of Loughborough College, the original occupier of the building. The Board believes that all of this justifies the Generator project being a specific proposal of the Masterplan. It is a fully developed and deliverable proposal. Its inclusion as a proposal of the Masterplan would confirm the Council's support and also give the project the additional credibility of inclusion in a key policy document that would enhance its chances of securing the funding that is still required. It would also give the Council the opportunity to investigate delivery and implementation options with partners including more innovative approaches to funding through things such as prudential borrowing, invest to save etc.	10/24/2017 12:20 PM
2	No - doesnt offer enough opportunity to grow use Wards End also	10/13/2017 9:24 AM
3	Market Street – could more use of the market support this? Remove some market stalls from Market Place and put on Market St – would support arts/creative quarter if there could be more by creative industries.	10/12/2017 3:29 PM
4	Generally art thrives around quirky parts of town. Ashby Rd/Market St too sterile. Extend Churchgate into churchyard (all bones relocated in 1960s). Use Steeplerow & part of church yard. Church needs intergrating into Town get rid of park-bench boozers.	10/12/2017 2:28 PM
5	Perhaps the High St/Baxter Gate could be also a creative quarter	10/12/2017 10:57 AM
6	Leading one down to the Town Hall	10/11/2017 3:49 PM
7	Everybody knows that cafes are in Market Street now. Why this way round? More cafes?	10/11/2017 3:38 PM
8	Great idea to turn old college in to work hub. That's Loughborough heading in the right direction, keep with it!	9/22/2017 11:50 PM
9	Be careful that the street is still lively in the evening as shopfronts on street level will close down, but people only live above that.	9/22/2017 6:15 PM
10	Meaning?	9/22/2017 5:09 PM
11	As a co-director of The Generator initiative I cannot argue with that - I think it needs to include the Library and Museum as well as the Town Hall	9/22/2017 5:09 PM
12	Cafes should be distriuted through the centre of town. Market Street already has several, which need supporting	9/22/2017 10:42 AM
13	I don;t think we need a creative quarter; they only really work in big cities	9/21/2017 7:44 PM
14	Improve signage to Carillon Court car parking (e.g. via Greenclose Lane) Reverse Ashby Rd (Rushes to Market St?)	9/21/2017 8:00 AM
15	Do not agree with "quarters" of planned use	9/18/2017 2:36 PM
16	What exactly is a 'creative quarter'?!	9/15/2017 12:20 PM
17	Creative? Bedford square is already creative and you want to destroy it by taking away parking!	9/15/2017 11:07 AM
18	Should this refer to Asby Square rather than Ashby Road? But quaery if some of the Asby Raod should be included in this area eg up to Regent St? - the businesses there are part of the town centre, albeit its periphery.	9/14/2017 4:57 PM
19	Juž restauracija	9/12/2017 9:55 AM
20	depends on the development of The Generator on Frederick St	9/6/2017 5:57 PM
21	We need more permament quality shops	9/4/2017 9:06 PM
22	silly idea	8/23/2017 1:39 PM
23	Just some decent shops would be sufficient.	8/18/2017 6:16 PM
24	How will that happen?	8/18/2017 10:17 AM

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25	What a vision!	8/17/2017 8:09 PM
26	I'd rather that Church Gate was the creative quarter as the history is great, and could help develop Nottingham Rd. Nottingham Rd has much more of a feel of somewhere that could be a buzzing creative quarter (and also near the canal - great for artistic inspiration)	8/17/2017 4:56 AM
27	Unclear what this means but needs to retain mixed use and longer term businesses as well as transient activity.	8/13/2017 8:44 PM
28	A load of rubbish! Think of your current retailers! You should be thankful MUGS pay their rates as the support is disgusting	8/13/2017 5:26 PM
29	I cannot see why this area was chosen as a creative quarter.	8/9/2017 11:56 PM
#	COMMENTS FOR "WARD'S END / BEDFORD SQUARE COULD BECOME LOUGHBOROUGH'S CAFE QUARTER"	DATE
1	It is important to retain the overall number of parking spaces.	10/25/2017 10:37 AM
2	Cafe quarter not supported - cafes nicely dispersed across the town centre - Market Street is already a potential cafe quarter and is more central. Buses have been ignored - 6 services stop at John Storer House and proceed via Woodgate - they should still be able to follow that route after any changes to the area - could be a pedestrianised square with a clearly set out lane for buses and cycles.	10/24/2017 12:07 PM
3	Cafe quarter not supported - cafes nicely dispersed across teh town centre - Market Street is already a potential cafe quarter and is more central. Buses have been ignored - 6 services stop at John Storer House and proceed via Woodgate - they should still be able to follow that route after any changes to the area - could be a pedestrianised square with a clearly set out lane for buses and cycles.	10/23/2017 5:07 PM
4	A cafe culture does not fit with the current shops and businesses - considering the British weather will not be sufficiently well used to justify the costs and inconvenience.	10/23/2017 3:15 PM
5	Do not accept that a cafe quarter is needed - already have loads of cafes and eating / drinking places.	10/23/2017 2:32 PM
6	It is important to retain the overall number of parking spaces. The Town has a problem with anti-social behaviour so we would not recommend permanent seating from the public - it will only attract trouble. Fine if it is part of a supervised cafe, with seating/table being removed at the end of the day. We would like to see a lot of cycle racks in this area - with CCTV cameras located to protect the bikes. A CCTV camera is needed for Bedford Square - looking across from the Sovereign Curt apartments towards the Orange Tree.	10/13/2017 10:47 AM
7	Not clear that a "cafe quarter" is helpful or desirable, as amenities need to be available across other areas. For example the creative area, Churchgate and other areas will need to have their own provision of cafes and bars if they are to be vibrant.	10/13/2017 9:58 AM
8	Wards End – supported but this would need to be delivered in parallel with a reduction in traffic and enhancements to public realm to enable wider footpaths and provision of external seating.	10/12/2017 3:29 PM
9	Funny? There are probably too many cafes already. Only useful if this means no more cafes in other areas thereby protecting existing cafes from even more competition support family businesses over chains that pay no tax.	10/12/2017 2:28 PM
10	Leaving car access and parking	10/12/2017 9:48 AM
11	Enough cafes	10/12/2017 9:05 AM
12	I thought it was supposed to be the 'arts' area?	10/11/2017 3:49 PM
13	Everybody knows that cafes are in Market Street now. Why this way round? More cafes?	10/11/2017 3:38 PM
14	I like this idea! rebalance	10/11/2017 3:18 PM
15	Already too many cafes and takeaways	10/11/2017 1:44 PM
16	An utter pathetic, heinous idea. We already have too many cafes.	9/24/2017 9:39 PM
17	Adequate parking should be retained here. Market Street good for cafe area	9/23/2017 8:19 PM
18	too many cafes alredy	9/22/2017 10:39 PM
19	If you would get off your computer, walk into town and realise that we already have sooo many cafes?	9/22/2017 6:29 PM
20	Who thought this one up?	9/22/2017 5:40 PM
21	I park here if I take my mother to the town - in her wheel chair. Please do not do this, please.	9/22/2017 5:31 PM

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22	There are a lot of independent cafes in Loughborough. To try to have a cafe focussed quarter would be doing a disservice to cafes in other areas of the town	9/22/2017 5:25 PM
23	You even try this and legal action will follow. We have already consulted a specialist in planning law appeals.	9/22/2017 5:21 PM
24	This is an abysmal idea, badly thought through. There are too many reasons to list, however this scheme is completely the wrong thing to do.	9/22/2017 5:09 PM
25	In practice this will vie with the Market Place and Market Street as well as the Biggin Street area and possibly a gentrified The Rushes	9/22/2017 5:09 PM
26	No no n o n o n o n on no absolutely horrific plan. What an absolute joke.	9/22/2017 4:48 PM
27	bete to have cafes spread across the town when shopping	9/22/2017 2:17 PM
28	What?!	9/22/2017 12:24 PM
29	What about the businesses already there? Eviction? Drive them into bankruptcy?	9/22/2017 12:09 PM
30	Making all the shopkeepers leave the area? How much is the person being paid who thought up this idea?	9/22/2017 11:53 AM
31	Cafes should be distriuted through the centre of town	9/22/2017 10:42 AM
32	There are already cafes all over town	9/21/2017 8:06 PM
33	Leave cafes spread out in the town, where they are needed. Bedford Square is too peripheral	9/21/2017 7:44 PM
34	Not convinced that pre-determing that this will be the cafe quarter gets us very far. Arguably market street and baxter gate already fill that role	9/21/2017 6:25 PM
35	All areas of the centre need cafes - let customers choose where the want to stop.	9/21/2017 3:57 PM
36	It's too far from the town centre.	9/21/2017 1:48 PM
37	People will only use the cafes if there is a thriving retail offering to attract them there in the first place. The needs of specialist shops, particularly adequate nearby, on-street parking must be paramount	9/21/2017 10:27 AM
38	Leave it alone!	9/21/2017 9:57 AM
39	Leave them as they are	9/20/2017 9:08 PM
40	1000 more cafes are urgently needed!	9/20/2017 7:49 AM
41	You should leave it as it is - its not perfect but its better than your absurd suggestion to make it more difficult to reach by car	9/20/2017 7:38 AM
42	This needs to stay a mixed use area with different shops feeding off each other.	9/18/2017 2:36 PM
43	ਮੂਲ mnay ਕਾਫੇ ਪਛੇਲਾਈ ਚ	9/15/2017 12:38 PM
44	Again, terrible. So you are going to close my shop -how? - and then put ANOTHER CAFE in its place?! Who thought this pathetic idea?	9/15/2017 12:20 PM
45	Leave the lovely shops aline! What are you going to do? How can you evict the current tenants and order the cafes in other parts to relocate? Utterly fantasy idea. Not thought through.	9/15/2017 11:07 AM
46	Maybe use "food and drink" rather than "cafe" to widen the ambit of this quarter?	9/14/2017 4:57 PM
47	Nie zmieniaj	9/12/2017 9:55 AM
48	Decisions such as this should be determined by the market and not by distant consultants and anonymous planning officers. Loughborough is crammed full of coffee shops and has enough restaurants. If you're looking towards creating a quarter such as this then Ashby Road make far more sense.	9/12/2017 1:16 AM
49	Car parks there should be reduced, but enabled nearby at small costs	9/9/2017 12:44 AM
50	Will all the existing coffe shops in town be encouraged to move to this area and if so what will replace these	9/4/2017 9:06 PM
51	I do not like the word 'quarter'. How about 'area'	9/4/2017 4:37 PM
52	Cafes should be distributed all round the town centre, not concentrated in one quarter.	8/31/2017 9:47 PM
53	Er no!	8/27/2017 10:59 AM
54	Loughborough already has too many cafes – why replace popular functional shops with meaningless nationally-owned cafes?	8/27/2017 10:40 AM

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55	Bedford Square has always had a number of successful small businesses and this is largely because of the easy access afforded to vehicles. Reducing the ability to park in Bedford Square would undermine businesses. There are already enough cafes in Loughborough – why do we need any more?	8/26/2017 10:59 PM
56	That should be in Baxter Gate area - as it is now	8/24/2017 7:02 PM
57	Loughborough already has too many coffee shops and restaurants and attempting to force the closure of local shops and businesses in order to create this absurd “cafe quarter” will be welcomed by multinational food and drink chains but will have an adverse impact on the town because it will only reduce the number of jobs.	8/23/2017 3:28 PM
58	there is absolutely no need to change it	8/23/2017 1:39 PM
59	Why change something that works very well already?	8/23/2017 1:09 PM
60	There is nothing wrong with it now!!!	8/23/2017 12:58 PM
61	Local people don't need new names. The Carillion Court is still the precinct to most of us.	8/18/2017 6:16 PM
62	It already is full of cafes. The tail has already wagged the dog on this one	8/18/2017 10:17 AM
63	Cafe quarter? Are you for real?	8/17/2017 8:09 PM
64	Loughborough has too many cafes already	8/13/2017 8:44 PM
65	I do not agree with the housing in Granby street car park. the proposed pavillion should be where the Mews house are proposed. the bars at Wards end could extend their gardens to open out on to this area And it could have more disabled and bicycle parking	8/12/2017 5:41 PM
66	there are cafes everywhere, but why not	8/12/2017 5:16 PM
67	The turn needs a cafe quarter, but I think it should be along Baxter Gate, closer to the new cinema complex.	8/9/2017 11:56 PM
68	charity shops / cafes - whatever	8/9/2017 11:22 PM
#	COMMENTS FOR "QUEEN'S PARK WILL BE BETTER INTEGRATED INTO A GREEN NETWORK FOR THE TOWN AND ACCESS AND USE OF THE SPACE WILL BE INCREASED"	DATE
1	The park is well used as it is. We are totally opposed to property development on Granby Street car park. It is essential to retain the number of parking spaces and not to ruin Queens Park, which is a major asset for the Town. We would encourage Charnwood Borough Council to use CPO powers to bring about redevelopment of the block in Devonshire Square occupied by Home Bargains. This block could be developed in such a way that it brings the park closer to the Town. Possibly by moving it 180 degrees and splitting in to 2 columns with the park facing you at the end – effectively making an attractive new gateway entrance to the park. Totally opposed to routing a cycle path through the middle of Queens Park – this would totally destroy the tranquillity and attractiveness of the park – it should be routed around the outside of the park – along the edge.	10/25/2017 10:37 AM
2	The park is well used as it is. We are totally opposed to property development on Granby Street car park, which is a major asset for the Town. We would encourage Charnwood Borough Council to use CPO powers to bring about redevelopment of the block in Devonshire Square occupied by Home Bargains. This block could be developed in such a way that it brings the park closer to the Town. Possibly by moving it 180 degrees and splitting in to 2 columns with the park facing you at the end – effectively making an attractive new gateway entrance to the park. Totally opposed to routing a cycle path through the middle of Queens Park – this would totally destroy the tranquillity and attractiveness of the park – it should be routed around the outside of the park – along the edge.	10/13/2017 10:47 AM
3	QP is already a great destination. Add some covered space. Job done.	10/12/2017 2:28 PM
4	Queens Park should be kept as it is. The car park - Granby St is functioning on full capacity everyday. To reduce the car park for development is an absurd idea. We need these car park space for people to continue to be independent and have affordable convenient car parking.	10/12/2017 11:31 AM
5	Please consier making Granby St less busy with traffic	10/12/2017 10:57 AM
6	Leave the park alone. As an enclosed space - not an open green area.	10/12/2017 9:48 AM
7	The parks Victorian character must be preserved	10/12/2017 9:16 AM
8	It appears well used anyway	10/11/2017 3:49 PM
9	Healthy green spaces	10/11/2017 3:18 PM

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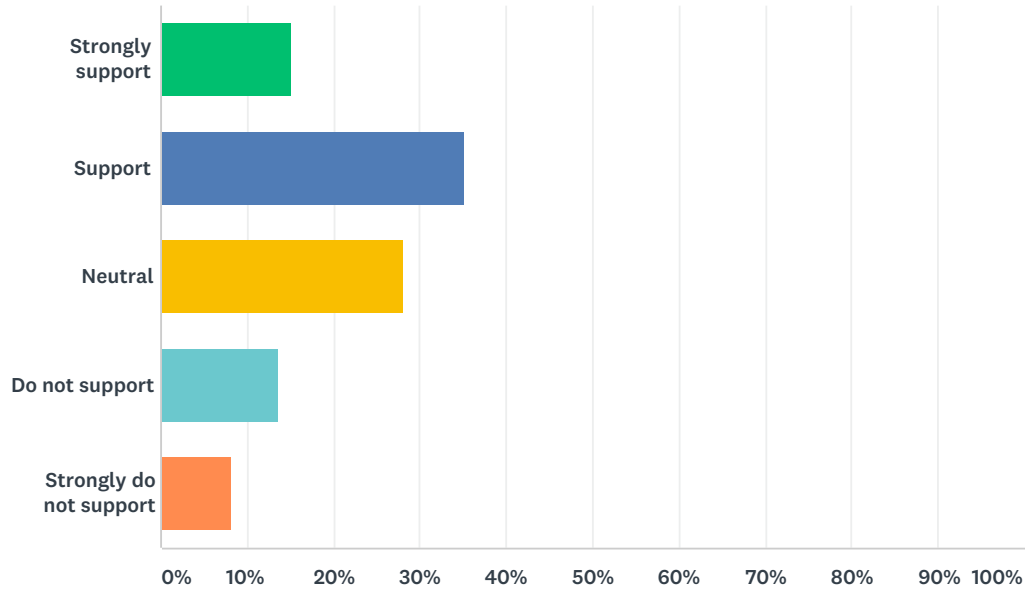
10	I would hope that there would be no loss of part of Queens Park with the proposed new accommodation	10/11/2017 3:09 PM
11	I am against the building of a 3-storey block of flats in the Granby Street Car Park overlooking Queens Park. The fact that the upper floors would overlook the childrens play area is a Health and Safety issue. Would the wall between the Queens Park and this development be removed? Also the idea of building an access road through the gates at the new Street entrance is unacceptable. The park needs to be secure during the hours of darkness and I do not think its barriers should be breached at all. Queens Prk is an oasis from the hustle and bustle of the town centre and should not just become a green wedge. Also Granby Street Car Park is always very busy so the loss of so many parking spaces in the town centre is not a good idea.	10/11/2017 1:20 PM
12	Queens Park is in danger of becoming just another green space. This is completely against the ethos of this park and why it was established - to remember those who gave the ultimate sacrifice. There is a real risk that pressure from interested parties to create more activity in the town centre will result in the new building blocks in the middle and southern parts of the Granby Street Car Park to become occupied by students who will generate an increased revenue stream for the pubs and clubs in Bedford Square / Wards End. Could the Custard Bar become a strip club as was proposed recently and got CBC approval	10/11/2017 11:54 AM
13	The way this question is worded is misleading with regards to your actual proposals and the use of the word green here is also misleading to anyone who hadn't thought this through it is highly leading and written to promote a positive agreeable reaction. Please stop thinking about money here and think about aesthetics and safety and health and wellbeing and preserving what we have	9/22/2017 11:50 PM
14	Already plenty of entrances - it's called getting off your backside and walking.	9/22/2017 5:40 PM
15	There is no mention of the road access to town along the high street /London road as a potential gateway feature.	9/22/2017 5:32 PM
16	Not viable.	9/22/2017 5:09 PM
17	Installing power for outdoor events in the park would be a huge step forward	9/22/2017 5:09 PM
18	It's already green - it's a park!	9/22/2017 11:53 AM
19	It is hidden away - the car park does not help	9/21/2017 7:44 PM
20	This is much needed. The park itself is wonderful, but at the moment feels really disconnected from the town centre, despite being so central.	9/21/2017 5:34 PM
21	Can you do something about the multi-storey car park across the road, and the alleyway that links it to Granby street?	9/21/2017 1:48 PM
22	We have concerns about alleyways between Granby Street and Market Street	9/21/2017 8:00 AM
23	You have identified Eddy Davis' house for this... yes!	9/19/2017 5:57 PM
24	Consider its opening hours - should these be extended?	9/19/2017 10:19 AM
25	Boundary walls and fences must remain for security and definition. Object to any cycleway across this park.	9/18/2017 2:36 PM
26	Yes, fair.	9/15/2017 12:20 PM
27	The path/ways between Queens park (and car park) to the center need complete overhaul. Also area between Packe St and Market Street	9/10/2017 9:24 PM
28	Loughborough generally needs more green	9/9/2017 12:44 AM
29	The library needs to be more active in the park! They are so close and yet so distant!	9/8/2017 5:30 PM
30	Might as well. Only area that is nice in Loughborough	9/7/2017 10:15 PM
31	Queens Park is the Gem in Loughboroughs crown and be completely spoilt by the development of the surrounding roads and carparks	9/4/2017 9:06 PM
32	Perhaps get rid of some of the pointless and ugly statues in the park.	8/27/2017 10:40 AM
33	Silly idea.	8/26/2017 10:59 PM
34	Leave it as it is please	8/24/2017 7:02 PM
35	It is already too cluttered	8/23/2017 1:09 PM
36	Still no free clean toilets.	8/18/2017 6:16 PM
37	Start by allowing cycling in the park. Very cheap and easy to do.	8/18/2017 10:17 AM

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38	It would be great if the Spiegeltent could come to Loughborough near Queen's Park - instant festival mood, and beautiful structure.	8/17/2017 4:56 AM
39	Links to Southfields Park will be beneficial	8/15/2017 1:48 PM
40	I do not see how the changes proposed enhance Queen's Park	8/13/2017 8:44 PM
41	Extend the Park and Pavilion though to Wards end incorporating a interactive museum of Loughborough's history	8/12/2017 5:41 PM
42	please don't build more car parks here, make use of space on existing roadways	8/12/2017 5:16 PM
43	See my previous reply	8/10/2017 6:58 PM
44	A beautiful asset to the town	8/9/2017 11:56 PM

Q11 Board 4 is about the town centre experience including a Loughborough Lanes Strategy. What do you think of the proposals for the Loughborough Lanes Strategy?

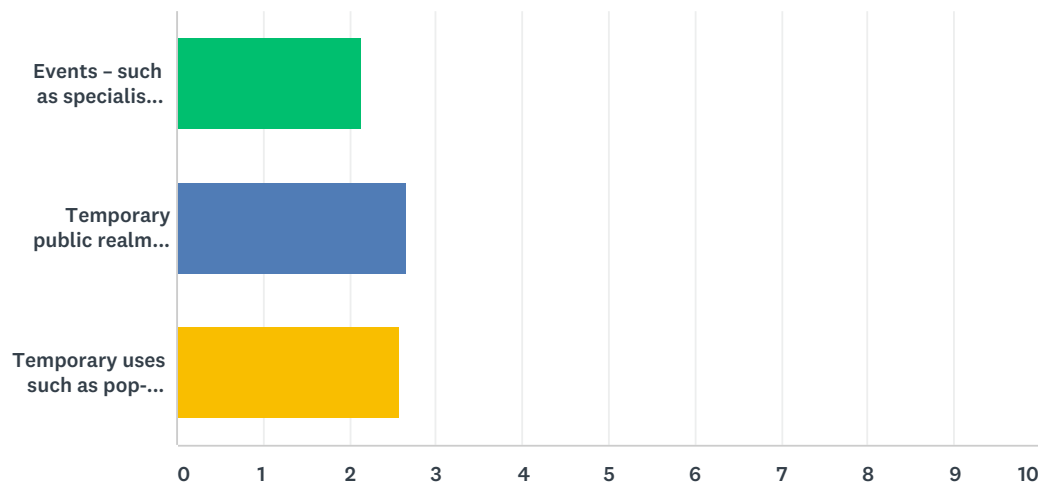
Answered: 185 Skipped: 56



ANSWER CHOICES	RESPONSES	
Strongly support	15.14%	28
Support	35.14%	65
Neutral	28.11%	52
Do not support	13.51%	25
Strongly do not support	8.11%	15
TOTAL		185

Q12 Would you support the following softer interventions to support longer-term physical changes to the town?

Answered: 195 Skipped: 46



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	DO NOT SUPPORT	STRONGLY DO NOT SUPPORT	TOTAL	WEIGHTED AVERAGE
Events – such as specialist markets	31.77% 61	38.54% 74	17.71% 34	8.33% 16	3.65% 7	192	2.14
Temporary public realm and environmental improvements – such as temporary façade improvements to buildings like the one installed on Devonshire Square	18.97% 37	34.87% 68	19.49% 38	14.36% 28	12.31% 24	195	2.66
Temporary uses such as pop-up shops	24.23% 47	30.41% 59	21.13% 41	12.37% 24	11.86% 23	194	2.57

#	DO YOU HAVE ANY OTHER IDEAS THAT WE SHOULD CONSIDER?	DATE
1	No substitute for pro-active Council engagement to really make a difference by redeveloping the building fronting Devonshire Square (Home Bargains) that has such a negative impact on the area. We are totally opposed to property development on Granby Street car park. It is essential to retain the number of parking spaces and not to ruin Queens Park, which is a major asset for the Town. We would encourage Charnwood Borough Council to use CPO powers to bring about redevelopment of the block in Devonshire Square occupied by Home Bargains. This block could be developed in such a way that it brings the park closer to the Town. Possibly by moving it 180 degrees and splitting in to 2 columns with the park facing you at the end – creating a town gateway to the park. An alternative would be to level the Devonshire Square building and put a new multi storey car park on the site, using the existing footprint. Pop up shops are a waste of time - they will not work	10/25/2017 10:37 AM
2	Not enough is done to promote tourism (bell foundry and GCR) - the lack of a Tourist Information Office is also noted	10/23/2017 3:15 PM
3	Will any changes be needed to accommodate the fair each autumn?	10/23/2017 2:32 PM
4	Loughborough should have a tourist information centre. People should be attracted to visit the bell foundry, GCR etc.	10/23/2017 11:19 AM

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5	Temporary public realm and environmental improvements – However, no substitute for proactive Council engagement to really make a difference by redeveloping this ugly building that has such a negative impact on the area. We are totally opposed to property development on Granby Street car park. It is essential to retain the number of parking spaces and not to ruin Queens Park, which is a major asset for the Town. We would encourage Charnwood Borough Council to use CPO powers to bring about redevelopment of the block in Devonshire Square occupied by Home Bargains. This block could be developed in such a way that it brings the park closer to the Town. Possibly by moving it 180 degrees and splitting in to 2 columns with the park facing you at the end – creating a town gateway to the park. An alternative would be to level the Devonshire Square building and put a new multi storey car park on the site, using the existing footprint. Temporary uses pop-up shops – A waste of time – will not work.	10/13/2017 10:47 AM
6	Events - We have significant reservations about some aspects - notably sports and what are called "town and gown" events. These may not be bad objectives in themselves, but there is insufficient thinking about how these might be organised and resourced. It is also regrettable that divisive "town and gown" phrase is used at all, as this does not reflect as much more mixed pattern of engagement and mixed activities - across all communities. We should much more be emphasising the progress made, as well as future efforts needed, to increase cohesion across all the different types of town-centres users. We are not convinced that the infrastructure exists to support large scale participation sports events. Temporary Pop-Up Shops - There may be opportunities to link their student enterprise and graduate start-up initiatives.	10/13/2017 9:58 AM
7	New Bedford Sq space could be used for this; Better to invest in longer term public realm improvements. As mentioned previously there is a need to 'green' the town centre throughout but particularly the Market Place. This should include: - planting of high quality mature trees which help to break up the exposed/open-ness of the Market Place; - more raised flowerbeds; - better/more attractive street lighting; - hanging baskets; - more seating ; - better quality street furniture – litter bins, more recycling bins etc; - removal of the garish purple street furniture & replacement with a more neutral/ expensive- equivalent to 'smarten up' the appearance of the town centre.; Provision should be uniform throughout to create a single, coherent town centre which is easy for residents and visitors to find their way around.	10/12/2017 3:29 PM
8	Rerouting southland the services in High Street and Market Place to allviate the long walk to and from their southland stops Lemyinton Street. They would then go via Baxter Gate to rejoin their current route.	10/12/2017 2:53 PM
9	Events - Yes. I like the continental markets. But their prices are too high for Loughborough. Temporary Public Realm - I was very cynical about Many Portas/BID/Love Loughborough. But I am delighted that it has been successful. I have a better feeling for the town because of all the effort that has been made so far. Temporary uses pop-up shops - Yes, but not at detriment to family businesses. Other comments - Make large supermarkets provide outside buildings for small independent retailers. I visit Italy for 5/6 weeks each year. In the village the co-op hosts the local butcher (fishmonger/and bakery). In fact they replace them if they don't provide good quality fair price, attractive artisam produce. (The local co-op also sells local wine at less than a euro a bottle!). Tesco and Sainsburys and Morrisons do nothing for the town businesses except such out large ammounts of money. Most independent petrol stations have closed since the big stores stated selling fuel. Providing independent retail outlets should have been a planning condition.	10/12/2017 2:28 PM
10	Events - have some already	10/12/2017 9:16 AM
11	Events - on weekends; other comments - publicis events and hold them on weekends so working people can attend	10/12/2017 9:05 AM
12	Temporary uses such as pop-up shops - as long as long-term strategies are in place too	10/11/2017 4:46 PM
13	Question whether pop-up information kiosks are required when we have an excellent Town Hall with facilities. Use the town hall as an Information Centre.	10/11/2017 3:49 PM
14	A website could be set up just for these events, now that 'Leicestershire Villages' does not exist anymore.	10/11/2017 3:38 PM
15	Events - as long as it doesnt have impact on market; Temporary uses pop up shops - yes definitely	10/11/2017 3:18 PM
16	Why not reduce business rate to avoid more retail closures	10/11/2017 11:54 AM
17	Erm, how about attracting shops?	9/24/2017 9:39 PM
18	Dealing swiftly with crime, ASB and public drinking - and be seen to do it with a street marshall/rangers scheme	9/24/2017 2:34 PM
19	Existing market is amazing and should be supported and strengthened. It should not be overshadowed by minor events	9/23/2017 8:19 PM
20	what we need is some decent shops	9/22/2017 10:39 PM

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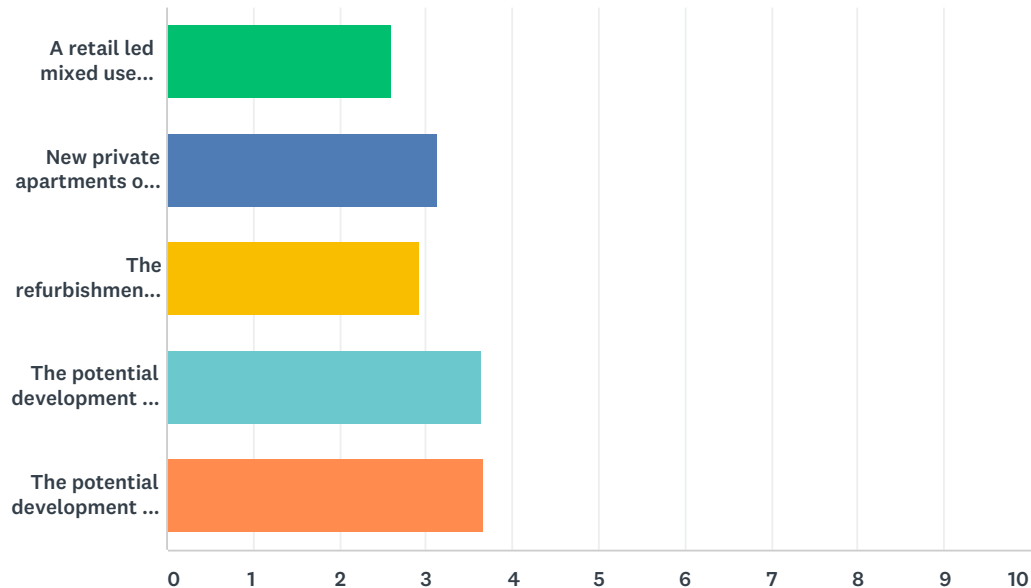
21	Try to put permanent shops in there, not coverings.	9/22/2017 6:10 PM
22	Spend money on attracting better shops, John Lewis.	9/22/2017 5:58 PM
23	Compulsory purchase the block in Devonshire square, knock it down and have a bigger car park.	9/22/2017 5:40 PM
24	Allow buses through the town centre one way.	9/22/2017 5:31 PM
25	Leave Bedford Square and Wards End the heck alone!	9/22/2017 5:21 PM
26	How about a park and ride in Quorn and Dishley?	9/22/2017 5:09 PM
27	I think once we have established a creative community hub like the Generator there will be no limit to ideas - and people willing to participate in them - the town needs to catch that bull by the horns and make it dance	9/22/2017 5:09 PM
28	Not dealing with the root causes - buy the buildings and knock them down.	9/22/2017 4:48 PM
29	Allow buses through the town centre	9/22/2017 12:09 PM
30	*ahem* PARKING	9/22/2017 12:02 PM
31	Allow parking in the town centre again	9/22/2017 11:53 AM
32	Just encourage permanent shops in there!	9/22/2017 11:34 AM
33	Keep the retail elements of the centre compact - don't let it sprawl so there are more shops spaces than the town can support (and are left empty)	9/21/2017 7:44 PM
34	Consideration to using Southfields park which would enhance the Leicester Road business area	9/21/2017 4:03 PM
35	Would be nice to see more art around the town. We have a University whose art department has an excellent reputation. I would really like to see the Generator Hub take off as well.	9/21/2017 1:48 PM
36	Town trail of independent smaller shops	9/21/2017 7:30 AM
37	A focal point for entertainment	9/19/2017 7:54 PM
38	Trees do soften the image of a town and make areas more attractive. Obviously, they take time to develop so planting trees should be considered a high priority.	9/19/2017 10:19 AM
39	Have a cycle hub that provides secure cycle storage linked to a cycle maintenance facility and cafe, to help build a sustainable, self-developing focus for increased use of cycling to/from town. Maybe with cycle hire scheme linked to Love Loughborough and/or East Midlands Trains?	9/16/2017 3:02 PM
40	Leave my shop and the parking spaces alone in Bedford square and wards end.	9/15/2017 12:20 PM
41	More live entertainment in the town centre. Consideration of a permanent large screen and sound system in the Market Place. Feasibility study for a retractable roof over the market Place - think big!	9/14/2017 4:57 PM
42	It would benefit to perform not "temporary" facade improvements, but permanent	9/10/2017 9:24 PM
43	Free music concerts in town during the Summer/Spring. A big Christmas market with food stalls, a Santa's grotto, a funfair for children and adults (extend it to other areas if needed). Make Loughborough more modern. The city feels old! Book fairs; health/zen fairs, arts and crafts fairs (with proper local artisans not the old charities thing, please, we have enough of that) .Free Yoga and Tai chi in the park. A Lido! A day celebrating our town with music, games, fireworks maybe? An international market to celebrate diversity.	9/8/2017 5:30 PM
44	Try making it easier for new businesses but not charging exorbitant business rates for absolutely no services!!	9/7/2017 10:15 PM
45	Encourage more business into the area, more housing is not in the long term beneficial	9/4/2017 9:06 PM
46	An electronic events board	9/4/2017 4:37 PM
47	Outlaw begging	8/24/2017 7:02 PM
48	If you carry out larger scale works, even more local shoppers will be fed up of the disruption and go to the cities. You will then need to win these people back - no easy task!	8/18/2017 6:16 PM
49	Go for Art - not nasty graffiti such as the horrible mess near Derby Square.	8/18/2017 10:17 AM
50	Drop the 'vision' be realistic and sort the traffic/parking	8/17/2017 8:09 PM

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51	Science festival, food festival, entrepreneurs festival, historical market going back to the way it was when it first launched, celebrations of the industrial history and buildings, celebrations of the working classes, development and support of the library and more local arts spaces/low-cost spaces for local artists to sell their work. Environmental considerations at heart of everything - including banning plastic straws/single use plastic from all shops in town centre ideally. Also need a lot more diverse events, both racially and LGBTQ/disability focussed. An outdoor gym in Queen's Park would be good too.	8/17/2017 4:56 AM
52	pop up shops would be amazing and something interesting for frequent visitors	8/14/2017 10:53 AM
53	Encourage non-retail business use in town centre	8/13/2017 8:44 PM
54	A tourist information Kiosk. Local & Community theater performances in town & park . Local businesses supported to make use of empty shops as in the Local organic farms. Health information run by NHS. Arts & crafts workshops run for school holidays.	8/12/2017 5:41 PM
55	Wouldn't these 'temporary arrangements be more suited to surrounding small towns/villages to gauge popularity/future permanence???	8/10/2017 7:46 PM
56	Community space, such as the market place project with Radar were great. Having space where pop up events xan take place, like creation station and places for artists or young entrepreneurs to use as pop up shops and pop up workshop venues would be good.	8/9/2017 8:42 PM
57	More transport events	8/9/2017 6:13 PM
58	To make our town more of an enticing destination: Could you write to companies asking them to bring their shop to Loughborough offering very reduced business rates for the first year. Companies like cath kidston joules build a bear	8/9/2017 10:07 AM

Q13 Boards five and six – Masterplan for Loughborough. Do you support the principles shown for development on the following key sites?

Answered: 200 Skipped: 41



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	DO NOT SUPPORT	STRONGLY DO NOT SUPPORT	TOTAL	WEIGHTED AVERAGE
A retail led mixed use development on Baxter Gate – including retail uses, apartments, a replacement health centre, a new town centre car park and some student housing	18.13% 35	38.86% 75	18.65% 36	15.03% 29	9.33% 18	193	2.59
New private apartments on the Aumberry Gap site	13.02% 25	25.52% 49	22.40% 43	12.50% 24	26.56% 51	192	3.14
The refurbishment and upward extension of the existing row of shops on Devonshire Square	18.56% 36	29.38% 57	17.53% 34	9.28% 18	25.26% 49	194	2.93
The potential development of the southern portion of the Granby Street Car Park for private residential use – provided car parking could be provided elsewhere	9.69% 19	12.76% 25	21.94% 43	15.82% 31	39.80% 78	196	3.63
The potential development of the Southfield Road Extension Car Park for residential uses – provided parking could be provided elsewhere	8.33% 16	17.71% 34	18.75% 36	10.42% 20	44.79% 86	192	3.66

Q14 Do you have any other comments you would like to make?

Answered: 128 Skipped: 113

#	RESPONSES	DATE
1	<p>Bedford Square layout: It is important to retain the overall number of parking spaces. The Town has a problem with anti-social behaviour so we would not recommend permanent seating for the public – it will only attract trouble. It would be ok as part of a café with tables and seats cleared at the end of the day. We would like to see a lot of cycle racks in this area – with CCTV cameras located to protect the bikes. A CCTV camera is needed for Bedford Square – looking across from the Sovereign Court apartments towards the Orange Tree. Baxter Gate development site: You need a larger car park. I am not convinced that you need more retail space – better to use existing units. Aumberry Gap development site: Would prefer more parking spaces. Devonshire Square refurbishment: We are totally opposed to property development on Granby Street car park. It is essential to retain the number of parking spaces and not to ruin Queens Park, which is a major asset for the Town. We would encourage Charnwood Borough Council to use CPO powers to bring about redevelopment of the block in Devonshire Square occupied by Home Bargains. This block could be developed in such a way that it brings the park closer to the Town. Possibly by moving it 180 degrees and splitting in to 2 columns with the park facing you at the end – making a large, impressive gateway to the park. I would be more ambitious than the scheme proposed. An alternative would be to level the Devonshire Square building and put a new multi storey car park on the site, using the existing footprint. There are empty units in Town that could accommodate the existing businesses and Home Bargains are taking an out of town store anyway. Granby Street Car Park development Feel very strongly against this idea – it would be disastrous for businesses in the area who rely on the car parking. We offer and pay for our clients to have 2 free hours parking here. Queens Park is a huge asset for the Town and any encroachment on to this car park would have horrendous consequences for this historic park, which must be protected. It would spoil the light coming in to the park and the skyline. I believe development would spoil the view of the Carillon, Loughborough's most historic landmark. You definitely could not have flats looking down on a children's play area. The car parking is needed for elderly people accessing the park. The area is prone to flooding. Southfield Road Extension development: Only if alternative parking with the same number of spaces could be secured in the same area of town – possibly by replacing the ugly building in Devonshire Square with a small multi-storey car park, if a more ambitious scheme can not be delivered.</p>	10/25/2017 10:37 AM
2	<p>Granby Street Car Park: The future plan for Loughborough includes the building of flats in the region of Devonshire Square that would overlook Queens Park. The town park is a beautiful area close to the town centre that is a wonderful area to escape the hustle & bustle of the town it should not be compromised by being overlooked by flats nor should there be any changes to the structure of the park. We are lucky to have such a lovely open space please do not spoil it as it should be respected as a place of contemplation with it's unique war memorial.</p>	10/25/2017 10:06 AM
3	<p>Economic Growth From an Economic Growth perspective the County Council endorses the Masterplan especially its focus on the town centre experience with less reliance on retail to encourage use of the centre and this will ensure survival of the centre in the future. 1. There could be greater links made to the Grand Union canal – although at the edge of the town centre, it is the only waterway within the town centre, but visitors are unaware of its existence. It could become a key gateway feature to the town centre, if openings were created to expose the basin. Given that it is mentioned on several plans, within the masterplan as a key walking/cycling link, better signage is needed to entice people from the town centre. There does not appear to be a link made with the River Soar and Grand Union Canal Strategy although it is appreciated that the document is dated. 2. There is an emphasis on the shift to arrive in the town centre by walking and cycling, yet no mention of links to the Health agenda. 3. Appearance of the town centre is key and we welcome the emphasis on this through Public Realm and lighting strategies for the lanes. However, more detail on alternative funding sources could be referenced e.g. the use of crowd funding has been trialled elsewhere. 4. Some of the key development sites which include housing could be more aspirational in terms of attracting high end mews type properties to change the profile of town centre residents. Libraries 5. Concern has been expressed that if Granby Street is made two way and if the key development site of the Granby street car park is made into a multi-storey, this will lead to an increase in traffic which could affect users of the library and museum, both of which are situated on Granby Street. Of the Library user base of over 10,000 26% are under 12 (33% are under 18) and 19% are over 60, the majority of these walk to the venues. The idea of having walkable areas between key locations is excellent but needs to include these two key facilities in order to protect vulnerable users. School Organisation- Place Planning 6. The masterplan identifies six</p>	10/25/2017 9:57 AM

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sites for potential development and various options have been looked at. A preferred option has been indicated. Some of these sites were included in the 2007 masterplan but have not come forward. Often they are dependent on private sector investment. If residential apartments to be provided on the development sites are two bedrooms or more it is likely that an education request will be made for Section 106 funding. Transport and flood response 7. Our comments form a single response from the County Council as the Local Highway Authority (LHA) and Lead Local Flood Authority (LFA). 8. We welcome the opportunity to comment on these initial high level proposals, to resolve any early issues and facilitate a collaborative approach in the development of more detailed proposals. 9. At this stage there are a number of high level comments that can be made, focussing on issues that should be considered as more detailed proposals are developed. These comments should be read in conjunction with the comments that we made last years (27th October 2016) on the Bedford Square gateway public realm improvement scheme comments 10. At this stage, without the necessary evidence and intelligence it is difficult for the County Council as the LHA to support or comment on with any confidence those highway proposals in the Master Plan which result in changes to traffic movement. We would welcome a joint approach similar to work we have undertaken with other planning authorities in the HMA. General Comments 11. The County Council, as the local highway authority, generally prioritises its resources on measures that deliver the greatest benefit to Leicestershire's residents, businesses and road users in terms of road safety, network management and maintenance. 12. Any changes/interventions to/on the public highway layout or traffic priority or traffic flows will need highway authority approval 13. The current financial climate means that we have limited funding to undertake minor highway improvements. Where there may be the prospect of third party funding to deliver a scheme, the County Council will still normally expect the scheme to comply with prevailing relevant national and local policies and guidance, both in terms of its justification and its design; the council will also expect future maintenance costs to be covered by the third party funding. Where any measures are proposed that would affect speed limits, on-street parking restrictions or other Traffic Regulation Orders (be that to address existing problems or in connection with a development proposal), their implementation would be subject to available resources, the availability of full funding and the satisfactory completion of all necessary processes and Statutory Procedures. Design issues & Maintenance (non-standard materials) 14. Whilst we support the aspiration to use non-standard materials it is important to consider ongoing / long-term maintenance. As non-standard materials can be more costly to maintain, suitable resource should be secured to fund ongoing long-term maintenance. 15. Use of non-standard materials should be considered against the heavy use in Loughborough town centre (markets / street fairs and so on), to ensure they are appropriately durable. It may be prudent for CBC to agree a palette of materials with the County Council at an early stage. 16. It is also important to ensure that a high standard of construction is used (to maximise longevity). As an example if block paving is well laid it should last twice as long as tarmac. However, it should be noted that poor application normally leads to ongoing maintenance. 17. Nonstandard materials will attract a commuted lump sum payment for future maintenance, or CBC may wish to assume responsibility for maintenance (as specified in the S278). 18. It should be noted that the County Council's maintenance policy cannot be amended to supply additional maintenance for new and enhanced areas / items. 19. The installation of electric charge point infrastructure either on street or in public car parking areas to encourage and meet the use of electric cars in the town centre should be considered. This would help reduce pollution levels and improve air quality and have health benefits for residents and users of the town centre. 20. Before proposals are developed too far a clear policy regarding on-street parking needs to be agreed to avoid abortive design work as the masterplan proposals develop. Tree planting 21. There is concern about the amount of tree planting in the highway and potential maintenance/safety implications. There are significant underground services in the public highway within Loughborough that will restrict where certain features can be located (trees / signs / cycle stands etc.). This needs careful consideration and investigation. This also applies to underground drainage systems e.g. highway, private or other culverted ordinary watercourses. A S278 agreement (Highways Act 1980) will be required before any works can start in the public highway. Street lighting 22. Measures would be subject to meeting LCC's standards and funding e.g. from commuted sums. Notwithstanding this there are a range of possibilities for street lighting, ranging from the use of standard equipment to lighting that provides a distinct aesthetic for the area. 23. Zoning of areas with specific columns, brackets and luminaires could be utilised, building facades could be incorporated and there is the potential to implement the reactive lighting and integrated Wi-Fi. 24. Functional lighting helps people navigate safely and can reduce the fear of crime. Decorative lighting can also be used in a variety of ways, including: • illuminating buildings to highlight a towns heritage and history • helping direct people around the town without the use of finger posts or direction signs, • supporting the night time economy by creating a safe & vibrant area people will stay longer • If appropriate, CBC may wish to assume responsibility for lighting in some areas (the county council is responsible for lighting the highway). This would depend on the extents of the adoptable area. • Facilitating different lighting themes or events e.g. at The Lanes. • Facilitating the promotion of events e.g. banners attached to columns (subject to structural integrity) to boost local awareness of the events and improve footfall into the areas at night time. Walking and cycling 25. The Council supports improved facilities for walking and cycling, including

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providing better links. Notwithstanding this it should be noted that cycle routes on highway will need highway authority approval, and will need formal maintenance arrangements. Bus services 26. There is concern about the impact any further pedestrianisation on the bus network (the pedestrianisation of Swan Street led to a change in routing of many services, reducing the attractiveness of some services and impacting on reliability and trade). It is important that bus operators are fully engaged in the Masterplan process. 27. A balance therefore needs to be found to enhance the town and streetscape, whilst providing sustainable transport options and not impacting on trade. If buses are pushed further away from the centre, or they are restricted from going down High Street/Baxter Gate/Bedford Square, then this could further reduce the attractiveness of services and impact on trade. Safety 26. Relevant safety audit of the proposals will be essential if the scheme is to progress further. Decluttering street furniture is welcome, but appropriate highway design standards will apply. Implementing measures 27. Appropriate road space booking will be required, whether for construction works, for events, or any other temporary uses. Any temporary use of the public highway will require an appropriate license Current LCC work Development of Loughborough transport model 28. The County Council are currently developing a programme of micro-simulation transport models for the county's principal market towns, in order to assess the impact of proposed development and ensure that those impacts are suitably mitigated. This is likely to include Loughborough, with the potential for the model to be used to test and establish the evidence and intelligence required to fully understand the impact of the highway proposals put forward in the Master Plan. Bus trial remedial/carryover work 29. We are seeking to secure some changes in Loughborough Town Centre to address concerns from bus companies regarding their services, following the opening of the Inner Relief Road and pedestrianisation of Market Place. 30. This includes improved signing for passengers (Biggin Street and Lemyngton Street), improved waiting and boarding conditions for passengers at the Lemyngton Street bus stops, improved bus information in Market Place and junction changes at A6 Derby Road/Alan Moss Road to ease congestion that affects bus journeys. 31. In addition we are trying to address the issue of 'unauthorised' use of High Street and Baxter Gate. The option we are currently designing deals with the existing road layout and traffic behaviour around Leicester Road / Southfield Road / Woodgate / Pinfold Gate and High Street / Baxter Gate and largely consists of a signing and lining solution with minor civils works. 32. The Masterplan includes changes at Woodgate and Southfields Road (reduction in traffic on Woodgate and making Southfield Road two way). These may result in an effective long term solution to the issues experienced in High Street. LCC would be happy to work with CBC to establish the impact of these initial proposals and maximise the potential benefits. High level transport study 33. In order to continue to identify and develop a pipeline of transportation projects to support future growth the County Council have begun to undertake early study work to understand at a high level the current and future performance of the network in the town.

General The review and updating of the Masterplan is welcome as the Town Centre is facing particularly challenging times and a clear, coherent strategy for its development and improvement is essential. The town centre represents such an important focus of economic, social and community activity and investment that it is vital that the Council takes the lead in promoting its future prosperity and regeneration. In this respect the Masterplan's recognition that the approach to regeneration cannot be just physical is particularly welcome. Improving the offer, building the brand and supporting businesses are particularly welcome aspects of the new masterplan. In the current absence of strong private sector investment interest in the town centre, the short term emphasis should perhaps be on these initiatives in order to increase activity and use of the town centre, improve the share of expenditure from the natural catchment area and improve the quality of the overall offer as the best route to encouraging private sector attention. There is likely to be significant new housing development in Loughborough and the surrounding villages. It has to be accepted that shopping and leisure trips from these new developments will continue to be car-based for the foreseeable future. The competing attractions of nearby cities and out of town shopping areas are well known and in this context Loughborough must ensure easy access and accessibility of its centre, including the provision of additional car parking, to support an improved offer. Masterplan proposals The overall Vision and Objectives are supported as are the Character Areas and the overall proposals for movement, the lanes strategy, public realm improvements and the treatment of the opportunity sites. The following detailed comments are offered:

- Provision of additional car parking as recommended in the parking strategy is essential
- Caution needs to be exercised in any redevelopment of Granby Street or Southfields Road car parks to ensure that replacement parking provision is made before redevelopment proceeds
- It is accepted that a retail led development on the Baxter Gate site is the most likely to bring private investment in car parking but we need to be sure that this would not simply displace retail uses elsewhere in the town or prejudice the potential extension of the Carillon Centre which is understood to be under consideration.
- I support the comments submitted by the Generator CIC in relation to the proposed creative industry hub in the former LUSAD building on Frederick Street

Implementation The key issue is how the proposals of the Masterplan can be implemented in the context of increasingly limited public funding and a lack of private sector investment interest in the town. Creative approaches to funding are required along with close cooperation between key partners and delivery agencies

(a) Funding The Masterplan does recognise that there are still various sources of funding and the Council is urged to be creative and innovative in how these sources might be accessed. Many Councils have demonstrated how such innovative approaches and partnerships with the private sector can secure development and regeneration and generate income for Councils. It is good to see reference to planning agreements, prudential borrowing and investment funds as well as more conventional sources. Asset based approaches have also been used successfully by a number of Councils. It is recognised that there are tight financial constraints but a commitment from the Council to ensure that town centre improvements are included in ongoing capital and revenue budgets is essential for the delivery of initiatives. In particular, continued support and funding to match income generated by the Love Loughborough BID would enable the small interventions described in the Masterplan to be delivered with more certainty

(b) Partnership working Working in partnership is another vital component in the delivery of the Masterplan. In this context the following thoughts are offered:

- The former Loughborough Town Team and Love Loughborough Partnership were dissolved by mutual agreement as a prelude to the formation of a new Town Team with membership drawn from both bodies to drive the implementation of the Masterplan and to address issues relevant to the continued health and prosperity of the town centre. This body needs to be established with a clear remit as soon as possible.
- The Masterplan quite rightly makes reference to the importance of Loughborough University to the economy and reputation of the town. However, there is little obvious presence or involvement of the University in the life of the town centre. Indeed, it seems that the University have consolidated on to the campus. The University needs to be an active partner in any Town Team and the Council should be actively encouraging a greater presence and use of the town centre by staff, students and the University itself
- Safety and Security are key aspects of the attractiveness of a town centre and contribute to its image and reputation and the perception of its offer. Again the Police need to be involved in any Town Team and pressure needs to be brought on them to maintain and improve town centre policing.
- The County Council needs to be actively engaged and they have a big responsibility in the appearance and quality of the public realm as the Highway Authority. They need to be pressed to continue their review of the operation of the road network following the completion of the Inner Relief Road including the operation of traffic regulation and ensuring that the pedestrianised area can be fully utilised for events and activities
- The LLEP needs to maintain its commitment to the support of town centres as vital elements in the economic success of the County and to make available appropriate levels of funding to implement regeneration
- The Masterplan identifies a clear role for the BID in the improvement and promotion of the town centre. Hopefully the Council will continue to support and co-fund BID initiatives. Similarly, the newly revitalised Chamber of Trade and Commerce needs support.

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5	<p>Public Transport: To reduce car dependency there is a need to encourage public transport. The Lemyngton St bus stops are too far from the town centre and are not adequately signposted. Buses need to be able to sensibly access the town centre - perhaps make Baxter gate / High Street 2 way. New bus shelters are useless and uncomfortable with limited shelter - should be replaced with similar structures to those outside the Amber Rooms (The Rushes). Real time bus departure board for all services should be provided in the Market Place. Shelters required for services to the railway station (Greenclose Lane and The Rushes) Sainsburys: options one and two not supported - approve new pedestrian routes to Greenclose Lane and The Rushes in the preferred option - a pelican crossing should be provided near the pedestrian exit onto the Rushes. Granby St / Devonshire Square: Are residential apartments to be accessed via Bleach Yard? Apartments are overbearing and inappropriate to adjoining Queens Park. New access to the park with café and shops supported. Mews housing also supported bur reservations over aparthotel. A multi-storey car park (option 5) would be overbearing and would increase traffic on Granby St. Aumberry Gap - car park exit to Jubilee Way is supported - provision needed for the satisfactory provision required for the relocation of the post office. Preferred option offers sensible combination of retail and residential whilst retaining health centre and providing m/s parking to replace some losses from Granby St. Lanes: Brook side would benefit from attention - it provides a direct link between Ashby Square to The Rushes Shopping Centre and Church Gate via Orchard Road, Swan St and Clay Pipe Jitty . Generally the town would benefit from decluttering of unnecessary signage along with new signage to announce arrival in Loughborough at the Lemyngton bus stops and to improve connectivity to those stops from the town centre.</p>	10/24/2017 12:07 PM
6	<p>Public Transport: To reduce car dependency there is a need to encourage public transport. The Lemyngton St bus stops are too far from the town centre and are not adequately signposted. Buses need to be able to sensibly access the town centre - perhaps make Baxter gate / High Street 2 way. New bus shelters are useless and uncomfortable with limited shelter - should be replaced with similar structures to those outside the Amber Rooms (The Rushes). Real time bus departure board for all services should be provided in the Market PLace. Shelters required for services to the railway station (Greenclose Lane and The Rushes) Sainsburys: options one and two not supported - approve new pedestrian routes to Greenclose Lane and The Rushes in the preferred option - a pelican crossing should be provided near the pedestrian exit onto the Rushes. Granby St / Devonshire Square: Are residential apartments to be accessed via Bleach Yard? Apartments are overbearing and inappropriate to adjoining Queens Park. New access to the park with café and shops supported. Mews housing also supported bur reservations over aparthotel. A multi-storey car park (option 5) would be overbearing and would increase traffic on Granby St. Aumberry Gap - car park exit to Jubilee Way is supported - provision needed for the satisfactory provision required for the relocation of the post office. Preferred option offers sensible combination of retail and residential whilst retaining health centre and providing m/s parking to replace some losses from Granby St. Lanes: Brook side would benefit from attention - it provides a direct link between Ashby Square to The Rushes Shopping Centre and Church Gate via Orchard Road, Swan St and Clay Pipe Jitty . Generally the town would benefit from decluttering of unnecessary signage along with new signage to announce arrival in Loughborough at the Lemyngton bus stops and to improve connectivity to those stops from the town centre.</p>	10/23/2017 5:07 PM
7	<p>Parking: Overall the proposals set out in the master plan could result in the loss of 270 spaces (179 in CBC car parks and 91 on street spaces) including a number of spaces for blue badge holders seeking close access to the town centre. The proposed car park within the Baxter Gate site offers 125 spaces. This leads to a net reduction of 145 in current provision. Estimates for additional demand up to 2028 creates a need for 200 - 300 spaces. There is then a potential overall short fall of 300 - 400+ spaces in the town centre. Lost income from Granby Street and Southfields Extension car parks would amount to £321,000 per annum - net losses (excluding any indirect costs and staffing costs) would be £239,000 per annum. It is recommended that the numerical and financial impacts are considered as part of the development of the master plan so that decisions can be made when balancing the very positive improvements proposed against their practical impacts so that mitigation measure to minimise them can be considered (CBC - Regulatory Services)</p>	10/23/2017 4:23 PM

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8	<p>Publicity for the consultation was poor - many members of the group have no access to the internet. There was not enough information published in the Loughborough Echo. Existing pedestrianisation areas are not policed - cars still travel between Swan Street and High Street and cyclists travel too fast and too close to pedestrians. Loss of blue badge parking facilities, already considered insufficient, is opposed - in addition the designated bays are not policed to prevent abuse. Loss of spaces within Bedford Square, Granby Street Car Park and a two way Granby Street is of particular concern. Where there is a need to improve views it is the Council's fault - they should have been considered through the original planning applications. Sainsburys should not be required to improve the appearance of their store and there is no need for a pedestrian link between Broad Street and Greenclose Lane is not needed, and why should Sainsburys be forced to do anything about it? At the Woodgate / High Street junction the traffic light sequence should be changed to give higher priority to traffic emerging from Woodgate. A sign should be placed on High Street (north) stating No Entry except buses, taxis and disabled drivers and effectively policed. These measures together with a build out of the pavement to prevent left turning out of Woodgate would obviate the need to make Southfields Road two way. While additional housing in the town centre is welcomed there is no information on how much will be social housing. However increased housing will increase the number of cars in the area which seems to oppose pedestrianisation proposals.</p>	10/23/2017 3:15 PM
9	<p>Baxter Gate development - the first thing that needs to happen is for the health centre to move to new premises. Then the car park should be built (it should have been built at the time of the cinema complex). We do not need more accommodation for students - the University should be building on campus if there is a need. The report often mentions reducing affordable housing requirements - we need to be providing more affordable / social housing - we do not need more expensive properties or luxury apart-hotels. Concerned about more "shared spaces" for pedestrians and traffic - Jubilee Square in Leicester is proving dangerous for the visually impaired - any move on this matter needs to take the needs of the disabled into account.</p>	10/23/2017 2:32 PM
10	<p>The proposals show a complete disregard for the worth of Queens Park, its historical value and the health and well being benefits it provides to the people of Loughborough. The building of apartments and mews housing in the car park will have a hugely detrimental impact on the park, towering over the green space without an adequate buffer zone, overlooking the park creating a sense of intrusion and overlooking the children's play area is totally unacceptable. Buildings would overshadow the bowling green which needs light and air to flourish. The overall development would detract from the character and setting of the Carillon War Memorial. There is no need for a new entrance: the loss of the park yard would present operational problems, there is no need for another café, the relocation of the toilets is opposed and it is assumed that the purpose of the plan is to open the park to the town 24 hours a day which would lead to continuous vandalism and a slow deterioration in its standard of care.</p>	10/23/2017 11:41 AM
11	<p>Concern that there was not enough publicity for the consultation - the web site was confusing and did not make it easy to find information about the master plan. Those without internet access could not comment on the consultation. Where is the social housing in the new plan?</p>	10/23/2017 11:19 AM
12	<p>An alternative scheme would be to demolish all buildings between New Street and Granby Street backing onto the Woodbrook together with all properties between Bedford Square / Wards End / South St / Woodgate (except the Foundry) to create a major redevelopment opportunity. (Plans provided)</p>	10/23/2017 11:01 AM
13	<p>The principle of redevelopment of the Aumbery Gap site is supported but the site is also suitable for purpose built student accommodation which would help unlock the private-rented housing market. A development delivering c 540 student bedrooms would release back into the housing stock c 180 homes for local families and young professionals. It would also bring a significant economic benefit to the area as it would bring residents who would use the services around the town centre and attract investment. Student housing (as opposed to the traditional housing proposed) offers better economic viability - it would release funds for investment in the delivery of achievement of a landmark / gateway on the southern approach to the town centre. The masterplan prescribes buildings up to 5 storeys in height - there is potential for development to go up to 7 storeys plus here as that would create a landmark feature without any negative impact on surrounding residential amenity. Accordingly it is requested that alternative options for development for additional flexibility in terms of what the Aumbery Gap site can be used for (including student accommodation, retail etc) as considered.</p>	10/23/2017 10:36 AM

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14	<p>Q13 – Broad 5 & 6: Baxter Gate – You need a larger car park. I am not convinced that you need more retail space – better to use existing units. Aumberry Gap – Would prefer more parking spaces. Devonshire Square – We are totally opposed to property development on Granby Street car park. It is essential to retain the number of parking spaces and not to ruin Queens Park, which is a major asset for the Town. We would encourage Charnwood Borough Council to use CPO powers to bring about redevelopment of the block in Devonshire Square occupied by Home Bargains. This block could be developed in such a way that it brings the park closer to the Town. Possibly by moving it 180 degrees and splitting in to 2 columns with the park facing you at the end – making a large, impressive gateway to the park. I would be more ambitious that the scheme proposed. An alternative would be to level the Devonshire Square building and put a new multi storey car park on the site, using the existing footprint. There are empty units in Town that could accommodate the existing businesses and Home Bargains are taking an out of town store anyway. Southern portion of the Granby Street car park – Feel very strongly against this idea – it would be disastrous for businesses in the area who rely on the car parking. We offer and pay for our clients to have 2 free hours parking here. Queens Park is a huge asset for the Town and any encroachment on to this car park would have horrendous consequences for this historic park, which must be protected. It would spoil the light coming in to the park and the skyline. I believe development would spoil the view of the Carillon, Loughborough's most historic landmark. You definitely could not have flats looking down on a children's play area. The car parking is needed for elderly people accessing the park. The area is prone to flooding. Southfield Road – Only if alternative parking with the same number of spaces could be secured in the same area of town – possible by replacing the ugly building in Devonshire Square with a small multi-storey car park, if a more ambitious scheme cannot be delivered.</p>	10/13/2017 10:47 AM
15	<p>Q13 - Broad 5 & 6 - Retail Led Mixed Use Development - We agree that student housing is best included as part of a larger mixed use development; Potential Development of the Southern Portion Granby Street Car Park - Increasing private residential accommodation in the town centre is an important step; Potential Development of the Southern Portion Southfield Road Extension Car Park - This area is close to significant purpose built student accommodation on Woodgate and so measures to achieve a balanced community would be important. Q14 - Other Comments - The development of a new comprehensive Masterplan for the Town Centre is very welcome and we support the Council's leadership in bringing this forward. Overall more consideration could be given to maximising the potential benefits of the University's students, staff and staff at the Science and Enterprise Park. Taken together these are equivalent to around one-third of the town's population and so the potential is significant - but focussed and targeted measures may be needed. This is perhaps especially true in relation to students, and how quickly they can be made aware of all that the town has to offer. In this context the long-term vision to improve the Sainsbury/Ashby Square area is important, as this is the main arrival point from campus - making this feel more like the rest of the town centre would help draw people into the rest of the town. The plan would be enhanced by some timescales, especially for the parts of the proposals likely to be implemented first. Little data is presented about the current "leakage" of spend from the town to other centres (and on-line!). An outline of specific measures to address leakage would strengthen the plan. We re-iterate concerns stated previously that no route to operationalising ideas for town-gown and sporting events are included.</p>	10/13/2017 9:58 AM
16	<p>Broad 4 - Very beneficial as creating the town centre & become pedestriansied. Perhaps have weather proof panels showing the historic area past too. Broad 5 & 6 - Aumberry Gap - you must not give too much of town centre to accommodation - think of bigger picture; Granby Street Car Park - Underground parking - good idea!</p>	10/13/2017 9:24 AM
17	<p>Q7 - The removal of cars/traffic is supported. Wards End should be subject to strong public realm enhancements to wider the width of the pavements and allow cages/restaurants to provide external seating. The green space in the middle of Bedford Sq which is now proposed looks very empty on the sketch proposals and leaving it like this feels something of a wasted opportunity. Why not more planting/raised flower beds? Do not support proposals for an event space in this area as when events are not on it will feel very empty but it could be used as a small space for specialists markets. Broad 4 - Support but should be of good quality and have a degree of permanence to them. Should be supported by better directional/way findings throughout town centre. Broad 5 & 6 - Not sure retail would work in this area – secondary area of town centre. Link through to new leisure development & provide more café/restaurant/leisure uses? Redevelopment would be a more desirable options.</p>	10/12/2017 3:29 PM
18	<p>I agree with most of the principles for Baxter Gate but disagree with an extra car park being built there. Bus services using that road can be badly affected by congestion there now. If new car park would make that situation even worse.</p>	10/12/2017 2:53 PM

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19	<p>Q13: • No more 'retail opportunities' until empty sites have been filled and most charity shops gone. Student Housing leave for private market/university. There is an excess of student housing in the town. What is wrong with existing health centres. • I wouldn't buy one. There are some negatives to this site caused by social housing. • No. Demolish and rebuild using old style reclaimed bricks. Do not recreate the flat façade. Build variety and interest into the design. • ? Traffic? Cars? parking? servicing? let Devonshire Square Opportunity site extend over stream. Use stream & buildings for sheltered outside spaces. Provide a 'shambles' with interior lanes to coffee shop/s with sheltered outside space, flowers, mini bridge etc • Yes. Some how-rise housing needed for old folk. The badger count example off Nanpantan Road is a good model.</p> <p>Q14 Is there anything that can be done to fill empty shops and charity shops? My solution is to encourage (carrot and stick) those shops and offices occupying family houses to move into vacant shop/premises in and around the town centre. Too many offices in family houses on Frederick St, Ashby Road and all main roads in/out of town. Obviously they are in secondary locations because of business rates. Double benefit. Fill a shop and get a house back on Market. Cars/Traffic The Council needs to do something about student cars. 3000 student cars in the town = 4500 feet of curb parking (at a vey small 15 feet/car) or 9 miles of curbside! There are times when traffic in the town gets very stow indeed. No point making the town more attractive to visitors unless traffic minimised and parking available. Need to anticipate proposed developments in Shepshed/Ashby Road/Garendon Park. University needs to restrict student cars, except those with medical/family needs, and then provide car parking for them. Council needs to cut pollution. Reduce accidents, reduce stress on residents, cut congestion etc etc. Students should be 'bike active' not 'car active' Altogether 'Masterplan shows careful thought and sensitive approach to development. Well Done!</p>	10/12/2017 2:28 PM
20	In all these sections there is not a single word on the effects of these plans on the services and people with disabilities. Bus users like me and people with disabilities must be consulted properly. What plans do you have for accommodation of bus stops and bus services?	10/12/2017 1:24 PM
21	Q7 - It is suitable as it is. All it needs is smarted up with flowers and appropriate parking - which is already in place. Q11 - Baxter Gate - No need for more housing affordable rent for small businesses. Aumbery Gap - No this should be a bus station. Granby Street Car Park - No Way. Southfields Road Extension Car Park - No Way. Q11 - Yes! have the planners not learnt from the massive mistakes made from "The Rushes" development!? No need for more housing! We need Granby St Car Park as it is already at full capacity. Don't sell it off to developers for money. Leave Southfields as it is.	10/12/2017 11:31 AM
22	Broad 4 - I think any developments need to be at a sufficiently high quality to ensure improvements are sustainably attractive & effective. Broad 5 & 6 - Baxter Gate - I think thought needs to go into how to make this an attractive area. I think including the car park should be reconsidered.	10/12/2017 10:57 AM
23	Loughborough has only a small centre (Market Place) all the main streets have names from N German (vikings) times 1200 years ago. Even if sections have new titles they will still call them by the old name	10/12/2017 10:23 AM
24	Broad 5 & 6 - Baxter Gate - No more student housing needed in town	10/12/2017 10:17 AM
25	Q7 - if traffic still free to sue Bedford Square/Wards End Broad 5 & 6 - Granby Street Car Park - Will loose income from car parking charges. Q11 - Granby Street car park is very well used and attracts people in to this area of the town centre and Queens Park. It does not need new residential apartments. Apartments would spoil the outlook towards and out of the park. Trees would have to be removed as well. Access to flats is shown as through New Street entrance - health and safety to pedestrians entering this gateway, also too close to childrens play area.	10/12/2017 9:48 AM
26	Broad 4 - Sooner the better!	10/12/2017 9:27 AM
27	Q7 - 2-way traffic on Southfield Road would severely impact on Leicester Road junction; Broad 4 - Would encourage the dubious element of Loughborough criminal society to intimidate people in the remoter langs. Broad 5 & 6 - Baxter Gate - Why student housing; Granby Street Car Park - Taking parking away from here will not encourage people to support the park and this part of town disabled parkers would suffer; Southfield Road Extension Car Park - Nearby businesses rely on car parking for some trade. Q11 Other Comments - How many trees would be lost in the park and its surrounds? Attractive views could not be realised without some being got rid of. Café - we already have one in Queens Park and have the coffee pot in Granby St - so why another? We have 6 entrances to Queens Park which is ample so why another. It is an enclosed recreation area with enough points of access (next we know you'll be wanting to take the perimeter railings away).	10/12/2017 9:16 AM
28	Aumbery Gap - Parking!! Other comments - consider overall access to Loughborough by car; Listen to people	10/12/2017 9:05 AM
29	Broad 4 - Good idea - but respect the heritage potential - many of these are medieval streets and this too could be highlighted/utilised/advertised etc. Broad 5 & 6 - Devonshire Square - it is high enough see comments on Woodgate	10/11/2017 4:46 PM

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30	Broad 4 - Please reflect the multi-cultural nature of the town. Involve community groups & other faith groups. Broad 5 & 6 - Baxter Gate - Do not favour more students housing in the town centre. Think many people will object moving the Health Centre. Granby Street Car Park - The Car park is needed for access to the Town Hall performances and the market especially for people with restricted mobility.	10/11/2017 3:49 PM
31	Broads 5 & 6 - Baxter Gate - Pinfold Medical Centre should be retained. Devonshire Square - As long as they are affordable housing/not only for the rich. Granby Street Car Park - Would need more info to decide. Any other comments: We (Hastings residents) have been waiting for many years for residents' preference parking (Coben St, School Street, Moor Lane, Albert Promenade, etc). More and more people who work in town or just go shopping park in our area, and we should be able to park near our home. The original request was made when Kate Legge was Councillor	10/11/2017 3:38 PM
32	Broad 4 - Sounds Great Other comments - maybe consider working with Public Health @ Leicestershire County Council to do a Health Impact Assessment of proposed changes.	10/11/2017 3:18 PM
33	Broad Band 5 & 6 - Granby Street Car Park - Any loss of car parking must be provided very nearby ie. within 100 yards. Question 11 - Instead of making Granby St, 2-way (which would mean the loss of car parking at least on one side), make a re-alignment of the junction of Packe St & Granby St, so that vehicles can access the Granby St, Car Park from Packe St.	10/11/2017 3:09 PM
34	Question 6 - I am amazed that this could be even considered as a serious proposal. The present Woodgate, Southfields Rd one way circuit works reasonably well. Putting all this traffic two way on Southfields Road would be chaos. Broad 4 - Question 9 - Many considered too dangerous for people, particularly women, to walk alone. Broads 5 & 6 - Question 11 Baxter Gate - This is Pinfold Gate there is already ample parking for the medical centre. Devonshire Square - Would the existing structure support the extra weight? Granby Street Car Park - This would reduce the open aspect of Queens Park.	10/11/2017 1:44 PM
35	CBC seems determined to destroy the context of Queens Park (Jewel in the Crown). I support the development of the Southfields Road car park as long as it is residential but I fear it will become students who occupy it (You have not proposed private residential occupation) Where will the money come from to finance the Lanes Strategy? Not from the private sector I would suggest.	10/11/2017 11:54 AM
36	Please take into consideration parking for the disabled. Unless you yourself are disabled the difficulties experienced are not fully understood. Loss of disabled parking facilities close to shops etc have already been reduced ie - Derby Square, the parking in Biggin Street is so abused especially on Sundays, many a time I have had to return home being unable to park due to inconsiderate people parking, one sitting in the car whilst another runs up to the shops.	10/11/2017 11:19 AM
37	Disabled / vulnerable people must be considered - disabled parking is decreasing and to reduce it further is inconsiderate, particularly for residential uses. Residential proposals are unnecessary considering the amount of "empty houses." Student housing is increasing - eg the eyesore on Beehive Lane. Also pedestrianisation of Swan Street - roads are not being policed i.e. cars still going down. I was nearly knocked down by a car coming up Swan Street through no entry sign.	10/11/2017 11:05 AM
38	You have not mentioned about attracting new shops. This is because you are unable to. This plan is a huge waste of money and an enormous let down.	9/24/2017 9:39 PM
39	High Street is showing that it is not connected to the town centre anymore. More new residential there and encouraging retailers to move into the centre would consolidate the retailers	9/24/2017 2:22 PM
40	Granby Street Car Park has been excellent since refurbished, and should be left alone. Queen's Park is the jewel in Loughborough's crown and should again be left alone.	9/23/2017 8:19 PM
41	Making road users aware of the change of layout from wood gate to Baxter gate is essential. It's not obvious you shouldn't turn left out of wood gate . Turning right out of wood gate can also be confusing if using the new bypass.	9/23/2017 8:09 PM
42	Please do not build on Granby Street car Park or make Granby St two way. Please try and preserve and improve this area for the publics enjoyment and health, not financial gain. Thank you.	9/22/2017 11:50 PM
43	the shops are shitter than ever its a disgrace the pedestrianisation has killed of the town centre	9/22/2017 10:39 PM
44	Leave Bedford Square and Wards End alone, please	9/22/2017 7:23 PM
45	Leave Bedford Square and Wards End alone. Get better shops in place.	9/22/2017 6:57 PM
46	Please leave Wards End alone, it is so cute. Bedford Square need a bus route.	9/22/2017 6:29 PM
47	Spend your money on undoing the complete mess you have made in the town centre. The shops are terrible.	9/22/2017 6:22 PM

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48	This is a poor plan that falls radicly short of addressing the decline of town centres. I am afraid this poor from the council and a huge disappointment. The planners should consider their positions, as they are not delivering what the town's people actually would like, i.e. car parks and more shops.	9/22/2017 6:10 PM
49	Why is there no talk of better shops? Presumably because you cannot attract them	9/22/2017 5:58 PM
50	You say-other parking elsewhere? Where then? You don't know? Come on!	9/22/2017 5:40 PM
51	The proposals for Baxter gate and Aumbery gap lack both impact and imagination. Aumbery gap for instance to suggest 8 houses and 65 apartments both lacking imagination and any realism. no developer could make that site financially viable at 8 houses and 65 apartments given the current market price in Loughborough. For it to be residential only 200+ residences would be a minimum requirement for financial viability. Why in the scheme is the Phantom pub excluded from the opportunity site. Similarly the Baxter gate proposal is almost mirroring the Rushes in commercial concept and the history of retail in that area has not been great. Given the current lack of demand on the high street for retail the whole of that area of town would need to see significant increases in footfall to attract retailers giving way to more ambition in Aumbery gap to deliver greater footfall to enable the Baxter gate scheme and the re invigoration of the High street.	9/22/2017 5:32 PM
52	There has been no talk of encouraging businesses into the town and this is severely missing the point. Very disappointing work from the council.	9/22/2017 5:31 PM
53	You are going to take away all the cra parking and replace it with...cafes...well, that must have took the brains of a genius. How much did that nugget cost the taxpayer?	9/22/2017 5:21 PM
54	I am afraid that whilst these aims are exciting, they require vast sums of money. To begin, do not waste the money on this awful Bedford Square and Wards End idea.	9/22/2017 5:09 PM
55	Stop taking car parks away and with the money you have, build another car park.	9/22/2017 4:48 PM

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56	<p>The reference to active travel is to be welcomed but in terms of cycling this does not appear to be a major feature within the plan. The issue of lack of permeability for cyclists, due to their being banned from what is now a very large pedestrianised area for the major part of the day, is not addressed. Cycle access will become even more restricted if the pedestrian network is expanded without allowing concessions for cycling. The Masterplan proposes a number of changes to the vehicular movement network including: Introducing two way working on Southfield Road – this would allow traffic to be removed from Bedford Square and for it to be transformed into an attractive public space; The restriction of vehicles entering Ward's End to give more priority to pedestrians; Allowing Granby Street Car Park to be accessed from the west to facilitate restricted vehicular access along Wards End. Section 2.4.1 VEHICULAR MOVEMENT mentions neither cycling nor the promotion of active travel although 2.4.5 CYCLE ROUTES states: There are several cycle routes in and around the town centre providing a mix of on and off road facilities. These bring cyclists in to the heart of the town and to the pedestrian priority area at Market Place / Market Street. However, most of these cycle routes are unmarked and the network is fragmented and broken. For instance the cycle route from Epinal Way, through Loughborough College, does not connect to the cycle routes in the town centre via Westfield Drive and along the Wood Brook. The cycle route to the station is located on Nottingham Road. This is a narrow route dominated by heavy traffic and does not create a pleasant environment for cyclists. The Loughborough Town Centre Parking Strategy recommends that cycle parking in the town should be upgraded in places. It suggests that existing bike racks in Market Place should be replaced with covered stands and the parking along Market Street should be consolidated to an area in Ashby Square (where student cyclists would enter the town). It would seem that while identifying some of the problems for cyclists, the plan offers no solutions, apart from some minor and irrelevant improvements to cycle parking. Section 2.8 OPEN SPACES states: The town's main public space is Market Place. This is used to host outdoor markets and is the focus for the Loughborough Fair. When it is not used for these purposes the Market Place can feel quite empty. Surely one way of reducing the emptiness of the Market Place would be to permit cycling on non market days? No account seems to have been taken of the comment of the Planning Inspector who ruled in favour of the proposal to eliminate buses and cyclists (between 10am & 4pm) from the Market Place: 152. I note the concerns of the Council [45], however, they may wish to consider the evidence from LDCUC [120-124] which suggests that any risk is low and can be minimised by appropriate management. The Council may wish to examine whether any improvements can be made in respect of cycling provision. [Ed.our emphasis]. Section 4.1.8 CAR PARKING states that "Car parking is a crucial part of a town centre make up – and is necessary to ensure it is an accessible location." It also points out that "surface parking is usually delivered at a cost of around £3,000 per space; multi storey spaces are usually in excess of £15,000 per space to deliver – and basement parking even more costly." Even when dealing with town centre residency, the emphasis is on car parking, with no reference to ensuring that residents have adequate and easily accessible cycle parking. Listed under "Threats" in section 5.1 is "Car dependency - Failure to improve the pedestrian environment may increase car dependency and the need for increased car parking spaces." It is difficult to see how the current plan reduces car dependency when all the emphasis appears to be on providing parking so that the town centre pedestrian shoppers can arrive as conveniently as possible by car. Whilst promoting active travel is listed in the first objective, the only reference to it would appear to be in section 5.4.1 PUBLIC REALM IMPROVEMENTS: "It is not intended to pedestrianise these areas but rather to increase the level of priority given to pedestrians and cyclists, create a more attractive and welcoming environment and reduce the impact of motor vehicles within these areas. This would help promote active travel and reduce reliance on the private car." Despite its first objective including the ambition of "promoting active travel", the plan appears to fail to address the need to move away from people arriving in the town centre by car toward encouraging them to walk, cycle or use public transport. All these options help to reduce pollution and congestion. They also promote "active travel" which is almost certainly the best way of improving the health and fitness of the population, while saving the NHS vast sums in not having to deal with the diseases associated with indolence, largely caused by car dependency, such as heart disease and type 2 diabetes.</p>	9/22/2017 3:05 PM
57	<p>I only became aware of the plan yesterday since I and i'm sure many others were on holiday when it was in eh Echo and you had the exhibiton in the Town Hall. More publicity would have been helpful. i go into Loughborough several times a wek at difernt times of day and I feel the people coming up with these ideas do not.I aplogise if some of my comments are incoherent. The website crashed a few times and i was unable to make corrections presumably because it is very busy today</p>	9/22/2017 2:17 PM
58	<p>An ill thought through plan that will do absolutely nothing to encourage new users to the town.</p>	9/22/2017 12:24 PM
59	<p>Who is in charge of this appalling set of ideas? Just slight alterations, but no real improvements. The town centre will be dead in two years thanks to these overpaid incompetents.</p>	9/22/2017 12:09 PM
60	<p>PARKING</p>	9/22/2017 12:02 PM
61	<p>How much is this box-ticking exercise costing?</p>	9/22/2017 11:53 AM

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62	What is the obsession in removing car parking? Are the council attempting to finish the town off completely?	9/22/2017 11:34 AM
63	The proposals for Granby Street car park involve an apartment block. It must not be monolithic. Use a frontage of differing heights to make it more attractive (as the recent development at Little Lane in Mountsorrel). (This could be considered for most developments in the plan.) Placing the development on sides away from Queens park may reduce its impact as well	9/22/2017 10:42 AM
64	I am pleased that active travel is mentioned in the objectives. I believe the report correctly identifies the problem with cycling in Loughborough - cycle routes are "broken and fragmented". Many of the proposed improvements, whilst desirable, do not really tackle this fundamental problem. Thank you for creating this survey. I look forward to hearing the results of the consultation.	9/21/2017 10:27 PM
65	Wouldn't it be better to concentrate on a smaller area and try to encourage well known retailers into the town rather than make a larger area of the town look nice in order for people to be able to sit outside the pound/ charity/ fast food shops?	9/21/2017 8:06 PM
66	Access to houses on Granby St car park may negated attempts to remove traffic from Wards End. Not another hotel. A pedestrian/cycle route parallel with Wards End, behind the park is a good idea. We do not need any new retail - the empty shops show we have too much, and the Baxtergate site will cause the retail part of the centre to sprawl even further - spread too thinly.	9/21/2017 7:44 PM
67	Bedford Square plan - where will the bus stop outside John Storer House move to? Maybe there would be a case for allowing buses to continue via Woodgate. I think there about 7 or 8 an hour currently taking this route. In general the plan make no attempt to address how bus services could better serve the town centre. The plan showing routes taken by bus services is incomplete. Arriva route 16 for instance takes a quite different route from that shown for 'Arriva'. The role that the Woodbrook could play in enhancing the town centre is totally ignored. The importance of 'daylighting' of town and city centre water courses is increasingly recognised internationally, with Sheffield and Rochdale key proponents in the UK. The Woodbrook parallel to Forest Road is recognised as a key pedestrian route, as is the canal towpath to the canal basin. This north of the town centre the Woodbrook emerges right alongside the canal basin. A long term strategy should be to open up the Woodbrook throughout the town centre. You cannot do it all now or in the near future, but it should be a long term aim (much as the wish list regarding the Sainsbury's site). Since flooding is noted as a key issue in the Plan, is there not a case for an in-depth study looking at all these issues? I do believe a water feature running through the town centre would give Loughborough a unique character.	9/21/2017 6:25 PM
68	It would appear that the already problem with car parking will get worse if the proposal for residential blocks were accepted and I would like to know where alternative car parking would be !!!	9/21/2017 6:11 PM
69	The scheme suggests change for the sake of it and is a complete waste of money. Nowhere is there any attempt to identify any significant problems because there aren't any. If these proposals were adopted, access to the town centre would be more severely restricted and shoppers discouraged. Frankly the idea of building on the Granby Street car park is just daft.	9/21/2017 5:14 PM
70	The town centre is full of undesirables on a daily basis and sorting that out would improve the town centre more than any other measure	9/21/2017 4:54 PM
71	Please can you consider allowing the specialist markets to trade up churchgate rather than stopping in the centre, that way increasing stalls and encouraging footfall to the heritage quarter?	9/21/2017 4:11 PM
72	The reality is that the alternative parking, if it could be found, would be far away from Wards End/Devonshire Square. This wholesale loss of parking, together with inadequate provision for loading arrangements would almost certainly herald the end of Wards End as a significant retail area.	9/21/2017 10:27 AM
73	How much is this exercise costing the taxpayer? How much have you spent on consultants so far?	9/21/2017 9:57 AM

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74	<p>This is a long section - I am happy to provide a hard copy if necessary. Notes about overall loss of parking: The MasterPlan and accompanying notes are clear about the effects on off-road car parking. This indicates an overall loss of 10 spaces, based on preferred options. However, there are also implications for on-street parking spaces, in particular on Wards End, Devonshire Sq. and Granby Street Documentation used by County Hall defines parking space in metres, so the following figures are good guesses of available vehicle spaces based on aerial maps: Granby Street - 40 spaces (20 each side) Wards End (on street) – 10 spaces Wards End (off street at Bedford Sq) – 18 spaces Devonshire Square – 10 spaces Subtotal: 78 parking spaces South Street – 5 spaces. This site is also of concern, as it is accessed one-way from Wards End Bedford Square provides 18 spaces An assessment by County Hall's transport team of the road space requirements for restoring two way traffic on Granby Street would clarify this, Development of key sites Baxter Gate - Concern about overall loss of parking Seek to improve access to services behind Ramada/ Shops opposite Granby Street Car Park- car parking could be provided elsewhere – look at the small multi-storey off Paget Street? Southfield Road Extension Car Park- Concern about overall loss of public parking space Additional comments about matters listed in presentation slides, that the questions about Display Boards 1-6 didn't cover: Sainsburys site/ Derby Road Gateway These is reported to be longer term (5-10 years at least) and would be Landowner led. No interest has been expressed at this stage. Proposals to build student flats facing Derby road close off choices for vehicle and pedestrian access too much. Redevelopment potential for the KwikFit site opposite should also be considered as part of the Derby Road Gateway. Increasing parking with multi-storey capacity at the Sainsbury's site and/or KwikFit is worthwhile, provided it enhances the gateway to the town centre (KwikFit is a better location?) . The role of parking on Willow Park needs clarification. Re Granby Street – EuroPark operated Multi-story car park and parking/service yard accessed from Packe Street. This appears to have significant capacity including a roof level spanning between Granby St and Market St, over Poundland. There is also a large service area, although car parking for occupiers uses about half of this. Delivery/Funding/Delivery Mechanisms Can CBC be more proactive in delivery? Use of CPO would speed site assembly and give confidence to complete new schemes, through the Homes and Communities Agency's (HCA) powers. Regarding CPO, given that CBC has used 100% of capital receipt in the past we noted the “Manchester model” when the authority retained 25% of the equity in new schemes levered by CPO. Holding equity stakes would retain local accountability for governance, etc.</p>	9/21/2017 8:00 AM
75	leave Bedford Square and Wards End alone, they have free parking which is most popular.	9/20/2017 9:18 PM
76	no	9/20/2017 1:39 PM
77	More empty retail units are needed to compliment the high volume of empty retail units currently decorating the town. Maybe charge retailers a bit less and make the town accessible to transport instead of pedestrianising, no bus station, and removing parking spaces.	9/20/2017 7:49 AM
78	I object to the removal of the cycle racks in Market Street. They should remain but made into a feature. Can't see any reference to taxis. Where are the ranks?	9/19/2017 7:54 PM
79	Needs LCC buy in. You need a programme of delivery otherwise residents will be disillusioned.	9/19/2017 5:57 PM
80	The old Job Centre on Fennel St. /Baxter Gate looks dreadful. Is it likely to be used as an office in the future? Could it be considered for housing? John Storer House has not considered in the plans, and it could be improved. It provides a focus for many people in the town and this seems to have been ignored. Signage to the major historical sites from the town centre is poor. Setting up a historical trail is something which could be done quickly and surely without too much expense.	9/19/2017 10:19 AM
81	Any loss of spaces on Granby Street car park would be catastrophic to business across the town centre.	9/18/2017 2:36 PM
82	CBC should sue the consultants who produced this worthless gibberish	9/17/2017 9:39 AM
83	Really needs to consider the Government & motor industry supported changes to car use and fuelling. Good to see support for more cycling & pedestrian use, but where's the public transport in this consultation? The railways are just seen as remote destinations and there's scant mention of buses and taxis.	9/16/2017 3:02 PM
84	Charnwood have had the last 7 years since the last survey to try to make Loughborough the unique attraction of a market town with specialised niche shops selling food, crafts, clothes, not trying to compete with the cities of Nottingham and Leicester. It could be so attractive but it now looks rundown and shabby with a prevalence of unattractive betting shops, too many discount stores, even too many charity shops!	9/15/2017 8:57 PM
85	टाॅल सेन्टर मारुत पस अने ड्रेडरिड शेरीनुं रक्षाण करो. स्टेटसोर्स रकवेर अने वोडर्स अेकला छोडी दो.	9/15/2017 12:38 PM
86	Well done on being inventive - however -these ideas for wards end and Bedford square beggar belief. Clearly thought up by some civil servant who has got far to much time on their hands and wants to waste my business rates.	9/15/2017 12:20 PM

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87	This all sounds very honourable - apart from the incredibly poor ideas for Bedford Square - but where will all the cars park if you want to take away parking and not adequately replace the spaces?	9/15/2017 11:07 AM
88	Pinfold medical centre cannot be moved, it is too important.	9/14/2017 2:54 PM
89	no	9/14/2017 9:44 AM
90	It is a scandal that councillors have allowed officers to waste so much money and time on these consultants – they should be sued for producing such a useless plan and the relevant officers should be kept well away from anything to do with the future of Loughborough	9/13/2017 5:02 AM
91	Pozbyć się ludzi, którzy myśleli o tym pomysłe	9/12/2017 9:55 AM
92	Stopping cars and buses going into the centre was bad enough. Why are we wasting money on these consultants?	9/11/2017 2:33 PM
93	Generally the main unappealing factor for Loughborough center are a huge number of derelict/outdated/run-down buildings. The plan identifies that, bit it needs radical tackling if Loughborough wants to compete with nearby cities, villages and towns. More greenery and public spaces, together with increased pedestrian access will also improve the appeal. But all this needs to be together with convenient and affordable (free or retail subsidized, e.g. in The Rushes) parking, so that people are attracted from all nearby developments.	9/10/2017 9:24 PM
94	In general: a greener town, more active, friendlier, safer, cleaner, more secure, with free activities for all! Bring everybody to town not just old people and beggars. Bring the children, the teenagers, the young adults, the adults. Everybody! There are so many of us around here and the city needs to be of all of us.	9/8/2017 5:30 PM
95	We need to reduce all the student houses so families can move back into the area full time rather than students for 8 months. This way the town would have a steadier flow of customers and income. Students are very welcome, they provide a lot of income but housed on campus would be better for everyone. Make loughborough a family oriented town again. Get some actual shops back. I don't mind legitimate beggars, I'll give them a cuppa and a few quid but can we please get rid of all the drunks, druggies and shoplifters!!	9/7/2017 10:15 PM
96	I'm not sure that the building on Devonshire Square is fit to be improved. It seems beyond redemption	9/6/2017 5:57 PM
97	We need Loughborough to be a place to visit socially and to shop more town centre housing will only encourage more fat cat lanlords and we have enough of these already	9/4/2017 9:06 PM
98	If you want older people to move out of housing which is too big for them, then good quality apartments in the centre of town, with parking is needed. It needs to be good quality.	9/4/2017 4:37 PM
99	Not sure what the rationale is for providing more high rise buildings. Overall parking reductions will impact businesses	9/4/2017 2:19 PM
100	I think that it is a very bad idea to reduce the number of parking spaces in Bedford Square. The shops depend on drivers being able to gain easy access and most cars only stay for a matter of minutes in order to use the shops. If the existing shops are destroyed as a consequence of this plan, then it will put an additional burden on many local residents forcing them to travel further to buy basic necessities.	9/1/2017 1:48 PM
101	Loughborough is rapidly becoming a town full of empty units, charity shops and nationally owned stores which drain money from the local economy. We should be looking beyond the stale ideas and embracing the future where people shop for essentials on the Internet but are attracted into towns such as Loughborough by shops and restaurants that cannot be accessed through their smartphones. This is an appalling plan which has clearly been devised by outside consultants who have no real feel for the area.	8/31/2017 7:41 AM
102	This all going to cost money. I'm already being ripped off by Leicestershire County Council with my council tax, paying more money year on year for less. I've seen the shambles that local government planners made of the hovel known as Coalville - please keep your grubby hands off Loughborough.	8/30/2017 12:36 PM
103	The whole basis of this so-called "masterplan" seems to be change for the sake of change devised by people who have little or no understanding or interest in the town. This consultation exercise should have taken place before these ideas were proposed – no doubt at massive cost – rather than after they have been presented. Hopefully Loughborough's town councillors including my own (Anne and Sarah) will vociferously oppose some of the more ludicrous ideas that have been put forward.	8/27/2017 10:40 AM
104	just hope public are listened to	8/25/2017 2:01 PM
105	This plan is not good. How much have these useless consultants charged for this rubbish. Councillors should be asking questions and planning officers should be sacked!	8/24/2017 7:02 PM

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106	This plan is a disaster and Charnwood appears to have wasted a huge amount of money on consultants who simply want to make the town centre exactly the same as every other town in England.	8/23/2017 3:28 PM
107	There are a lot of good proposals, but remember that the worthy end, i.e. traffic removal, does not necessarily justify the means.	8/21/2017 11:10 PM
108	Only that cycling should be banned from pedestrian areas!	8/21/2017 10:42 PM
109	The town centre currently looks pitiful. Dirty, poor costly transport, poor selection of shops. Market stall traders and shop keepers openly disheartened. No free public toilets - that's just a basic human requirement. Parking limited and costly in comparison with cities. Residents still feel dominated by the university and students. Areas of town centre feel unsafe with antisocial behaviour, gatherings of groups who appear to go unchallenged. Market has empty stalls. Reduced bus fare for locals would be a step forward.	8/18/2017 6:16 PM
110	Any additional Student accommodation should be built on the Uni campus. Loughborough has already been ruined by excessive student accommodation. Stop the rot.	8/18/2017 10:17 AM
111	I really hope you can make a positive difference, Loughborough is way behind the many many nice market towns in this country.	8/17/2017 8:09 PM
112	Parking is already a problem in Loughborough. A park and ride scheme with disability-friendly bus drop off points (eg, ring a bell to stop bus anywhere that's safe) could work as a solution. Houses should be focused on areas that already have housing on them - and all new housing should have community gardens/green roofing	8/17/2017 4:56 AM
113	Rather than a great Loughborough Run, why not just give more support to the Loughborough Half Marathon by allowing road closures like other councils do?	8/15/2017 8:21 PM
114	To lose these car parks would be very bad as parking is needed by office workers in the area and also customers at the Premier Inn	8/15/2017 1:48 PM
115	Thank you for the displays in the Town Hall, where I was pleased to talk to David Hankin. He suggested that I should email my views, but apart from the questionnaire no other method of contact was suggested on line. I am concerned that the plan does not cover the area of All Saints, the historic parish church of Loughborough. If the plan aims to make Loughborough more attractive then history and heritage need to be valued along with green spaces, all of which will attract people to the town and increase their enjoyment. Loughborough is short of significant buildings, the Parish church as the only medieval building, Grade 1 listed, balances the industrial heritage. The two could be linked through a town trail, taking in the bell foundry, the church with 10 bells and memorials to the Taylor family who owned the bell foundry and the Carillon. Already the church welcomes significant numbers of international visitors, who sign the visitor book and attracts 3000 visitors to the Community Christmas tree festival annually. It acts as the civic church of Loughborough for a variety of events.	8/14/2017 2:03 PM
116	Unclear rationale behind the changes proposed. It seems like you think there is a problem with cars in town, maybe the old air-pollution issue is considered important in an age when we can see the end of petrol- and diesel-powered cars? It would be worthwhile tinking how the changes affect young people who rely on parents to drive them around (and so need drop-off points close to final destinations in town) and working people, who might like to call into Loughborough during their lunch breaks or after work but need easy street parking, or older folk who need to be able to park close to the shops and restaurants that they wish to visit.	8/13/2017 8:44 PM
117	no	8/13/2017 8:40 PM
118	make it easy for bus passangers and stop cars from useing high street without a bluse badge	8/13/2017 6:46 AM
119	Better signage for HGVs. More disable parking in the center-Maybe, road side on The Rushes & Ashby Road. Tourist information on Bus & Train Service, Local Services & Events, Hospital info. Cyclist info, Library info ,.Police info, More information for our ethnic diverse society & visitors. We have a lot of foreign students and people visiting the immigration center. We need more Health Center provision. Pinfold Gate Health center and Sexual health center seems too small with little parking. Bridge street Medical practice should be included in the re-development as it is not ideal on that busy corner of Bridge street.	8/12/2017 5:41 PM
120	Loughborough is a much improved town due to changes made in the last 20 years, and loved by its residents. Keep consulting as you develop to ensure you are in step with the wishes of the people that live there. Don't take general approval as a green light for wholesale development. Allow access for cars and people, but keep the centre free of buses and other vehicles and pedestrianised.Promote the market and all the small shops that make Loughborough unique.	8/12/2017 5:16 PM

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121	<p>Improvements to Loughborough's housing stock are needed before any other improvements are made. The Town Centre improvements will only be appreciated and fully used if residents are not living on roads where private landlords allow their housing stock to deteriorate to such an extent that it becomes an eyesore within the residential area. Residents in Loughborough recognise Loughborough is becoming a very depressed area to live and work in. Eventually anyone with enough money to move out to the villages will do so as more and more areas become over run with houses kept in poor conditions, leaving behind the students and those who are barely solvent and who have little or no money to spend in the town centre businesses. It is commendable that the council wish to improve the environment within Loughborough but people living on the edge of poverty do not have the time or energy to care that much and people who have enough money to be aware are rapidly leaving the area in droves. Charnwood Council are doing too little too late having missed the chance to improve the town and its ability to create an individual and vibrant town centre when the market square and Baxter Gate development went ahead. Perhaps some of the money being spent on this could be used by some of your planners to visit such places as Market Harborough and Retford or Newark to discover how they have managed to develop their towns yet keep the sense of a caring and well managed place to live.</p>	8/12/2017 11:50 AM
122	none at the moment	8/12/2017 1:28 AM
123	More definite alternatives (i.e. moving of parking to 'elsewhere') need to be provided.	8/10/2017 7:46 PM
124	None..	8/10/2017 6:58 PM
125	The John Storer House building should be replaced with a landmark quality structure.	8/9/2017 11:56 PM
126	At the rate you are going the town centre will be a no-mans land with charity shops, pound shops, estate agents and junk food shops.All the real businesses are going to Syston and so am I. Every thing I could wish to npurchase is available there I just hope you don't do any more "improvements" there. . . .	8/9/2017 11:22 PM
127	The bus stop near tesco has not got enough seating at all, yet there is space for it. also, there is no bin there, which is pretty terrible, considering how many buses stop there.	8/9/2017 8:42 PM
128	Do we need more student accommodation in the town centre?	8/9/2017 10:07 AM