

**The Salcombe
Park and Ride Nightmare
STC AGM 24th April 2024
James allen**

- Since the park and ride commenced in July 2023, we now have 41 buses a day thundering down the only single-track part of the route of Knowle Road and into a busy Coronation Road, that is an extra 27 buses per day.
- I flagged my concerns immediately upon commencement of the service last July as I had serious concerns over safety, noise, the necessity of frequency and costs to the taxpayer. I was told it would be reviewed for 2024 but here we are with the goal posts having moved yet another year.
- The route is dangerous, in parts there is absolutely no room and no where for pedestrians to go, there are no pavements, people literally have to jump out of the way on to drives and into hedges.
- I observed a car swerving on to my drive to avoid a bus to where my son was stood not far away, as you can imagine my worst fears over safety had come to fruition. The cub was attacked, and the lion isn't very happy, what would you do?
- The danger is clear and present with the excessive use of this rat run by buses, this is not a main road.
- In 2024 the service has been extended to 105 days which is an extra **2835** buses along the route this year. This is excessive and needs to stop on this dangerous route immediately. That is carry capacity of 113,400 passengers, which is not far off the population of Exeter and so disproportionate for a small coastal town.
- The on the hour park and ride bus quite often follows the scheduled bus around the lap of Salcombe, so we have two buses thundering down the road at the same time. I do not use thundering lightly, as well as a clear and present danger they are a disruptive noise nuisance.
- The buses this year will now travel an additional **3620** miles further than necessary, when is the environmental impact taken into account, especially with old stock buses spewing out fumes being used.
- During 2023 the park and ride bus ran for 57 days
- At the end of the season Tally Ho presented a bill for £12,006.20 on top of all the takings for the accounted 'shortfall' in running the service

- This means that for every day the park and ride bus ran, it made a loss of £210.64 over and above the passenger fees taken.
- Based on these figures and with the park and Ride bus due to run for 105 days in 2024, we are now looking at a potential shortfall of £22,116.98. This is not a price worth paying to endanger residents and tourists, let alone the constant noise.
- Is there currently an accrual in the town council accounts for a shortfall of over £22,000 to be paid to Tally Ho for the 2024 park and ride service?
- In actual fact, due to my observations over Easter, I would expect this shortfall to be even greater, empty bus after empty bus, hour after hour day after day. I look forward to reviewing the stats for proper analysis. However, I perhaps understand why it may have been trialled, but can safely say it was a failure.
- So, based on a potential loss of £25-30k are we now discussing the demise of the park and ride? Those costs just are not feasible.
- I think this needs close monitoring from the Information Tally Ho can produce from the live on-board tracker to understand passenger numbers. I assume we are in receipt of a regular dashboard?
- Did you also know that from the moment the bus leaves the depot to when it returns, they are not allowed to switch off the bus as it disables the tracker, the bus sits and idles all day when not in use at Bonfire Hill. This is ridiculous.
- I would also be interested to know if there is anything else within the council's control which attracts such a daily cost to local resident's council tax?
- With Crabfest approaching and with both park and rides running simultaneously, a conservative estimate with 3 buses running is for around a further 50 buses on the route. Circa 80 or more buses in one day. We can double all my numbers for bus journeys in and out of Salcombe.
- I have been in contact with John Sampson at Crabfest who was wholly convinced the buses would be taking the direct route, he had to call me back and apologise as Tally Ho have now stated it is the long route as stipulated by the council which I questioned.
- I contacted Tally Ho who stated they would look to see what they could do, I felt was being fobbed off but would welcome to be proved wrong.
- They have a dedicated turnaround area, there is no need for them to do the lap of Salcombe and put an already dangerous route at even more risk.

- Tally Ho are obviously not concerned with the number of journeys and lack of passengers due to the guaranteed income stream, every driver I talk to though is bewildered.
- Buses make up 0.3% of vehicles, on our road it is probably near 50% do I need to do the maths.
- The amount of congestion, speed, reversing and pulling on to peoples drives required along this route is extremely dangerous.
- Why during weeks and months of various road closures in Knowle Road and Coronation Road are they able to use the Shadycombe route without any issues in reversing whatsoever, that is because there are no rules and regulations on reversing.
- I am also in contact with the Office for Traffic Commissioners department who have provided me with Tally Ho's registration of the route, they also confirmed that any changes to the route can be expedited very swiftly using the PSV350A application form.
- I support the council on many things, but I cannot support them on this, the route, the explicit danger which I have witnessed at close hand and continue to witness daily, the use of excessive city buses, the unnecessary frequency, the noise and the pollution do not align to a small coastal town.



