S|C|P

Transportation Planning : Infrastructure Design

Bus Network Review

West Northamptonshire

Report 1

West Northamptonshire Council

June 2023

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1.0   INTRODUCTION

1.1   Buses are the most used form of public transport in England, meeting the needs of old and young, rural and urban communities, and help to support the prosperity of towns and cities. Commercial bus operators have been encouraged to innovate in how they provide key local links and the public sector, both at government and local authority levels, have started to develop and importantly now fund a new model for buses to meet residents and visitors travel needs, particularly in a post Covid environment. The journey is just starting in West Northamptonshire, with new government funding and staff resources becoming available, and new Enhanced Partnerships established to both protect and enhance existing networks, as well as encouraging a step change in provision.

1.2   SCP have been commissioned to undertake a review of the bus network on behalf of West Northamptonshire Council (WNC). The review will advise on how best to achieve a future, sustainable network that provides a stable and financially viable bus network on which to build upon.

1.3   As a newly formed unitary authority (April 2021), WNC are currently reviewing policies in order to address key issues such as transport decarbonisation, spatial planning and connecting communities. This provides an opportunity to develop a new bus policy which will look to achieve the authorities aspirations for a better connected and carbon efficient network, this review will contribute towards the development of the policy.

1.4   Additionally, the DfT have requested that councils undertake a review of the bus network in order to ensure that there is a continued recovery from the decrease in bus patronage levels arising from the Covid-19 pandemic and the intention that local bus services can be self-sustained following the withdrawal of the DfT's Bus Recovery Grant (BRG) planned for March 2023.

1.5   The review is undertaken in collaboration with all bus operators running services within the WNC unitary authority area (UAA) and although focussed on Local Bus services, Demand Responsive Transport (DRT), Community Transport (CT), Academic and Worker bus services are also included.

1.6   **Figure 1.1** illustrates the UAA boundary.

Figure 1.1: West Northamptonshire Council Unitary Authority Area Boundary
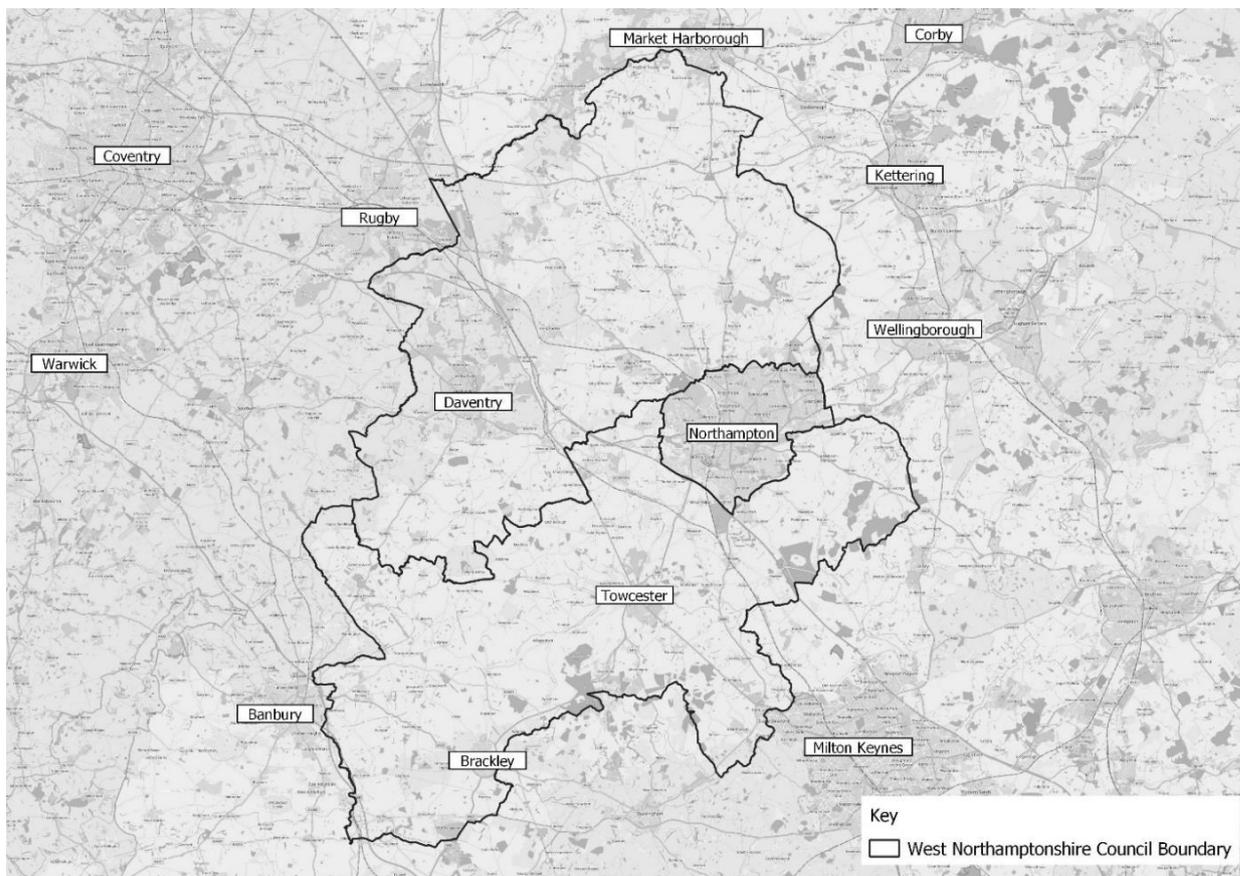
Source: Open Source Data

1.7 This bus network review follows on from West Northamptonshire's Bus Service Improvement Plan (BSIP – October 2021), Enhanced Bus Partnership Plan (EPP – April 2022) and Enhanced Bus Partnership Scheme (EPS – April 2022). The EPS and EPP came into effect at the end of April 2022 and will be in operation for 3 years or until agreed with WNC.

1.8 Consultation has been undertaken throughout each stage with stakeholders, including Parish and Town Councils, cross-boundary Local Transport Authorities (LTA), bus operators and other relevant organisations.

1.9 As part of this review, Parish (PC) and Town (TC) Councils have been consulted to provide input from a local level across the region. The letter to the PCs and TCs and a summary of the responses is included at **Appendix 1**.

1.10 The Parish and Town Council's that provided a response included:

- Abthorpe
- Badby
- Billing

- Blisworth
- Brackley
- Braunston

- Brixworth
- Bugbrooke
- Clipston

- Cogenhoe and Whiston
- Cosgrove
- Daventry
- Deanshanger
- Denton
- East Farndon
- Evenley
- Farthinghoe
- Flore
- Great Houghton
- Hackleton

- Hardingstone
- Holcot
- Middleton Cheney
- Moulton
- Naseby
- Northampton
- Old Statford
- Slapton
- Syresham
- Tiffield
- Towcester

- Weedon Bec
- Welford
- Welton
- West Haddon
- West Hunsbury
- West and Weedon Lois
- Woodford cum Membris
- Yardley Gobion
- Yardley Hastings
- Yelvertoft

1.11 Cross-boundary LTAs have been consulted with regards to the bus services that operate over the WNC boundary. The cross-boundary LTAs include:

- Buckinghamshire
- Leicestershire
- Milton Keynes
- North Northamptonshire
- Oxfordshire
- Warwickshire

1.12 The letter to LTAs and a summary of the responses is included at **Appendix 1**.

1.13 Bus operators have been consulted with regards to their bus services within the region. The bus operators within the region include:

- Stagecoach
- Arriva
- Britannia Bus
- Hamilton & Buckbys
- Langton & Tasker
- Marshalls
- Redline
- Unobus

1.14 The letter to bus operators and a summary of the responses is included at **Appendix 1**.

1.15　This report provides a baseline for the review and follows the following structure:

- Section 2.0 - Existing services: provides an overview of the existing services operating within West Northamptonshire.
- Section 3.0 - Analysis of existing services: presents the network according to its current commercial viability.
- Section 4.0 - Alternatives to consider: discusses alternatives to the traditional bus network as a way to address gaps in the network.
- Section 5.0 – Risks: highlights the current risks facing bus operations.
- Section 6.0 – Summary: summary of the existing network and the next steps to be taken.

2.0 EXISTING SERVICES

2.1 The existing bus services in West Northamptonshire are predominantly commercial services, however there are a small number of Community, Worker, Academic and DRT services operating in the region. The services have been tiered as part of the EPS based on frequency and type of service offered, these tiers are as follows:

Urban Tier 1 – *"defined as a higher frequency service substantially serving one town and for the majority of the route travels within the one urban area the typical frequency for buses along the main corridor is 15 minutes or better in the weekday daytime"*

Urban Tier 2 – *"defined as a medium frequency service substantially serving one town and for the majority of the route travels within the one urban area the typical frequency for buses along the main corridor is 30 minutes or better in the weekday daytime"*

Urban Tier 3 – *"defined as less frequent than hourly throughout the weekday daytime"*

Inter-Urban Tier 1 – *"defined as higher frequency (around 30 minutes on most parts of the route (daytime weekday)*

Inter-Urban Tier 2 – *"defined as lower frequency (around hourly on most parts of the route (daytime weekday)*

Rural Tier 3 – low frequency service operating with more than one service every weekday

Rural Tier 4 – low frequency service operating on one or two days per week

Workers Service – bus service to employment location with specific operating hours for employment

Academic Service – bus service to education location with specific operating hours for education

2.2 **Appendix 2** provides a full list of bus services and their corresponding tier.

2.3 As is shown in **Figure 1.1** above, the main urban areas in West Northamptonshire are Northampton, Daventry, Towcester and Brackley. The services which operate across the West Northamptonshire UAA are shown at **Figure 2.1**. A larger version is attached in **Appendix 3**. The plan is laid out to show preference to more frequent services, therefore the Urban Tier routes are brought to the front and this continues to Academic routes which are sent to the back.

Figure 2.1: West Northamptonshire Bus Services (December 2022)
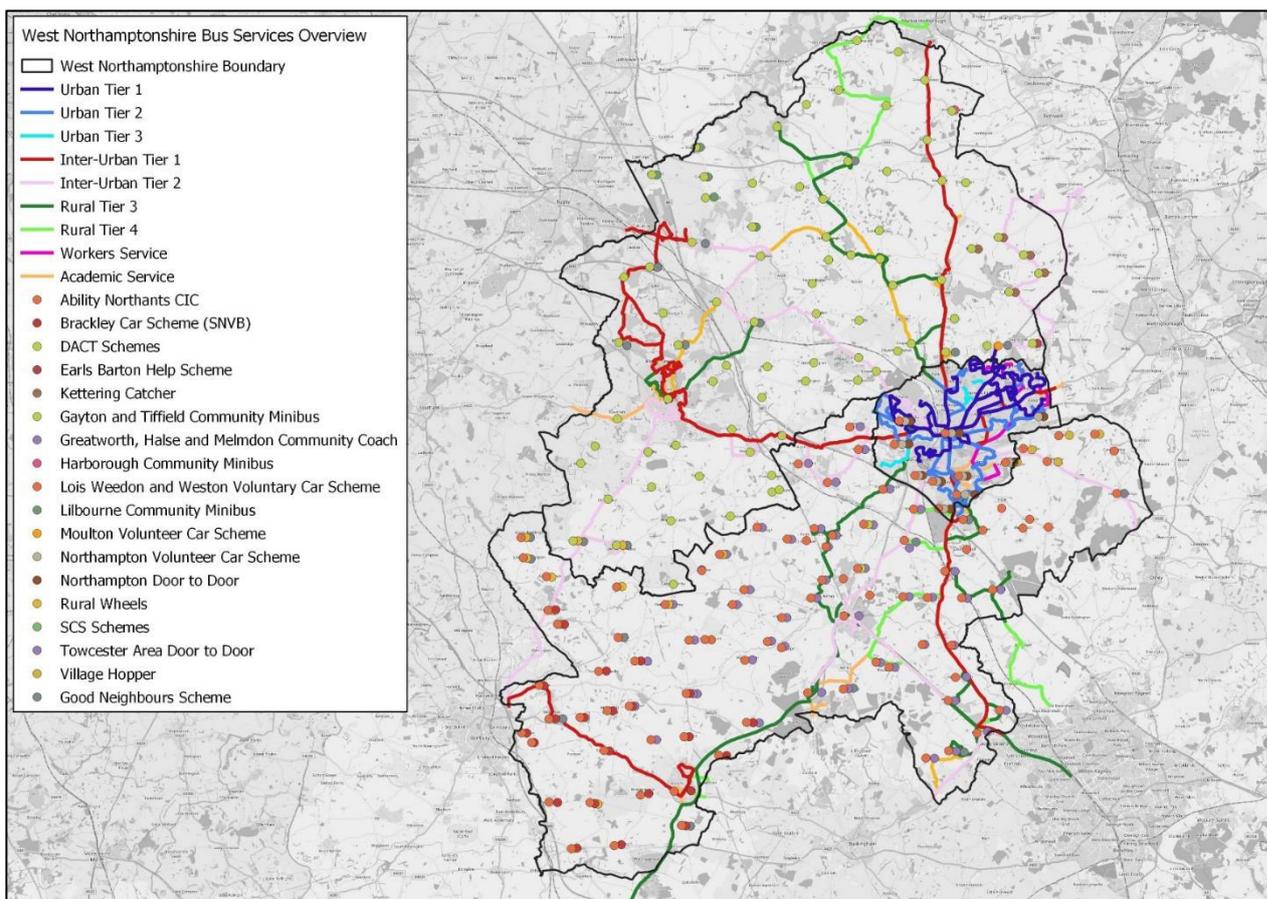
2.4 As is shown in **Figure 2.1** above, the Urban Tier services are limited to Northampton whist Inter-Urban Tier services connect between the largest towns and villages across the UAA.

2.5 Rural tier services provide less coverage of the UAA and there are gaps in rural areas which are bridged by Community Transport (CT) schemes, notably between Towcester, Brackley, Banbury and Daventry.

2.6 There are CT schemes spread across the UAA, with most coverage provided by Ability Northants CIC (Ability) predominantly in the south and Daventry Area Community Transport (DACT) Schemes predominantly in the north. The importance of these schemes to residents is recognised through the consultation summary in **Appendix 1**. The majority of local bus services are operated by Stagecoach (approximately 71% of services), the vast majority of which route through Northampton.

2.7 Northampton is the largest town in West Northamptonshire. The services which operate within Northampton are shown at **Figure 2.2**. A larger version is attached in **Appendix 3**.

Figure 2.2: Northampton Bus Services (December 2022)
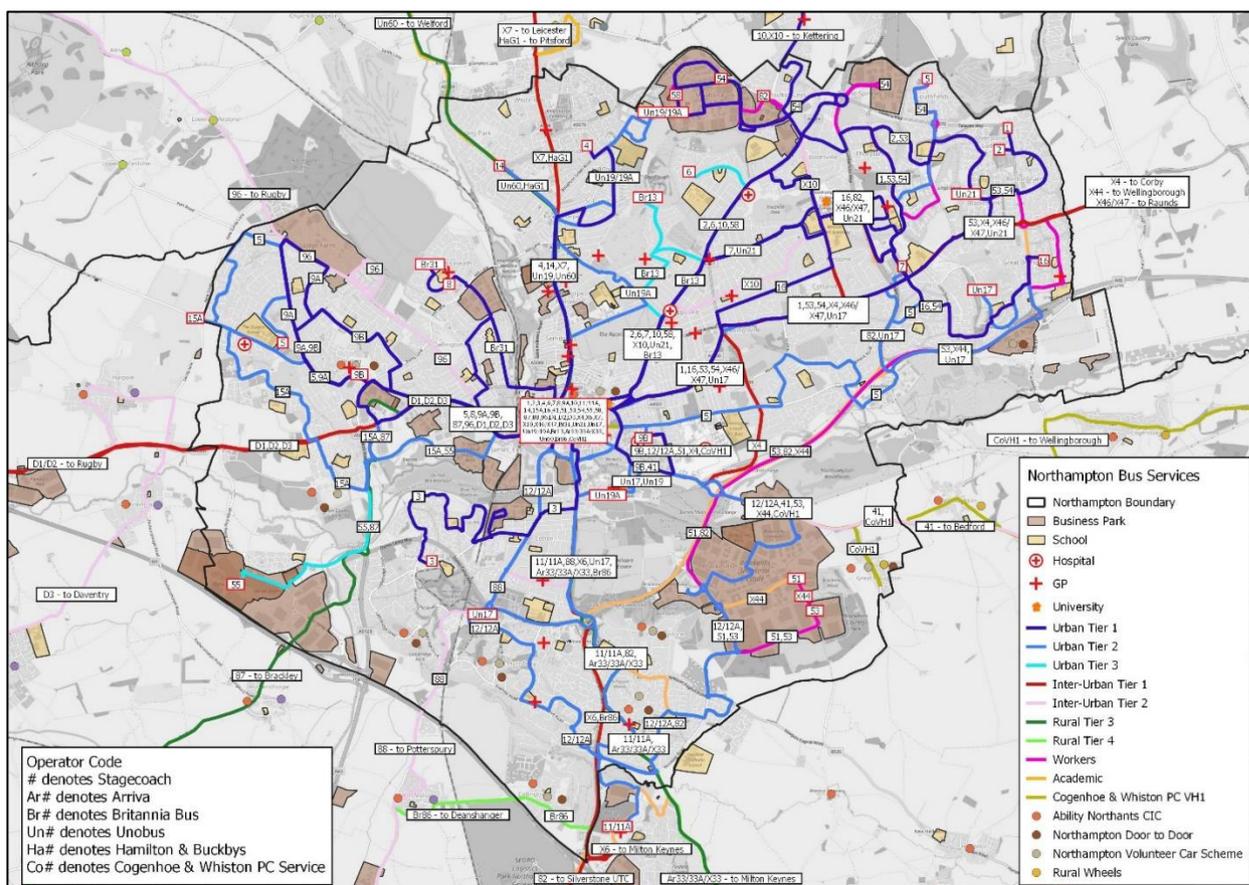
2.8 **Figure 2.2** illustrates that the majority of routes are in the Urban Tier, with most Urban Tier 1 services running between the town centre and the north side of the town through dense residential areas.

2.9 The majority of amenities are shown to be near to regular service routes. The business parks in the north of the town are all close to Urban Tier 1 routes and the business parks in the south of the town are at a minimum connected to an Urban Tier 3 route. The same applies to schools and colleges which are predominantly connected by Urban Tier 1 routes. Whilst these important regional employment and educational areas are connected, it is imperative that the service times correspond with the operational times, particularly of businesses.

2.10 Additionally, there are several connections to neighbouring villages, towns and cities. These include cross-boundary routes to Milton Keynes to the south, Wellingborough to the east, Corby, Kettering and Leicester to the north, and Rugby and Coventry to the west. The vast majority of these cross-boundary routes are Inter-Urban tier 1 or lower, except for the Stagecoach 10/X10 service to Kettering which is Urban Tier 1.

2.11   There are four community bus service or car schemes that connect to the town, however these only serve the centre and southern suburbs at present.

2.12   The services which operate within Daventry are shown at **Figure 2.3**. A larger version is attached in **Appendix 3**.

Figure 2.3: Daventry Bus Services (December 2022)
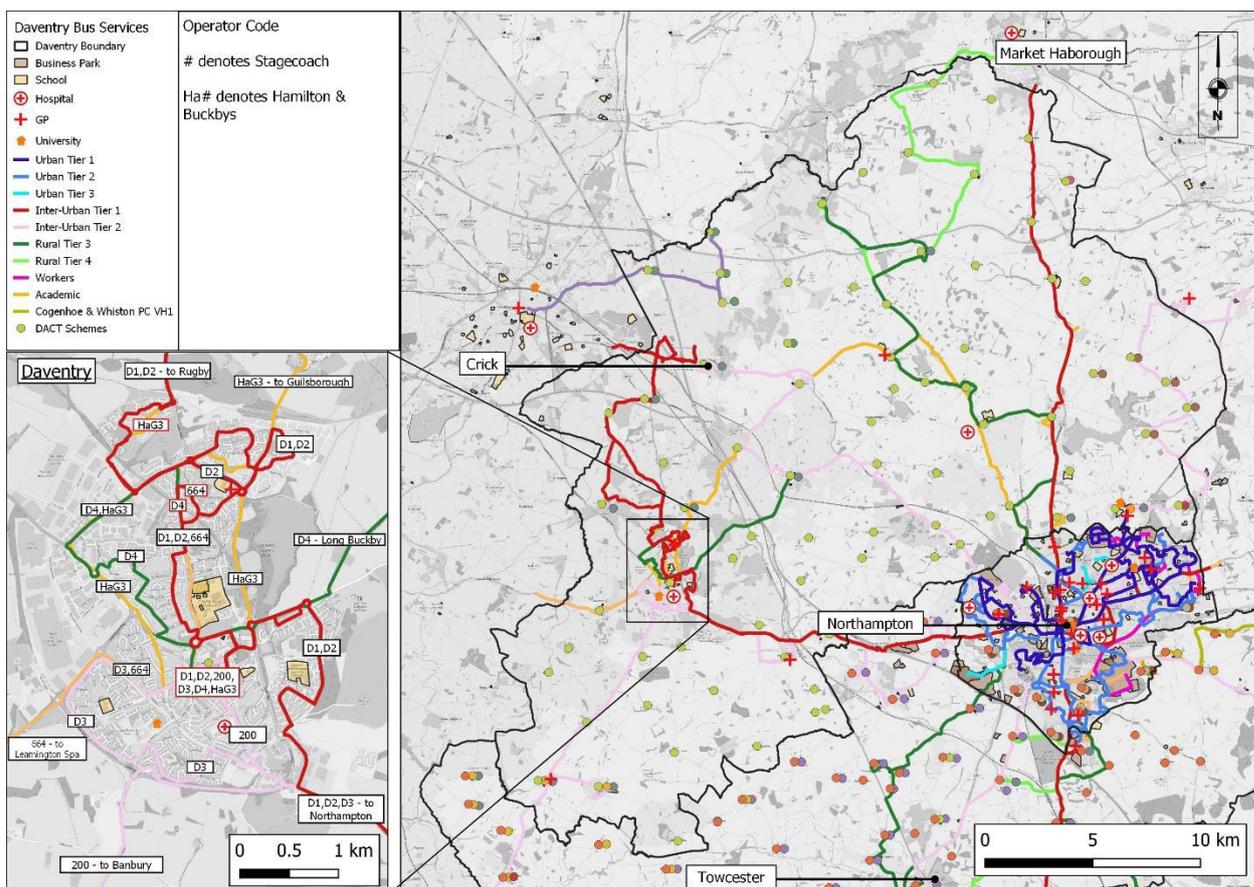
2.13   **Figure 2.3** shows that there are Inter-Urban Tier 1 and 2 services which cover the majority of the town. The most frequent are the Stagecoach D1 and D2 services which combined provide an Inter-Urban Tier 1 service between Rugby and Northampton. The D3 is an Inter-Urban Tier 2 service which also connects to Northampton. The remaining routes are either Rural or Academic services. The Stagecoach D1, D2 and D3 services combined provide a regular route to Northampton where the vast majority of amenities are located.

2.14   There is a car scheme provided by DACT, which serves residents in Daventry and also serves many other towns and villages in the north and west of West Northamptonshire.

2.15   Consultation with Daventry Town Council has highlighted that there is a gap in bus provision for rail interchange, as the D4 service which is the only existing bus service connecting to Long Buckby rail station has a low frequency.

2.16   There are cross-boundary services to Leamington Spa, Banbury and Rugby, albeit they are not very frequent services. It is observed that there are no direct routes to Towcester which is one of the closest major towns other than Northampton, people must travel via Northampton to connect between Towcester and Daventry.

2.17   The services which operate within Towcester are shown at **Figure 2.4**. A larger version is attached in **Appendix 3**.

Figure 2.4: Towcester Bus Services (December 2022)
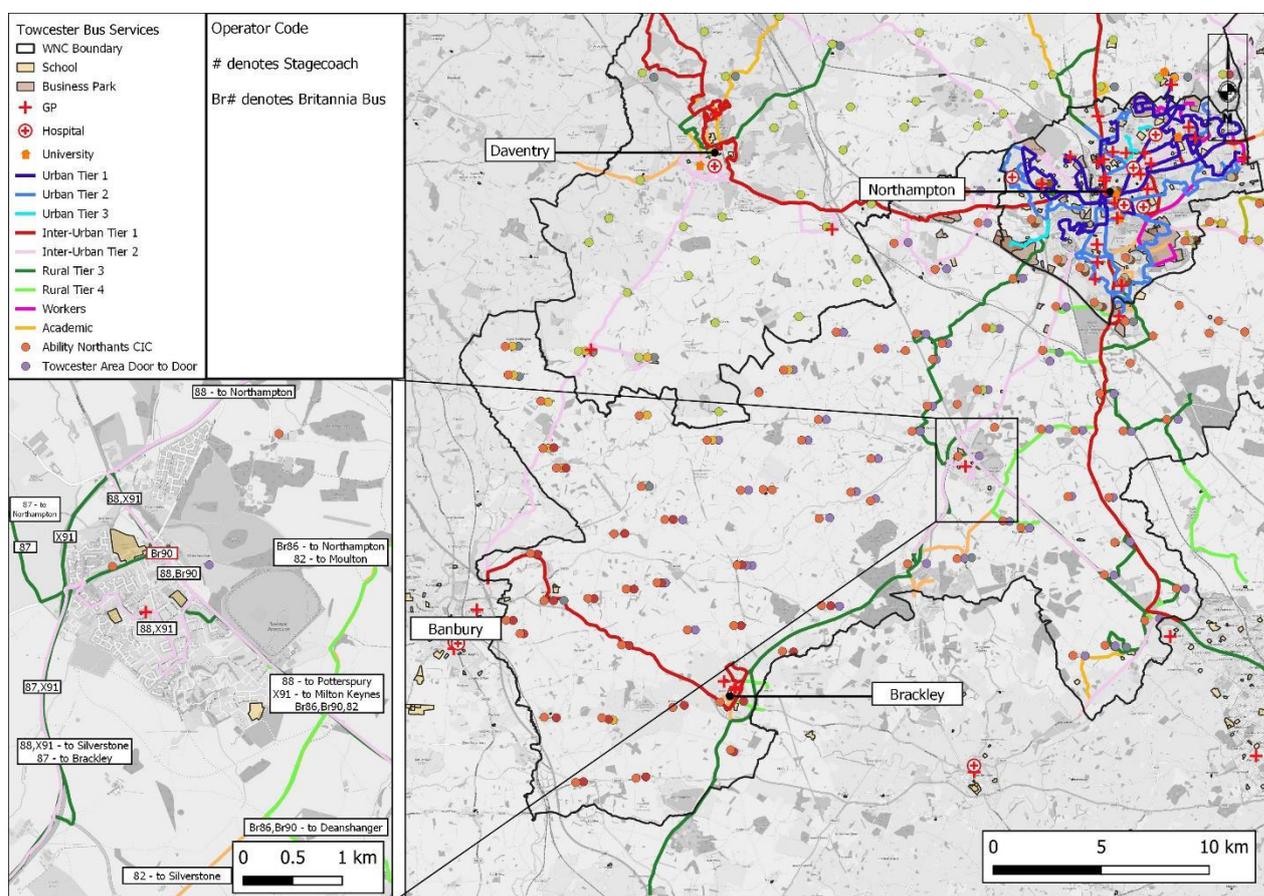
2.18   **Figure 2.4** shows that there are a few services that run through Towcester. The most frequent service is the Stagecoach 88 which is an Inter-Urban tier 2 service connecting Towcester to Northampton and Silverstone. Stagecoach's other two services (87 and X91) are in Rural Tier 3 and serve Northampton, Brackley, Silverstone and Milton Keynes.

2.19   Residents in Towcester have access to two community bus/car scheme services provided by Ability and Towcester Door to Door. As is shown on the plan, these services have a good coverage of the south half of West Northamptonshire and connect to Northampton, Daventry and Brackley.

2.20   Consultation with Towcester Town Council identified that there is a gap in the provision of direct and frequent services to major settlements such as Northampton and Milton Keynes. The existing bus services which provide connections to Northampton and Milton Keynes are infrequent and are time-consuming due to stopping at several villages en route.

2.21   Additionally, the existing service to Brackley is Rural Tier 3 and it was identified in consultation that population growth in Brackley and Towcester would benefit from improved bus services.

2.22   As outlined above, it is observed that there are no direct routes to Daventry which is one of the closest major towns other than Northampton, people must travel via Northampton to connect between Towcester and Daventry.

2.23   The services which operate within Brackley are shown at **Figure 2.5** overleaf. A larger version is attached in **Appendix 3**.

Figure 2.5: Brackley Bus Services (December 2022)
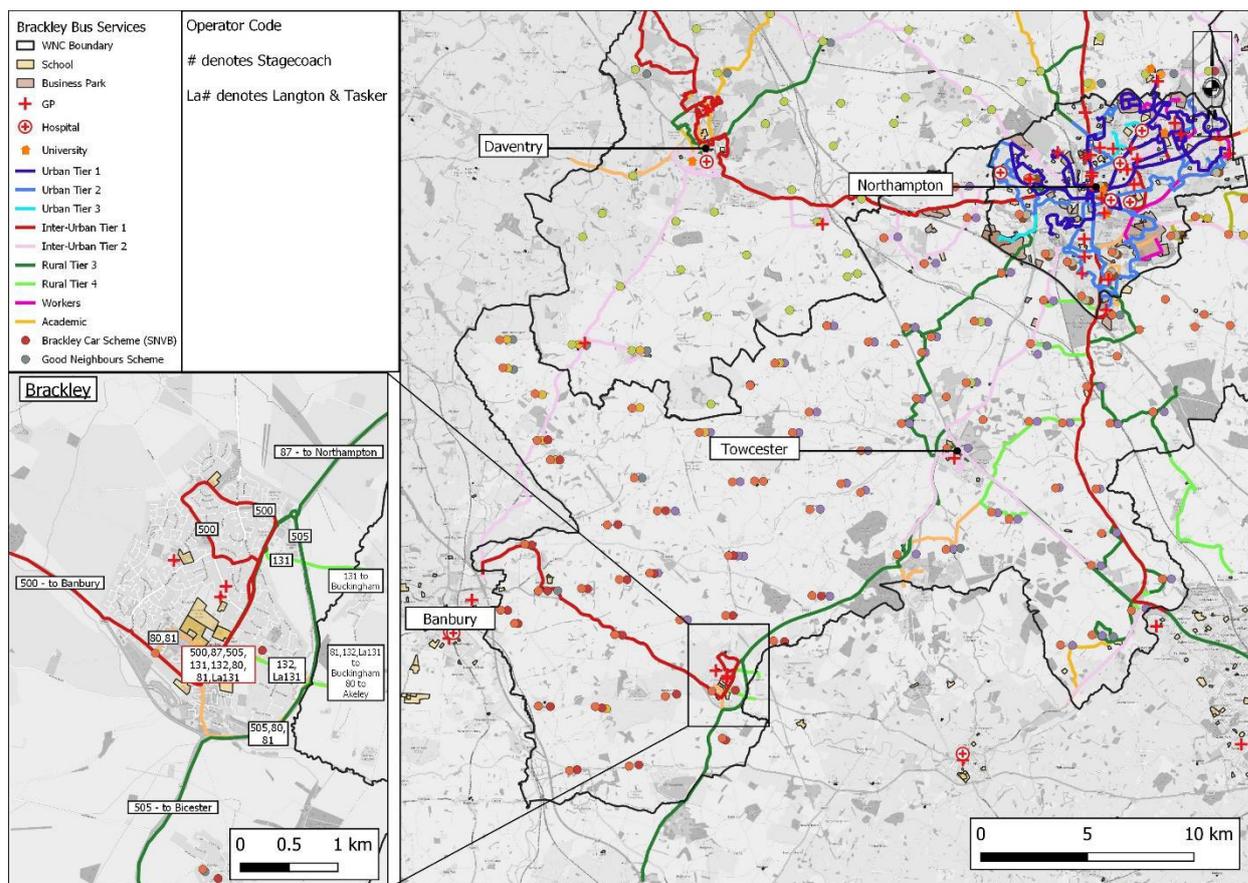
2.24 **Figure 2.5** shows that Brackley has a reasonable number of bus services, particularly when compared to Towcester. The most frequent service is the Stagecoach 500 which runs from Brackley to Banbury and is an Inter-Urban Tier 1 service. Additionally, there are Rural Tier 3 services, the Stagecoach 87 and 505 which provide a less frequent but additional connection from Brackley to Northampton and Bicester, respectively.

2.25 In terms of community bus/car schemes Brackley appears to be worse off than the other major towns in the UAA. There is one CT scheme which is accessed via Brackley (the Brackley Car Scheme) and another which can only be accessed by the Good Neighbours Scheme in the neighbouring village Evenley. These schemes mostly cover the south west of West Northamptonshire but do not have as much coverage as other schemes across the UAA.

2.26 Consultation with Brackley Parish Council has identified that there is limited access by bus to Northampton and Towcester, the 87 provides a Rural Tier 3 service to Towcester and Northampton. Additionally, there is a gap identified for an academic service to colleges in Silverstone and Northampton.

2.27   Whilst there are cross-boundary services to Buckingham and Bicester, these are infrequent. The cross-boundary service to Banbury is slightly more frequent.

3.0 ANALYSIS OF EXISITNG SERVICES

3.1 The bus operators have provided details about the existing services they run within West Northamptonshire. These details include estimates of patronage and revenue and a R/A/G rating based on whether the service will be maintained going forward.

3.2 R/A/G is a red, amber or green rating which can be defined as follows:

Red: A service is likely to be discontinued or funding is required to maintain the service

Amber: A service is at risk of being discontinued and will need to be reviewed

Green: A service is to be maintained or enhanced

3.3 A number of services within the UAA are currently supported through public funding streams. These services are likely to be less commercially viable and therefore vulnerable to being reduced or removed in the future. The tendered routes have been shown in a dashed line in their R/A/G colour to differentiate from non-tendered/subsidised services.

3.4 The services shown on the R/A/G plans are listed in the table attached in **Appendix 2**. The table specifies which services are Red, Amber, Green, or Academic (blue).

3.5 **Figure 3.1** below is a plan showing the services within West Northamptonshire, coloured based on their R/A/G rating. A larger version is attached in **Appendix 4**.

Figure 3.1: West Northamptonshire Services R/A/G (December 2022)
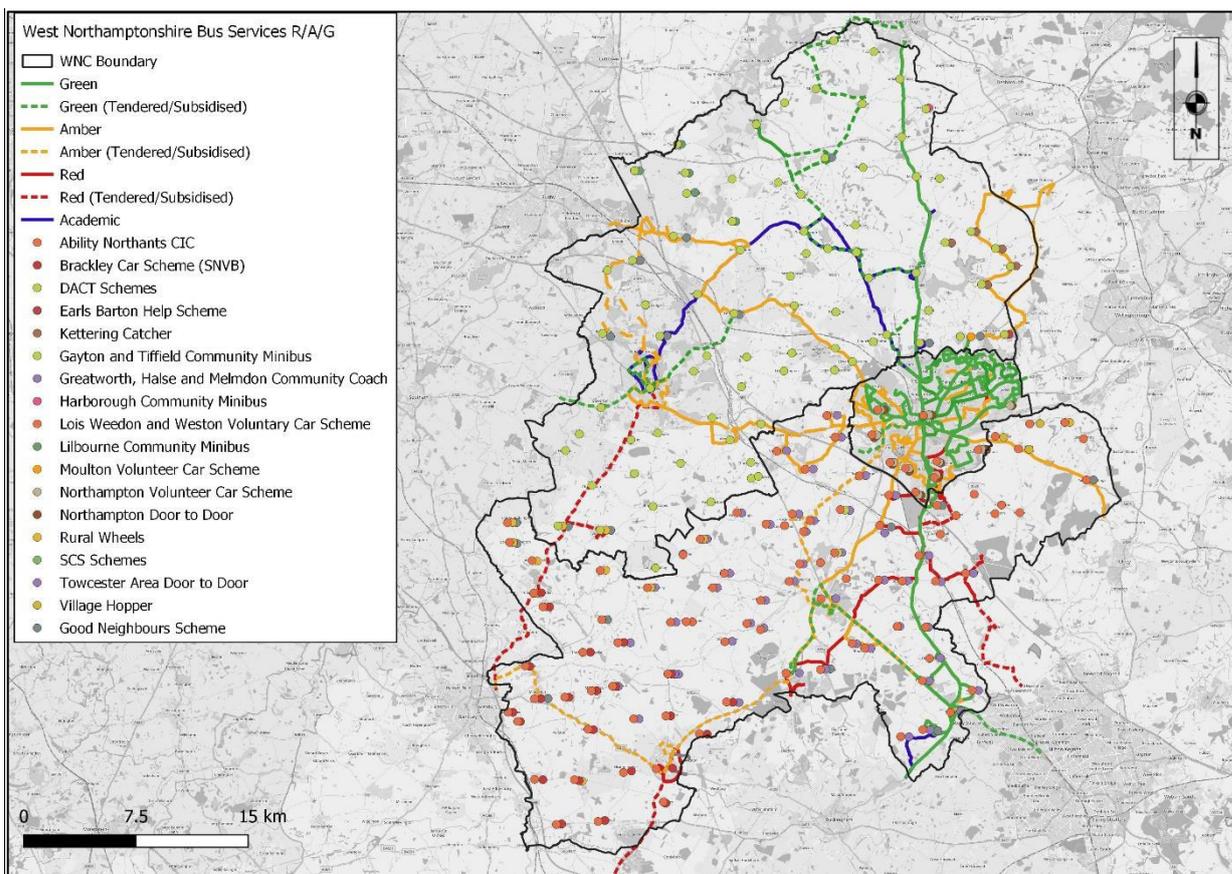
3.6   As is shown in **Figure 3.1**, the highest proportion services expected to be maintained are in and around Northampton. Daventry contains a high proportion of at risk services.

3.7   **Figure 3.2** below is a plan showing the services within Northampton coloured based on their R/A/G rating. A larger version is attached in **Appendix 4**.

Figure 3.2: Northampton Services R/A/G (December 2022)
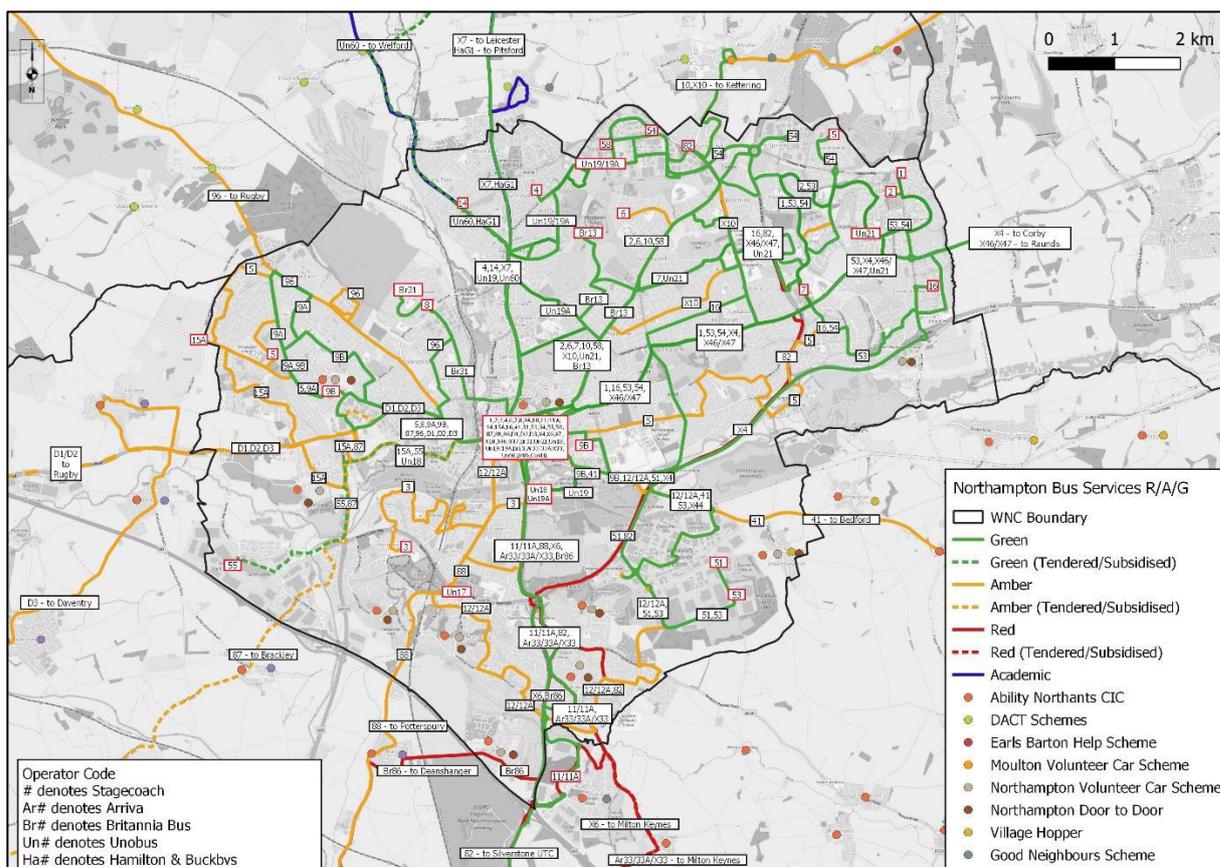
3.8 As is shown in **Figure 3.2**, the services which are likely to be discontinued include:

- Britannia 86 (there are plans for this service to be absorbed into the Britannia 89 service);
- Stagecoach 82 (academic service), and
- Arriva 33/X33/33A (currently supported by WNC).

3.9 At present, Arriva 33/X33/33A is supported by WNC and provides a Rural Tier 3 service between Northampton and Milton Keynes. Whilst the key destinations between Northampton and Milton Keynes are linked by the Stagecoach X6, which is a viable Inter-Urban Tier 1 service, a number of smaller settlements for example Hartwell and Quinton would lose this connectivity.

3.10 Stagecoach 55 is an Urban Tier 3 service between Northampton and Swann Valley. This service received some funding through S106 agreements, but Stagecoach have asserted it is likely to be maintained.

3.11 Stagecoach's D1/D2 Inter-Urban Tier 1 service between Rugby and Northampton currently received funding through S106 agreements, this service is at risk of being discontinued and should be reviewed in the near future.

3.12   Unobus 60 is a Rural Tier 3 services between Welford and Northampton. Although this service is
        likely to be maintained it is supported by WNC and therefore unlikely to be commercially viable
        should this funding be removed.

3.13   **Figure 3.3** below is a plan showing the services within Daventry, Towcester and Brackley
        coloured based on their R/A/G rating. A larger version is attached in **Appendix 4**.

Figure 3.3: Daventry, Towcester and Brackley Services R/A/G (December 2022)
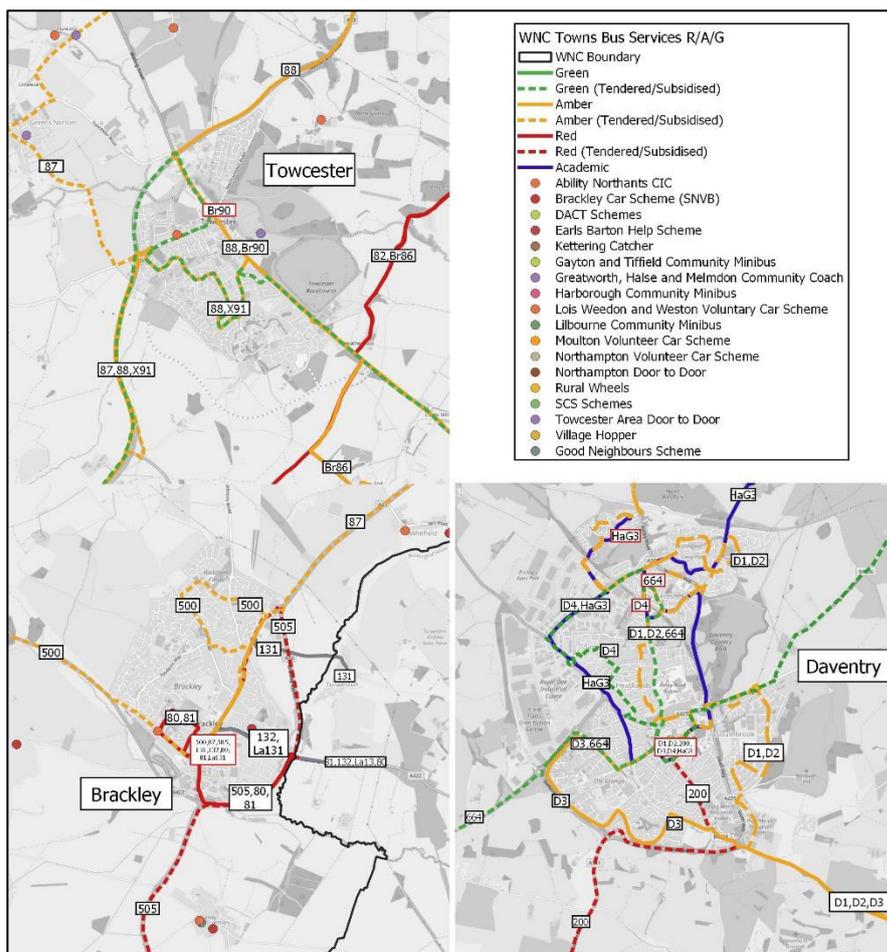
3.14   As is shown in **Figure 3.3**, the area at risk of most withdrawals is Brackley, as there are no current
        services which have been categorised as commercially viable. The services in Brackley which
        are likely to be discontinued are the 80, 81 and 505, all operated by Stagecoach. The 505 received
        S106 funding but is not expected to be commercially viable[1].

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[1] Stagecoach's service 505 has now been withdrawn (June 2023) however changes have been made to the 500
service between Banbury and Brackley, now extending to Elmsbrook and Bicester every hour, this is being funded
through Oxfordshire County Council's Bus Service Improvement Plans.

3.15 Through Towcester, it is worth noting that although likely to be maintained Stagecoach's X91 is currently supported by WNC and therefore are unlikely to be commercially viable should this funding be unavailable. Similarly, Stagecoach's 87 also receives support from WNC and is at risk of being discontinued in absence of this support. Withdrawal of this service would mean that there would be no direct services between Towcester and Brackley.

3.16 Although academic service 664 through Daventry is likely to be maintained, it is currently supported by WNC and therefore unlikely to be commercially viable should this funding be unavailable.

3.17 As mentioned earlier, Stagecoach's D1/D2 Inter-Urban Tier 1 service which operates through Daventry is currently received funding through S106 agreements, this service is at risk of being discontinued and should be reviewed in the near future. Furthermore, Stagecoach's 200 between Banbury and Daventry is currently supported by WNC and is likely to be unviable without any further funding. Should the 200 be withdrawn there would be no direct bus services between Banbury and Daventry[2].

3.18 Overall, the smaller towns in the UAA appear to be at a greater risk of service impacts in the near future compared to Northampton.

Summary

3.19 Through the analysis it is clear that a number of links between key towns are at risk. These include:

- Daventry – Banbury. Currently served by Stagecoach 200 between Daventry and Banbury, this service is not commercially viable and is likely to be discontinued with financial support, this service is currently being funded by Oxfordshire County Council.
- Brackley – Banbury. Currently served by Stagecoach 500 and categorised as partially viable (amber) meaning it is at risk of being discontinued and will need to be reviewed in the near future, this service is currently being funded by Oxfordshire County Council.
- Brackley – Bicester. Should Stagecoach's 505 be discontinued there would be no reasonable public transport links between these locations[3].

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[2] Service 200 is being operated with financial support from Oxfordshire County Council.
[3] Stagecoach's service 505 has now been withdrawn (June 2023) however changes have been made to the 500 service between Banbury and Brackley, now extending to Elmsbrook and Bicester every hour, this is being funded through Oxfordshire County Council's Bus Service Improvement Plans.

- Northampton - Towcester. There are currently two services between Northampton and Towcester, the Stagecoach 87 and 88 services which are categorised as partially viable (amber); they continue to Brackley and Potterspury, respectively, after Towcester. These services should be reviewed in the near future.

3.20   Services that receive support/funding from WNC are unlikely to be commercially viable and therefore should be reviewed regularly to assess their risk of withdrawal should funding be removed.

3.21   In addition to these key towns, there are number of smaller settlements whose current level of services is at risk and will need to be considered in the next stage of the review.

4.0   ALTERNATIVE SERVICE PROVISION

4.1   We recognise that for many in the community it is conventional local buses, primarily operated by commercial providers, that is seen as the core public transport network. West Northamptonshire has a mix of national and local operators that meet many of its travel demands (as considered in detail in chapter 2). However, the bus company commercial objectives may not always match with the Council's policy objectives, for example in achieving the balance between ensuring financial viability for the operators while meeting the community's needs for mobility and access, particularly in delivering social welfare outcomes.

4.2   Where there are gaps in the provision of local bus services, it is not always possible that these demands can be met through supported services funded by the Council (using its powers defined within the Transport Act 1985 and subsequent legislation). This may be a matter of Council revenue funding not being available, lack of competition or no bus operators available to undertake the service, or that the potential demand is insufficient to ensure a long term viable service. This can be a key issue in rural areas and in communities with ageing populations.

4.3   The government has in recent years recognised these concerns, where the safety net of council supported local bus services cannot meet the demands from rural areas or for certain segments of the population. It has promoted the integration and sharing of resources through the recent "Total Transport" initiatives, it has funded rural mobility services through one off grants, supported emerging demand responsive transport solutions, and of course, has had a long history of encouraging community transport (CT) and Dial a Rides (DAR) through legislation and funding.

4.4   There has also been talk of the "Uber-isation" of public transport, with ride sharing apps, but this digital revolution has not yet taken hold except in the largest urban areas. Taxi transport continues to provide a safety net, even in rural areas, but without wider adoption of ride sharing it is often not affordable or convenient for many.

4.5   We have been advised that a study is currently being undertaken by the Council to review community transport and so it is our intention to cross refer to that work, and particularly ensure the options tested and solution we propose are complementary.

4.6   Our review of the wider transport network confirms that West Northamptonshire has a well-established community transport sector, which is either wholly volunteer operated or sometimes run with some paid staff. Its characteristics are that the schemes are generally rural or village based, often relatively small scale and charity or parish council managed, funded and operated. The exception to this model is Ability, which is a larger Community Interest Company (CIC) operating several vehicles in the south of the UAA. Details of the provision in the CT sector were

considered in the previous chapters and therefore this section comments on the ability of the sector to meet existing or new demands.

4.7   Community transport is often very proud of its social role as a safety net, for residents who would otherwise have no access to services. Many are able to cope with existing demand but could not necessarily grow without additional vehicles or more crucially recruiting more volunteer drivers. While in theory CT operators could replace services no longer provided by bus companies there are constraints – they may have vehicle size limits so could not transport large school flows, for example, or they may be able to operate between 0900 - 1700 but would struggle to recruit volunteer drivers for early morning employment trips or late night social trips for young people. So community transport often provide greatest value in replacing off peak rural services, but with the caveats noted on the availability of resources.

4.8   Dial a ride (DAR) services are primarily provided for people with disabilities or mobility issues, often the elderly and are distinct from community transport, which is usually open to all. They will generally operate fully accessible minibuses, with ramps or tail lifts, and will often be focussed on semi variable scheduled shopping trips or offering healthcare links. This is a problematic area as non - emergency health trips should be the responsibility of the NHS, but in most areas there are strict criteria on accessing Patient Transport Services (as provided by East Midlands Ambulance Service) and DAR (and CT) therefore can be carrying passengers that ideally should be on PTS.

4.9   Voluntary car schemes also provide links to local hospitals and in some locations are used for shopping trips – these may be run in conjunction with CT schemes or by parishes, as well as through the NHS. In some rural communities it is expected that informal car sharing is very important in meeting travel needs that otherwise would be unmet. It is unlikely that these services, run by volunteers on a mileage reimbursement rate, would be able to provide anything but marginal additional capacity if faced with the loss of a local bus service.

4.10   There has been considerable interest in Demand Responsive Transport (DRT) as a solution to reductions in local bus services, as in theory the flexibility of the semi scheduled service can meet many demands across a wide area. Northamptonshire County Council previously invested in Call Connect DRT services to fill gaps in the network but found that the subsidy per passenger was high compared to conventional bus services. The DRT model should be explored further, as operating costs are being reduced as the ride booking technology matures and innovative approaches to vehicle utilisation are tested, but it is unlikely to provide a whole or even partial network replacement package, without considerable external funding.

4.11   Taxis are often the unsung heroes of local transport and we should not forget the additional capacity provided, albeit generally at higher cost for the individual (but it can be viable for group travel). Because taxi operation, whether hackney carriage or pre booked private hire, is provided by individual operators or small companies their imperative will be to serve passenger demand where it's the most lucrative, so unsurprisingly the focus is often on stations, hospitals and the night time economy. The economics of taxi operation is also dependent on the regular contract provision of vehicles for SEND school transport, effectively offering a cross subsidy within council funding. Shared taxi travel legislation was introduced many years ago but has seen limited take-up (with the notable local exception of black cabs in Corby). When considering safety net options we should therefore not discount taxis, but recognise they may have a very specific role, passenger market and cost profile.

4.12   There is often other transport provision that may have resources available to supplement a network – for example education, health, social care. Uno in Northampton is good example of an education transport provider widening its offer to the wider community, but always primarily focused on its core student market.

4.13   There have been a number of council run integration and partnering projects in the UK aimed at utilising resources more efficiently, recognising that public sector vehicles and drivers may have different 'down times' when they could be utilised for different markets. The classic example is using buses for pre 0800 employment trips, then for school runs and then for social care or village bus operations off-peak. Many bus and coach operators already work these types of services together to maximise their internal efficiency for staff and vehicles, but there will be resources such as council owned minibuses, for example in health and social care, which may be underutilised. The 'Total Transport' concept was focussed on maximising all resources in a defined area, often through enhanced management systems, scheduling and passenger allocation and booking. What is less likely to occur is the direct real time mixing of passenger groups, for example where school pupils and social care clients would be difficult to coordinate and provide safeguarding.

4.14   This is not to say that greater integration within councils and through partnerships, informal and formal, should not be pursued but the efficiency gains will normally be achieved in the medium and long term through management and procurement systems rather than in shared 'on the road' operations. Often the block to achieving more integration and resource sharing is the council department's budget controls and risk sharing, for example on maintenance, depreciation and overheads.

4.15   In summary each of these alternative transport options has considerable value in West Northamptonshire and in most cases may be called upon to fill network gaps at the margins, although without significant investment would have to be considered as only a partial solution in the short to medium term. We will therefore consider, model and test the greater use of alternative providers in more detail in the second stage of this review.

5.0   RISKS

5.1   Context is always important when considering the current risks to the local bus network. West Northamptonshire has already seen considerable disruption to its traditional bus market, both post deregulation with company ownership changes and more recently with the almost total withdrawal of revenue support by Northamptonshire County Council. Bus patronage will have been impacted and outside of the urban areas may not have recovered. The rise of the community transport safety net, while it has successfully filled many gaps, can only be a partial solution focussed primarily on off peak travel for a limited demographic.

5.2   In the table below we identify an initial list of risks that should be considered in more detail, with severity and mitigation considered, when options are developed in stage 2 of the review:

Type of Risk	Description
Public sector funding	Further reductions in national and local public sector funding, as part of austerity programmes, reduces budget to support tendered local bus services (or CT alternatives).
Tendering outcomes	Tender prices increase as operator costs are passed on, arising through lack of competition, and/or operators exiting the market.
Concessionary fares	Reduction in funding as new generation factors or scheme attributes introduced, with a return to pre Covid funding on no better, no worse off basis reducing income from this sources as concessionary travel passenger numbers does not recover.
Post Covid demand	Fails to recover, thereby reducing income for commercial operators and on tendered services, especially on gross cost contracts where council takes the revenue risk.
Changing demand, demographics	Continued growth of new housing areas, that may be more difficult to serve. New employment locations, which may be edge of urban area and not on existing routes. Changing retail patterns may reduce demand for traditional town centre and even out of centre shopping trips. Rural population changes, with an increased car ownership, alongside rural poverty where access to work and education becomes even more difficult for a small

	percentage of the population. Ageing population does not necessarily increase concessionary travel as older people continue to drive longer and do not transfer to bus.
Commercial viability of services	Most services have a critical patronage level that post Covid they may no longer reach, hence further service withdrawals introduced on commercial network.
Fuel costs	Dependent on external factors but a major risk for all operators, even with fuel hedging, in the short and medium term. The transition to zero emissions buses may be encouraged but will need funding by government grant or form operators profits.
Drivers	Major concern currently is recruiting and retaining drivers, placing pressure on wages and therefore on costs and profitability. Competition arising from HGV operators and other manual work, particularly warehouse employment.
Competition	Loss of competition as established bus operators exit the market, with a possible cost increase as operators recognise monopoly position.
General externalities	The economy, politics, legislation, climate change.

6.0   SUMMARY

6.1   SCP have been commissioned to undertake a review of the bus network on behalf of West Northamptonshire Council (WNC).

6.2   This report provides the first half of this review by presenting the existing network and its current commercial viability. A further report will be prepared which provides a framework for decision making in order to inform a future bus network which serves West Northamptonshire to its full potential.

6.3   The review highlights that whilst most major settlements have direct links to the nearest large town(s), the frequency of service or length of journey can create a barrier for some and should be considered for improvements:

- Daventry – Rugby, Stagecoach's D1 provides an hourly service with a journey time of 1hr10mins.
- Daventry – Northampton, Stagecoach's D1 provides an hourly service with a journey time of 43 minutes. Stagecoach's D3 provides a service every 90 minutes with a journey time of 1hr24mins.
- Towcester – Northampton, Stagecoach's 87/88 provides a service every 120 minutes with a journey time of 34-49 minutes.
- Towcester – Milton Keynes, Stagecoach's X91 provides 5 services a day with a journey time of 48 minutes.
- Brackley – Towcester, Stagecoach's 87/88 provides an infrequent service which has a journey time of 25 minutes.
- Brackley – Banbury, Stagecoach's 500 provides an hourly service which has a journey time of 1hr24mins.
- Brackley – Bicester, Stagecoach's 500 is now extended to serve Bicester on an hourly basis with a journey time of 25 minutes.

6.4   Routes which have been categorised as 'amber' or 'red' are not expected to be able to continue commercially and are therefore at risk of being withdrawn should the network remain unchanged or if further funding is not provided.

6.5   As a result of the above analysis a number of potential future gaps between towns in the network have been highlighted, these include: Daventry – Rugby, Daventry - Banbury, Banbury - Brackley, Towcester – Northampton, Brackeley – Bicester, Brackley – Towcester and Daventry - Towcester. In addition, a number of smaller settlements are at risk of losing their current level of service.

6.6   The views of stakeholders including bus operators, local transport authorities and town and parish councils have been captured within this report with a summary of their responses included within **Appendix 1**. It is important to consider these responses when developing the framework for the future network.

6.7   The report also highlights the important role which Community Transport plays within West Northamptonshire and how this as well as other alternatives could form part of a new network.

6.8   Finally, the current and expected risks which the bus industry face are summarised within this report and must be considered within the next phase of work in order to develop a resilient network.

APPENDIX 1

SCP

Transportation Planning : Infrastructure Design

10 South Parade
Leeds
LS1 5QS

T: 0113 887 3323
E: info@scptransport.co.uk
www.scptransport.co.uk

LC/220575
04 November 2022

Issued via email
[insert email address]

Dear [insert name]

West Northamptonshire Bus Network Review
Request for Information

I am writing to brief you on a bus network review which SCP are undertaking on behalf of West Northamptonshire Council (WNC) covering the West Northamptonshire area and services operating into surrounding counties. I would also welcome your input as detailed below.

Background

WNC have commissioned a bus network review in order to plan for a future, sustainable network that provides a stable and financially sustainable bus network. The Council's objective is to avoid reverting to the underlying trend of declining patronage and service provision in the area, as seen prior to and during the Covid pandemic.

The Study

The aim of this review is to assist WNC to identify and deliver a core bus network which is commercially viable and which increases bus use within the council area.

As a bus operator your input is crucial to helping to determine what the future network should and will look like.

The review will categorise the existing bus services into 3 categories: green (viable), amber (marginal) or red (non-commercial).

The output of the review will be a report which clearly identifies potential improvements and a draft network plan based on evidenced need. The wider strategic issues, including economic and financial pressures, will be considered to assist planning for the medium and long term of public transport in West Northamptonshire.

Request for Information

To support the review, we will be seeking information, such as:

- The total number of journeys undertaken by passengers on each of your services at a high level, detail to be discussed (e.g. timeframe and/or split by concessionary passengers and fare payers).

- For the amber and red services, understand when and where people are travelling.
  We appreciate that the above is sensitive information and would be happy to sign a non-disclosure agreement.

- Evidence of any barriers to existing bus use (excluding Covid-19 pandemic).

- What you think can be done to make bus use more attractive.

- Any aspirations/risks which you believe should be included within the review.

All information should be provided to our project manager, Lucy Crann (lucy.crann@scptransport.co.uk) by **Friday 18th November**.

Please be reassured that we work with bus operators data regularly and we will ensure full confidentiality of any data provided, keeping information in a secure digital vault. Any commercial data referred to in the report will be disaggregated to respect individual bus operators information.

It would also be appreciated if you could review the table which is appended to this letter and check that the information which is relevant to your services is correct, amending where necessary.

Timescales

It is expected a draft Bus Network Review will be produced by January 2023, at which stage wider community and stakeholder consultation will be undertaken.

Yours sincerely

Lucy Crann
Senior Transport Planner
On behalf of SCP
Lucy.crann@scptransport.co.uk

Summary of Bus Operators Consultation Responses

Letters were sent to Bus operators on the 4th November 2022 with a deadline set for responses on 18th November 2022.

Stagecoach East

Stagecoach East currently provide service route 41. Post COVID, they are now running a reduced service with 1 PVR route. They are meeting on 17th November to discuss future services. They would share a CT feeder bus model to be considered within the review.

Stagecoach Midlands

Stagecoach Midlands outlined issues they currently are experiencing and others that may cause future consequences. After COVID, patronage levels are still slightly down, this is partly to do with concessions still lagging. They considered the ability to recruit and retain drivers to be a risk to the company as people are showing to be less willing to work evenings and weekends. However, Stagecoach do offer enhanced rates for these periods currently but increasing these will need operators to expand the network and frequencies. There is also competition for skilled workers for maintenance, this is likely to cause future problems.

They also highlighted that concessionary reimbursement is a big risk. This is currently being paid at 90% patronage, but this expires in March 2023 with funding and guidance for 2023/2024 unknown. BRG however is not as much of a concern as planning for this ending has been well known. There are S106 funds available, but the authority needs to consider how this should be spent.

Stagecoach have aimed to have a zero emissions fleet by 2034 but in order to achieve this, work from the authority will be needed.

Stagecoach also mentioned that the current economic climate is only concerning for them would be if the need for the new warehouses disappeared. They stated Northampton services remained healthy through COVID, so in turn they were not worried about a recession.

Stagecoach believes the fares within the WNC area are reasonable. They recently changed the fare zone boundaries to accommodate journeys from further afield. However, fares possibly will need to increase to cover the rising fuel and wage costs. They believe that reliability and quality of service comes before cost in passenger demand. Stagecoach is in the process of developing tap in and tap out systems which would benefit passengers and reassure them of value for money.

Another issue is congestion within Northampton. With help from West Northamptonshire Council, they should ensure consistent journey times as this is key to increasing patronage levels.

Stagecoach would support plans for smart corridors and bus priority lanes particularly on Harborough Road, Kettering Road, and Wellingborough Road. They also state that enforcement for the existing bus priority needs to be improved. Stagecoach is currently developing a toolkit for WNC which would look to address several of the concerns stated above.

Britannia Bus

Britannia's services are viable. There are plans to expand service 89 to absorb the less frequent service 86(red) and 90(amber).

Britannia suggested integrated school services into the commercial network. Therefore, in most cases this would be cheaper than a dedicated school bus and money. Britannia bus believe that the rising diesel prices are not affecting fares.

Britannia believe that as the waiting list for drivers is long, recruitment is not an issue. However, they are worried about the industry being franchised.

Post COVID, Britannia's business model is working well. Their services are very reliable, and the company is constantly listening to passengers on ways they can improve. By keeping passenger informed through covid19 and beyond, patronage levels have steadily began to rise. The company are dealing with the common issues proactively. They stated they aren't worried about the recession are buses tend to do better within the current economic conditions.

Their current fleet have been upgraded from Euro 2 to Euro 5 engines, with Euro 5 being used on town services. They stated there is a plan to eliminate Britannia expressed how for the cost of one electric bus, several midlife buses could be retrofitted with improved engines.

Britannia commented that congestion is present, but this was no more than other areas. A significant area for concern is the gas works roundabout next to the bus station. Another problem they would like to raise is the fact that although the Enhance partnership is good in theory, it is not achieving anything currently. Britannia would welcome having direct contact with the Board if it becomes established.

Unobus

Unobus' core model is focusing on providing for staff members and students at the Universities. The network adjusts around the constantly changing needs of the University.

 The university heavily subsidies student fares. However, these may increase due to the uncertainty on the costs of fuel.

PVR levels are not up to 2019 levels. This is to do with the changing locations and reduced demand from the university. With most students now studying at Waterside, there is less demand and in turn a reduced frequency and lower PVR.

Unobus stated that the volume of traffic congestion is becoming an issue as it impacts the unpredictability of journey times. It is therefore extremely difficult to build timetables and achieve them consistently as the length of journey times varies greatly. Even though recruiting drivers is less of an issue as the network has reduced and Unobus are fully staffed, it is challenging to recruit and maintain skilled workers.

However, they believe the main risk is the bounce back of concessionary travel. This is because it impacts the off-peak demand, and it previously provided a significant amount of patronage at off-peak times.

Unobus has a young fleet of euro 5 or better busses, and although zero emission vehicles is an ambition, it is not immediate. Northampton network is not as compatible with zero emissions fleet as Hertfordshire as it is high daily mileage with less opportunity for top up charging

They wanted to acknowledge that this review should not just consider the local bus network but consider the potential of all suppliers eg: DRT and community buses. They provided examples or this working well in Hertfordshire to serve rural areas, but it is very expensive.

The other bus operators (Hamilton & Buckby's, Langston & Tasker, Marshalls, and Redline) are all school services that offer a limited service for students only. Langston & Tasker operate only for school students only as the drop off and afternoon pick up are from The Royal Latin School site only. Marshalls has a closed school service, with pick up/drop off in Deanshager only.

LC/220575
11 November 2022

Issued via email
[insert email address]

Dear [insert name]

West Northamptonshire Bus Network Review

I am writing to brief you on a bus network review which SCP are undertaking on behalf of West Northamptonshire Council (WNC) covering the West Northamptonshire area and services operating into surrounding counties. I would therefore also welcome your initial views on cross boundary bus services in your area, as detailed below.

Background

WNC have commissioned a bus network review in order to plan for a future, sustainable network that provides a stable and financially sustainable bus network. The Council's objective is to avoid reverting to the underlying trend of declining patronage and service provision in the area, as seen prior to and during the Covid pandemic.

The Study

The aim of this review is to assist WNC to identify and deliver a core bus network which is commercially viable and which increases bus use within the council area.

As a council with cross boundary services, your input is crucial to helping us to determine what the future network should look like. We recognise you will be facing many of the challenges that WNC face, whether in terms of funding or operational issues, and so coordination on 'shared' services will be essential. We will therefore be considering local bus services, as well as opportunities for volunteer run community buses, demand responsive minibuses and integration with other services to improve connections in rural areas and on key cross boundary corridors.

The review will categorise the existing bus services into 3 categories: green (viable), amber (marginal) or red (non-commercial). We will be working with local bus companies to understand their plans for the services they provide now and in the future, as well as assessing the value of the council funded bus services that currently fill in gaps in the commercial bus network.

The output of the review will be a report which clearly identifies potential improvements and a draft network plan based on evidenced need. The wider strategic issues, including funding and operational pressures, will be considered to assist planning for the medium and long term of public transport in West Northamptonshire.

Initial Request for Information

Following the study there will more opportunities to give your views through a formal WNC consultation on the proposals but to inform our work on the review we are seeking your initial views on the following questions:

- How do you anticipate existing cross boundary bus services (commercial and supported) will be maintained (and possibly developed)? Or are they at risk?

- The concerns of bus users being reported to you in your area (excluding the impact of the Covid-19 pandemic) – for example increased concerns about frequency, routes, destinations, times, fares?

- Your council's plans for the future development of the local bus network, recognising the BSIP and enhanced partnership stated objectives (and perhaps the reality of delivery)?

Ideally, we would like to have a Teams call with each of the adjoining LTA areas but recognise the severe constraints on PT officers time in each council so would be pleased to have an initial email response, with follow-up to discuss specific routes as required.

All information should be provided to our project manager, Lucy Crann (lucy.crann@scptransport.co.uk) by Friday 2nd December.

Timescales

It is expected a draft Bus Network Review will be produced by January 2023, after which stage formal community and stakeholder consultation will be undertaken by WNC.

Yours sincerely

Bob Pinkett
Transport Director
On behalf of SCP

Summary Of Local Transport Authorities Consultation Responses

The letter was sent out to Local Transport Authorities on the 11th November 2022.

How do you anticipate existing cross boundary bus services (commercial and supported) will be maintained (and possibly developed)? Or are they at risk?

LCC retendered all 16 supported services. They noted residents in the north of WNC areas may look to Market Harborough for their main local town and this has lots of services on key routes. There is not currently a tendered cross boundary bus service.

BC have done their network review in 2022. They have 1 supported rural bus which travels around Buckinghamshire and goes to Brackley a couple of times. There is demand for the cross-boundary school services.

NNC are still to do their network review. They are wanting to subside more moving forward. Western parish council has an existing commercial service but has no funding apart form concessionary fares. For the Northampton to Wellingborough service, in the future this want to increase in frequency due to demand. There are no supported services across the border, but NNC would be interested in collaborating.

WCC are doing a similar review but have a much larger supported network. They have lots of school services with can achieve a good level of integration. There are making reductions on contracts in Stratford area. They would not support the 96 or D1 as there is the rail as an alternative. They have several DRT services but noted they shouldn't leech passengers from mainstream services. If funding dries up, they discussed that removing services would drag commercial services down.

OCC in response to expected challenges from a reduction in patronage, have set funds aside to support previously commercial services. They are taking on contracting responsibilities for three Stagecoach services. Services 200 and 500 are protected until 2024 and service 505 until March 2025. Beyond, they are considered to be at risk.

The concerns of bus users being reported to you in your area – for example increased concerns about frequency, routes, destinations, times, fares?

LCC said there were many barriers to use of buses that PC's feel they experience. Just under 40% feel that poor.

BC's bus services are feeling the pressure from inflation but the flow between Brackley is expected to be safe. BC believe that residents have unrealistic expectations of rural village service with their main concerns being reliability of service and capacity.

NNC claimed there were no real concerns with cross boundary except for A43 village services. There have been complaints about loss of connections due to Stagecoach changes. Stagecoach have simplified fares to become more zonal; some bus users feel that they are not receiving value for money.

OCC outlined the main issues, other than service reductions due to COVID, is the ongoing drive shortage and congestion. There are more than 100 cancellations a day of bus services in the Oxford urban area due to major reliability problems associated with increased congestion.

The council's plans for the future development of the local bus network, recognising the BSIP and enhanced partnership stated objectives?

LCC made some progress on their enhanced partnership- dates have been agreed and meetings are relatively regular. They are considering core services but have excluded cross boundary services.

BC have scoring mechanisms for each service based on school flow, village of a certain size, hospital etc.

WCC are looking to develop a framework for making decisions based on evidence. They currently act more reactively and do what is best at the time. They want to reduce ENCTS payments as it doesn't incentive operators to grow patronage.

OCC have received BSIP funds are prioritising service 505. There are a couple of services that are proposed to be replaced by BSIP-funded DRT services. They do not have a budget for subsidised bus services, they currently spend over £6m on such routes. They propose to introduce a further cross-boundary bus service to Newbury. Retain two service commenced in 2020 and introduce two new DRT services. Their enhanced partnership is currently out for stakeholder consulation. They are currently in line to receive over 160 new electric buses.

All detailed responses have been forwarded to West Northamptonshire County Council.

LC/220575
11 November 2022

Issued via email

Dear Sir/Madam

West Northamptonshire Bus Network Review

I am writing to brief you on a bus network review which SCP are undertaking on behalf of West Northamptonshire Council (WNC) covering the West Northamptonshire area and services operating into surrounding counties. I would also welcome your initial views on bus services in your area, as detailed below.

Background

WNC have commissioned a bus network review in order to plan for a future, sustainable network that provides a stable and financially sustainable bus network. The Council's objective is to avoid reverting to the underlying trend of declining patronage and service provision in the area, as seen prior to and during the Covid pandemic.

The Study

The aim of this review is to assist WNC to identify and deliver a core bus network which is commercially viable and which increases bus use within the council area.

As a local council, representing your community, your input is crucial to helping to determine what the future network should look like. We recognise that not all communities are served by local bus services, but opportunities for volunteer run community buses, demand responsive minibuses and integration with other services will also be explored to improve connections in rural areas.

The review will categorise the existing bus services into 3 categories: green (viable), amber (marginal) or red (non-commercial). We will be working with local bus companies to understand their plans for the services they provide now and in the future, as well as assessing the value of the council funded bus services that currently fill in gaps in the commercial bus network.

The output of the review will be a report which clearly identifies potential improvements and a draft network plan based on evidenced need. The wider strategic issues, including economic and financial pressures, will be considered to assist planning for the medium and long term of public transport in West Northamptonshire.

Initial Request for Information

Following the study there will more opportunities to give your views through a formal WNC consultation on the proposals but to inform our work on the review we are seeking your initial views on the following questions:

- Is your community served by a local bus service and if so are residents satisfied with the service?

- Evidence of any barriers to bus use in your community (excluding the impact of the Covid-19 pandemic) – for example concerns about frequency, routes, destinations, times, fares?

- What do you think could be done to make bus use more attractive?

- Do you have any ideas or options which you believe should be included within the review?

All information should be provided to our project manager, Lucy Crann (lucy.crann@scptransport.co.uk) by Friday 2nd December.

Timescales

It is expected a draft Bus Network Review will be produced by January 2023, after which stage formal community and stakeholder consultation will be undertaken by WNC.

Yours sincerely

Bob Pinkett
Transport Director
On behalf of SCP

Summary Of Parish and Town Councils Consultation Responses

The letter was sent out to Parish and Town Councils on the 11th November 2022. By the 13th December, 34 responses have been received.

Is your community served by a local bus service and if so are residents satisfied with the service?

In response to question one, eight Parish Councils (PC) have no bus services operating in their local area. Thirteen PC's have one service, but the majority stated these services were unreliable. However, some areas, such as Hardingstone, feel they are well served by buses. Some PC's have had reduced frequency services prior to the pandemic and feel that COVID has caused an increase in cancellations and delays. With routes being axed and others planning to be withdrawn, in areas such as Yardley Hastings and Old Stratford, valuable services are leaving elderly and non-drivers isolated without any support in accessing healthcare facilities etc.

Furthermore, seven PC's are relying on community transport schemes to access amenities in the main urban areas of West Northamptonshire. These include the ability bus, local Hopper services and the Lilbourne minibus. However, those areas relying on CTS are struggling due to limited seats and limited days the service runs. A further two PC's responded with a request for a demand responsive transport scheme.

Additionally, just over 70% of PC are not satisfied by the services operating in their area. This is mainly due to poor reliability and a reduction in the frequency of the services. Other PC's are only partially satisfied and this is due to services only serving specific individuals (either elderly or commuters) due to timings of the buses. Only 12% are satisfied with the services.

Evidence of any barriers to bus use in your community (excluding the impact of the Covid-19 pandemic) – for example concerns about frequency, routes, destinations, times, fares?

There were many barriers to use of buses that PC's feel they experience. Just under 40% feel that poor timings of the services result in many residents not being able to access public transport, others simply don't have access to a service at all (21%). Due to the locations of bus stops, 15% of PC's residents cannot easily reach a service. As many have a large population of elderly people that cannot drive or are physically unable to walk the distance to these stops, they are remaining isolated and reliant on resources such as local food banks. One stated that due to the location of the stops, people have had to walk on poorly lit streets with no footpaths which can be extremely dangerous.

As many residents are elderly, they have access to a bus pass. However, these can only be used at certain times (after 9:30am) and services can become overcrowded, forcing those with mobility issues to stand on long journeys. Some stated that confusing timetables were an issue and that paper timetables were no longer available, meaning elderly that couldn't always access online timetables were left abandoned. Other barriers included the expense of the service, poor waiting environments and last-minute cancellations. If individuals were not informed of these cancellations, many may be stranded for an extensive length of time.

What do you think could be done to make bus use more attractive?
Each PC has suggestions for their specific localities to make services more attractive. Many referenced a sustained improvement in frequency and timings of buses to allow for more individuals to use buses for more than the occasional shopping trip. Others felt that allowing the use of bus passes for an extended length of time would benefit their community. Some mentioned investment in seating, improving the affordability and advertising of the services that are accessible to residents. Suggestions also included more environmentally friendly buses, movement of bus stops and diverting routes so parishes can use a service.

Do you have any ideas or options which you believe should be included within the review?
Consultees were asked if they had any suggestions they would like to include in the review. Common responses included functional timetables enabling the long-term use of the service and the allow for the retention of services. and investing further into community transport schemes. Others mentioned that due to the dramatic increase in fuel costs and the energy/climate crisis, more people will rely on public transport. Specific responses cover integrating the buses with rail services, the roll-out of fully electric buses and changing the way the routes are devised. In the age where the norm is for people to use public transport, the bus service is just not currently suitable. The majority of parishes *'just want a fairly decent regular service'.*

All detailed responses have been forwarded to West Northamptonshire County Council.

APPENDIX 2

# West Northamptonshire Bus Services (December 2022)

Operator	Service	Route Description	Service Tier Level	R/A/G
Britannia Bus	13	Northampton – Links View	Urban Tier 3	
Britannia Bus	31	Kings Heath - Northampton	Urban Tier 1	
Britannia Bus	86	Northampton - Deanshanger	Rural Tier 4	
Britannia Bus	89	Milton Keynes – Deanshanger - Potterspury	Rural Tier 3	Plans for 89 to absorb 86 & 90
Britannia Bus	90	Deanshanger - Towcester	Rural Tier 4	
Stagecoach	1	Rectory farm - Northampton	Urban Tier 1	
Stagecoach	2	Northampton – Blackthorn	Urban Tier 1	
Stagecoach	3	Northampton – Camp Hill	Urban Tier 1	
Stagecoach	4	Northampton – Sunnyside	Urban Tier 1	
Stagecoach	5	Northampton – Southfields	Urban Tier 2	
Stagecoach	6	Northampton – Parklands	Urban Tier 3	
Stagecoach	7/7A/7B	Northampton – Moulton Park	Urban Tier 1	
Stagecoach	8	Northampton – Kings Heath	Urban Tier 1	
Stagecoach	9/9A/9B	Northampton – Duston – Northampton	Urban Tier 1	
Stagecoach	11/11A	Northampton – Grange Park	Urban Tier 2	
Stagecoach	12	Northampton – Wootton	Urban Tier 2	
Stagecoach	12A	Wootton – Northampton	Urban Tier 2	
Stagecoach	14	Northampton – Acre Lane	Urban Tier 2	
Stagecoach	15/15A	Northampton – St Giles Park	Urban Tier 2	
Stagecoach	16	Northampton – Ecton Brook	Urban Tier 1	
Stagecoach	41	Northampton – Bedford	Inter-Urban 2	
Stagecoach	51	West Favell Centre – Northampton – Brackmills	Workers	
Stagecoach	53	Northampton – Brackmills	Workers	
Stagecoach	54	Northampton – Moulton Park	Workers	
Stagecoach	55	Northampton – Swan Valley	Urban Tier 3	**S106 funding**
Stagecoach	58	Northampton – Moulton Park	Workers	
Stagecoach	80	Akeley – Brackley	Academic	
Stagecoach	81	Buckingham – Brackley	Academic	
Stagecoach	82	Moulton – Silverstone UTC	Academic	
Stagecoach	83	Milton Keynes – Silverstone UTC	Academic	
Stagecoach	86	Coventry – DIRFT	Inter-Urban 2	
Stagecoach	87	Northampton – Brackley	Rural Tier 3	**Tendered**
Stagecoach	88	Northampton – Silverstone	Inter-Urban 2	
Stagecoach	96	Northampton – Rugby	Inter-Urban 2	
Stagecoach	200	Banbury – Daventry	Inter-Urban 2	**Tendered**
Stagecoach	500	Banbury – Brackley	Inter-Urban 1	**Sun & BH Tendered**
Stagecoach	505	Brackley – Bicester	Rural Tier 3	**S106 Funding**
Stagecoach	664	Daventry – Leamington Spa	Academic	**Tendered**
Stagecoach	D1/D2	Rugby – Northampton	Inter-Urban 1	**S106 Funding**
Stagecoach	D3	Northampton – Daventry	Inter-Urban 2	

Stagecoach	D4	Daventry – Long Buckby	Rural Tier 3	**S106 Funding**
Stagecoach	X4	Northampton – Corby	Inter-Urban 1	
Stagecoach	X6	Northampton – Milton Keynes	Inter-Urban 1	
Stagecoach	X7	Northampton – Leicester	Inter-Urban 1	
Stagecoach	10/X10	Northampton – Kettering	Inter-Urban 2	
Stagecoach	X44	Brackmills – Wellingborough	Academic	**Now withdrawn**
Stagecoach	X46/X47	Northampton – Raunds	Inter-Urban 1	
Stagecoach	X91	Milton Keynes – Silverstone	Rural tier 3	**Tendered**
Arriva	X60	Aylesbury – Milton Keynes	Inter-Urban Tier 2	
Arriva	33/X33/33A	Northampton – Milton Keynes	Rural Tier 3	**Tendered/S106 Funding**
Unobus	17	Little Billing - Mereway	Urban Tier 2	**Now withdrawn**
Unobus	18	Sixfields -Waterside Campus	Urban Tier 2	
Unobus	19/19A	Waterside Campus – Boughton Green Halls	Urban Tier 2	
Unobus	21	Rectory Farm – Northampton	Urban Tier 1	
Unobus	59	Welford – Market Harborough	Rural Tier 4	**Tendered**
Unobus	60	Welford – Northampton	Rural Tier 3	**Tendered**
Redline	131/132	Buckingham – Banbury	Rural Tier 4	
Marshalls	943	Newton Leys – The Royal Latin School, Brackley	Academic	
Langston & Tasker	131	Brackley – The Royal Latin School, Buckingham	Academic	
Hamilton & Buckbys	G1	Pitsford Turn – Guilsborough Academy	Academic	
Hamilton & Buckbys	G2	Lamport - Guilsborough Academy	Academic	
Hamilton & Buckbys	G3	Daventry - Guilsborough Academy	Academic	

APPENDIX 3

West Northamptonshire Bus Services Overview
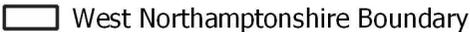
West Northamptonshire Boundary
— Urban Tier 1
— Urban Tier 2
— Urban Tier 3
— Inter-Urban Tier 1
— Inter-Urban Tier 2
— Rural Tier 3
— Rural Tier 4
— Workers Service
— Academic Service
● Ability Northants CIC
● Brackley Car Scheme (SNVB)
● DACT Schemes
● Earls Barton Help Scheme
● Kettering Catcher
● Gayton and Tiffield Community Minibus
● Greatworth, Halse and Melmdon Community Coach
● Harborough Community Minibus
● Lois Weedon and Weston Voluntary Car Scheme
● Lilbourne Community Minibus
● Moulton Volunteer Car Scheme
● Northampton Volunteer Car Scheme
● Northampton Door to Door
● Rural Wheels
● SCS Schemes
● Towcester Area Door to Door
● Village Hopper
● Good Neighbours Scheme
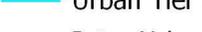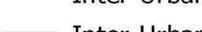
Northampton Bus Services

Legend:
- Northampton Boundary
- Business Park
- School
- Hospital
- GP
- University
- Urban Tier 1
- Urban Tier 2
- Urban Tier 3
- Inter-Urban Tier 1
- Inter-Urban Tier 2
- Rural Tier 3
- Rural Tier 4
- Workers
- Academic
- Cogenhoe & Whiston PC VH1
- Ability Northants CIC
- Northampton Door to Door
- Northampton Volunteer Car Scheme
- Rural Wheels
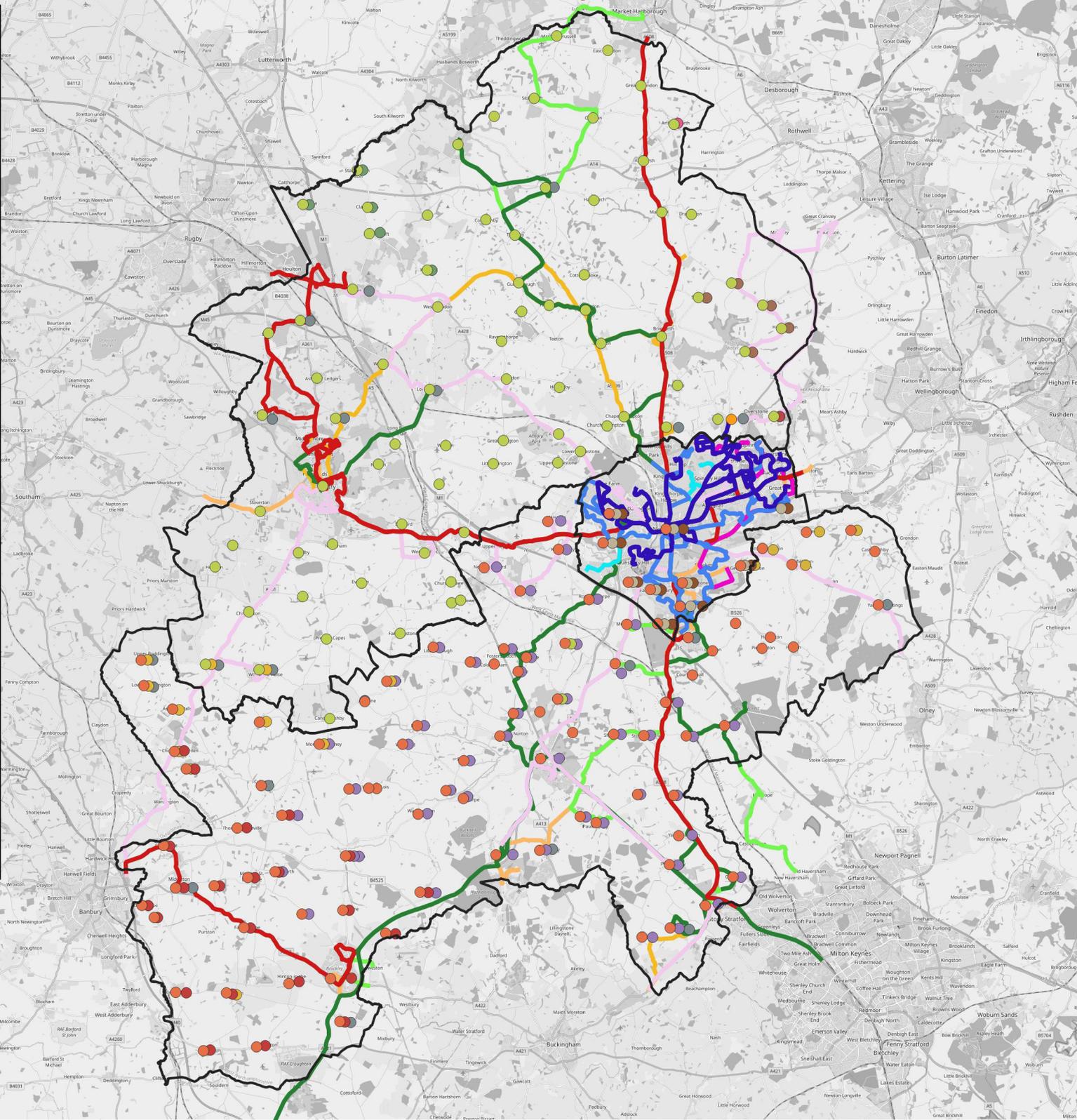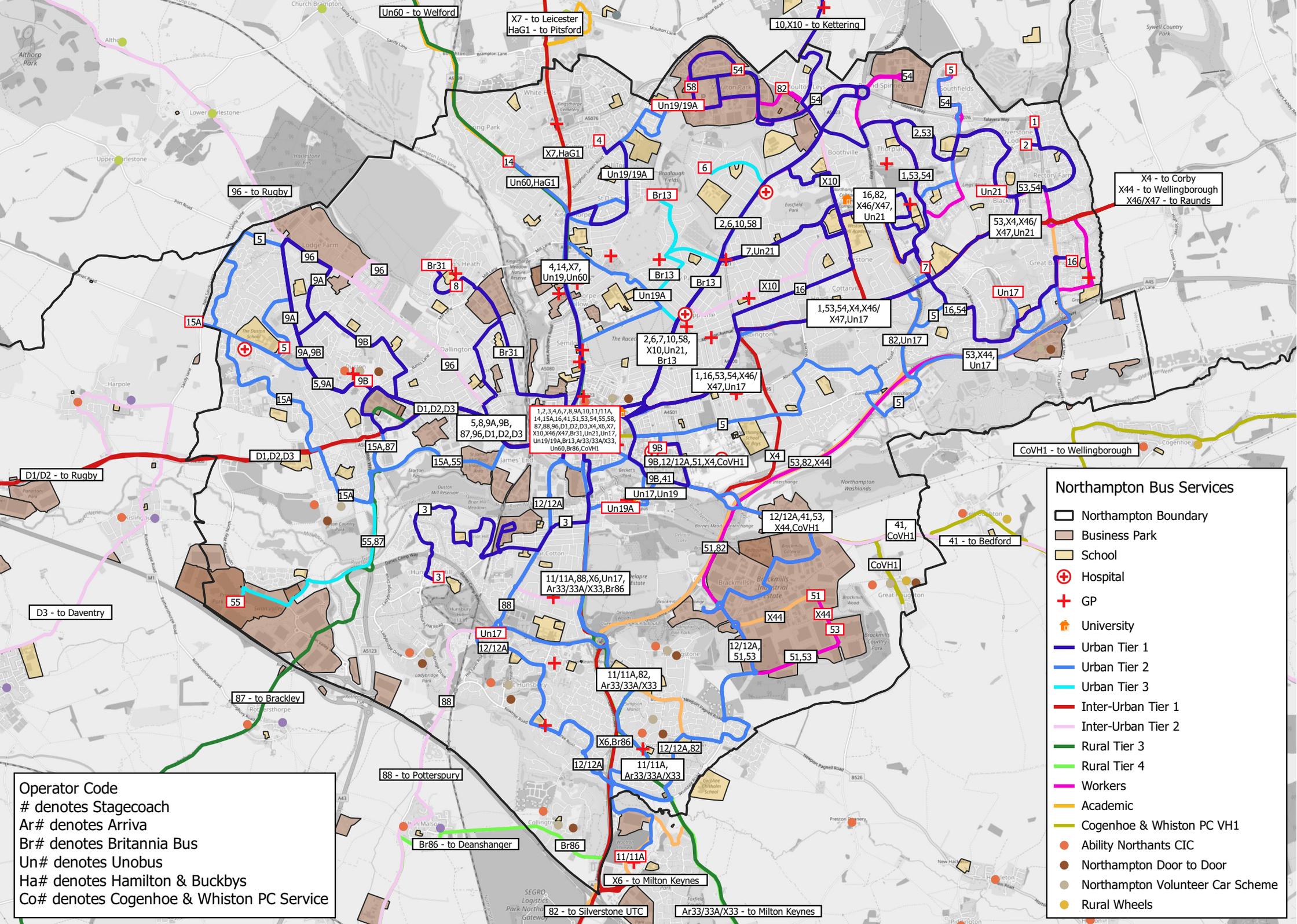
Operator Code
- # denotes Stagecoach
- Ar# denotes Arriva
- Br# denotes Britannia Bus
- Un# denotes Unobus
- Ha# denotes Hamilton & Buckbys
- Co# denotes Cogenhoe & Whiston PC Service

Route destinations / labels:

- Un60 - to Welford
- X7 - to Leicester
- HaG1 - to Pitsford
- 10,X10 - to Kettering
- X4 - to Corby
- X44 - to Wellingborough
- X46/X47 - to Raunds
- 96 - to Rugby
- CoVH1 - to Wellingborough
- 41 - to Bedford
- D1/D2 - to Rugby
- D3 - to Daventry
- 87 - to Brackley
- 88 - to Potterspury
- 55 - to ...
- Br86 - to Deanshanger
- X6 - to Milton Keynes
- 82 - to Silverstone UTC
- Ar33/33A/X33 - to Milton Keynes
- 11/11A

In-map route number labels:

- Un19/19A
- X7,HaG1
- Un60,HaG1
- Un19/19A
- Br13
- 4,14,X7,Un19,Un60
- Un19A
- Br31
- Br13
- Br13
- X10
- 16,82,X46/X47,Un21
- 7,Un21
- 1,53,54
- Un21
- 53,54
- 2,53
- 53,X4,X46/X47,Un21
- Un17
- 82,Un17
- 53,X44,Un17
- 1,53,54,X4,X46/X47,Un17
- 2,6,7,10,58,X10,Un21,Br13
- 1,16,53,54,X46/X47,Un17
- 2,6,10,58
- 5,8,9A,9B,87,96,D1,D2,D3
- 1,2,3,4,6,7,8,9A,9B,10,11/11A,14,15A,16,41,51,53,54,55,58,87,88,96,D1,D2,D3,X4,X6,X7,X10,X46/X47,Br31,Un21,Un17,Un19/19A,Br13,Ar33/33A/X33,Un60,Br86,CoVH1
- D1,D2,D3
- Br31
- 9B
- 9B,12/12A,51,X4,CoVH1
- 9B,41
- Un17,Un19
- 12/12A,41,53,X44,CoVH1
- 51,82
- 41,CoVH1
- CoVH1
- 51
- X44
- 53
- 12/12A,51,53
- 51,53
- 12/12A
- Un17
- 12/12A
- 88
- 11/11A,88,X6,Un17,Ar33/33A/X33,Br86
- 3
- 55,87
- 15A
- 15A,55
- 15A,87
- D1,D2,D3
- 96
- 9B
- 9A,9B
- 9A
- 96
- 5,9A
- 96
- 5
- 5
- 15A
- 9A
- X4
- 53,82,X44
- 11/11A,82,Ar33/33A/X33
- X6,Br86
- 12/12A,82
- 11/11A,Ar33/33A/X33
- 5
- 14
- 4
- 8
- 6
- 58
- 54
- 82
- 54
- 54
- 5
- 1
- 2
- 16
- 7
- 16,54
- 5
- 5

Daventry Bus Services

- ☐ Daventry Boundary
- ▨ Business Park
- ▨ School
- ⊕ Hospital
- ✚ GP
- 🏠 University
- ▬ Urban Tier 1
- ▬ Urban Tier 2
- ▬ Urban Tier 3
- ▬ Inter-Urban Tier 1
- ▬ Inter-Urban Tier 2
- ▬ Rural Tier 3
- ▬ Rural Tier 4
- ▬ Workers
- ▬ Academic
- ▬ Cogenhoe & Whiston PC VH1
- ● DACT Schemes

Operator Code

# denotes Stagecoach

Ha# denotes Hamilton & Buckbys

Daventry

- D1,D2 - to Rugby
- HaG3 - to Guilsborough
- HaG3
- D1,D2
- D2
- 664
- D4,HaG3
- D4
- D1,D2,664
- D4 - Long Buckby
- D4
- HaG3
- HaG3
- D1,D2
- D3,664
- D1,D2,200, D3,D4,HaG3
- D3
- 200
- 664 - to Leamington Spa
- D3
- D1,D2,D3 - to Northampton
- 200 - to Banbury

0   0.5   1 km

Market Haborough

Crick

Northampton

Towcester

0   5   10 km

N
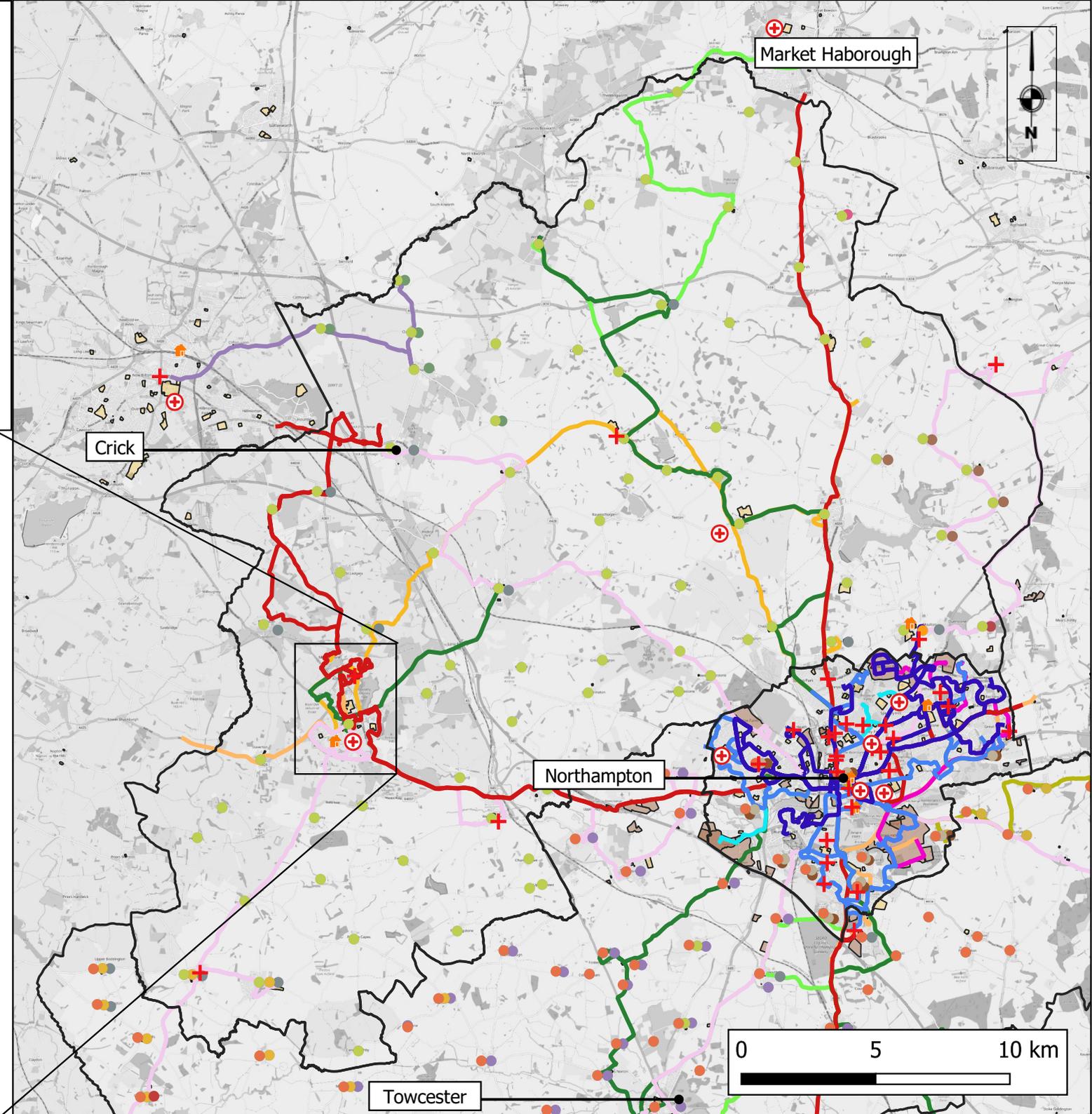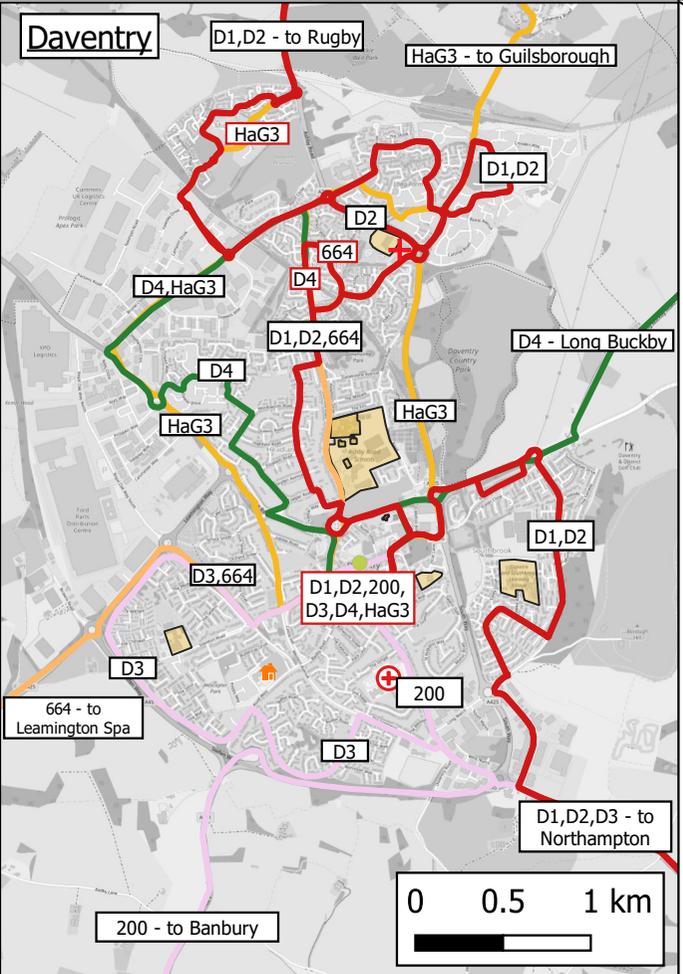
Brackley Bus Services

- ▢ WNC Boundary
- ▢ School
- ▢ Business Park
- ✚ GP
- ⊕ Hospital
- ⌂ University
- — Urban Tier 1
- — Urban Tier 2
- — Urban Tier 3
- — Inter-Urban Tier 1
- — Inter-Urban Tier 2
- — Rural Tier 3
- — Rural Tier 4
- — Workers
- — Academic
- ● Brackley Car Scheme (SNVB)
- ● Good Neighbours Scheme

Operator Code

# denotes Stagecoach

La# denotes Langton & Tasker

Brackley

87 - to Northampton

500

500

505

131

131 to Buckingham

500 - to Banbury

80,81

500,87,505, 131,132,80, 81,La131

81,132,La131 to Buckingham 80 to Akeley

132, La131

505,80, 81

505 - to Bicester

0   0.5   1 km

Daventry

Northampton

Towcester

Banbury

0   5   10 km
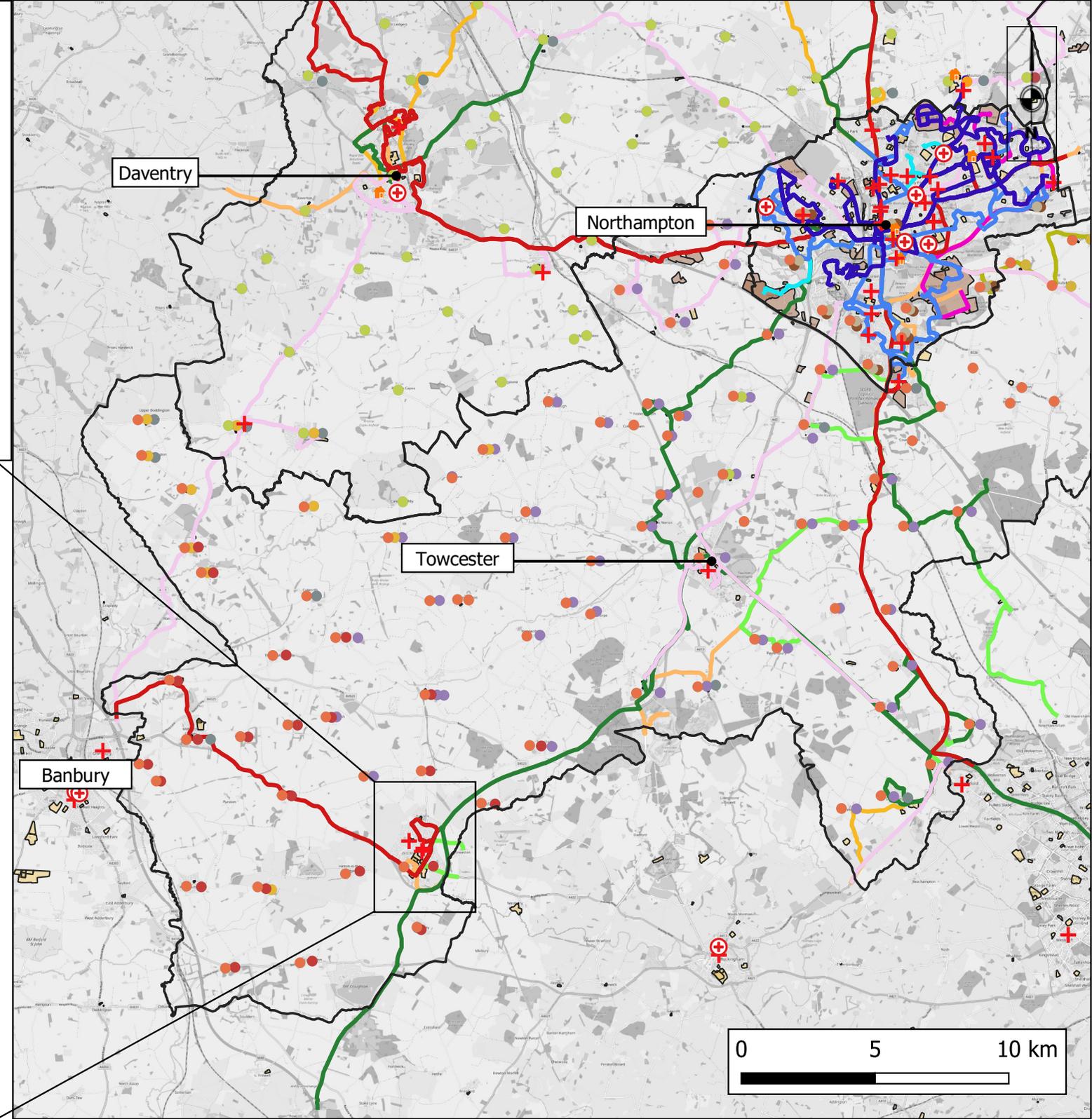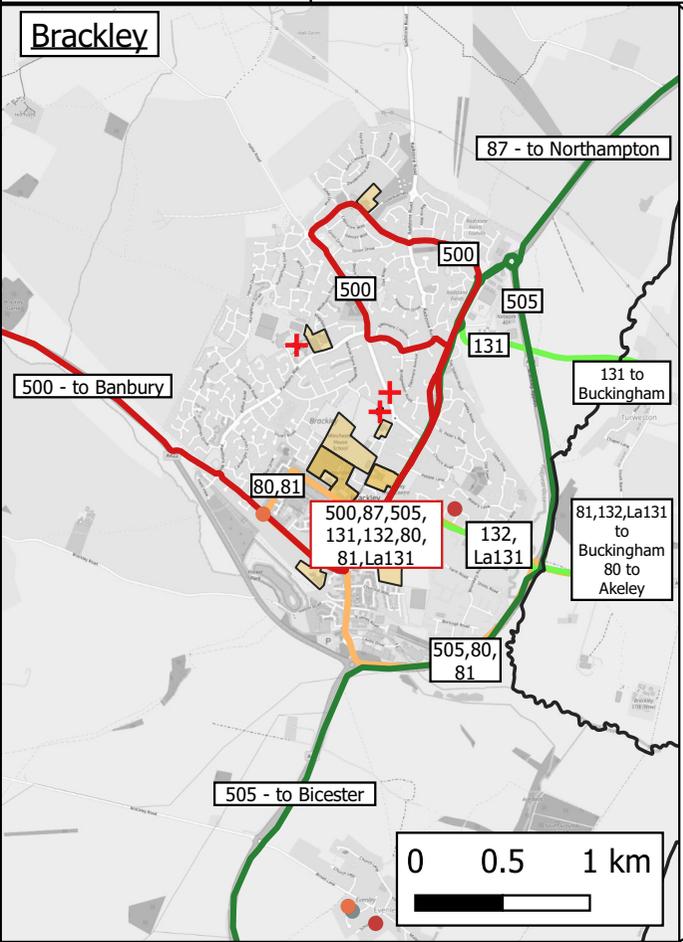
Towcester Bus Services

- WNC Boundary
- School
- Business Park
- GP
- Hospital
- University
- Urban Tier 1
- Urban Tier 2
- Urban Tier 3
- Inter-Urban Tier 1
- Inter-Urban Tier 2
- Rural Tier 3
- Rural Tier 4
- Workers
- Academic
- Ability Northants CIC
- Towcester Area Door to Door

Operator Code

\# denotes Stagecoach

Br# denotes Britannia Bus

Daventry

Northampton

Banbury

Brackley

88 - to Northampton

87 - to Northampton

88,X91

Br90

Br86 - to Northampton
82 - to Moulton

88,Br90

88,X91

88 - to Potterspury
X91 - to Milton Keynes
Br86,Br90,82

88,X91 - to Silverstone
87 - to Brackley

Br86,Br90 - to Deanshanger

82 - to Silverstone

0   0.5   1 km

0   5   10 km
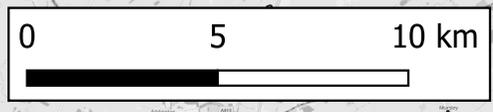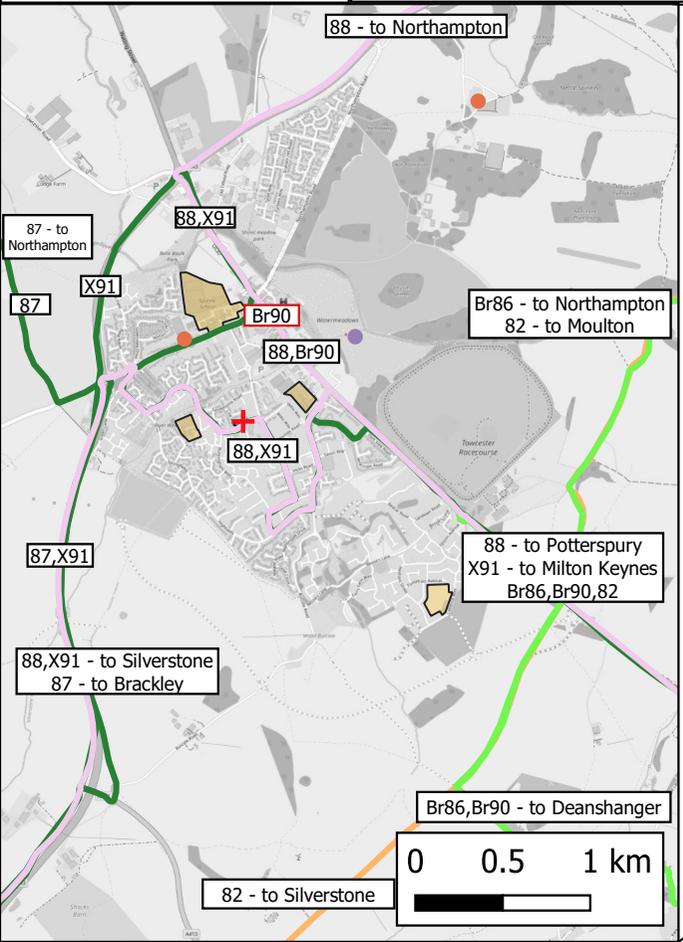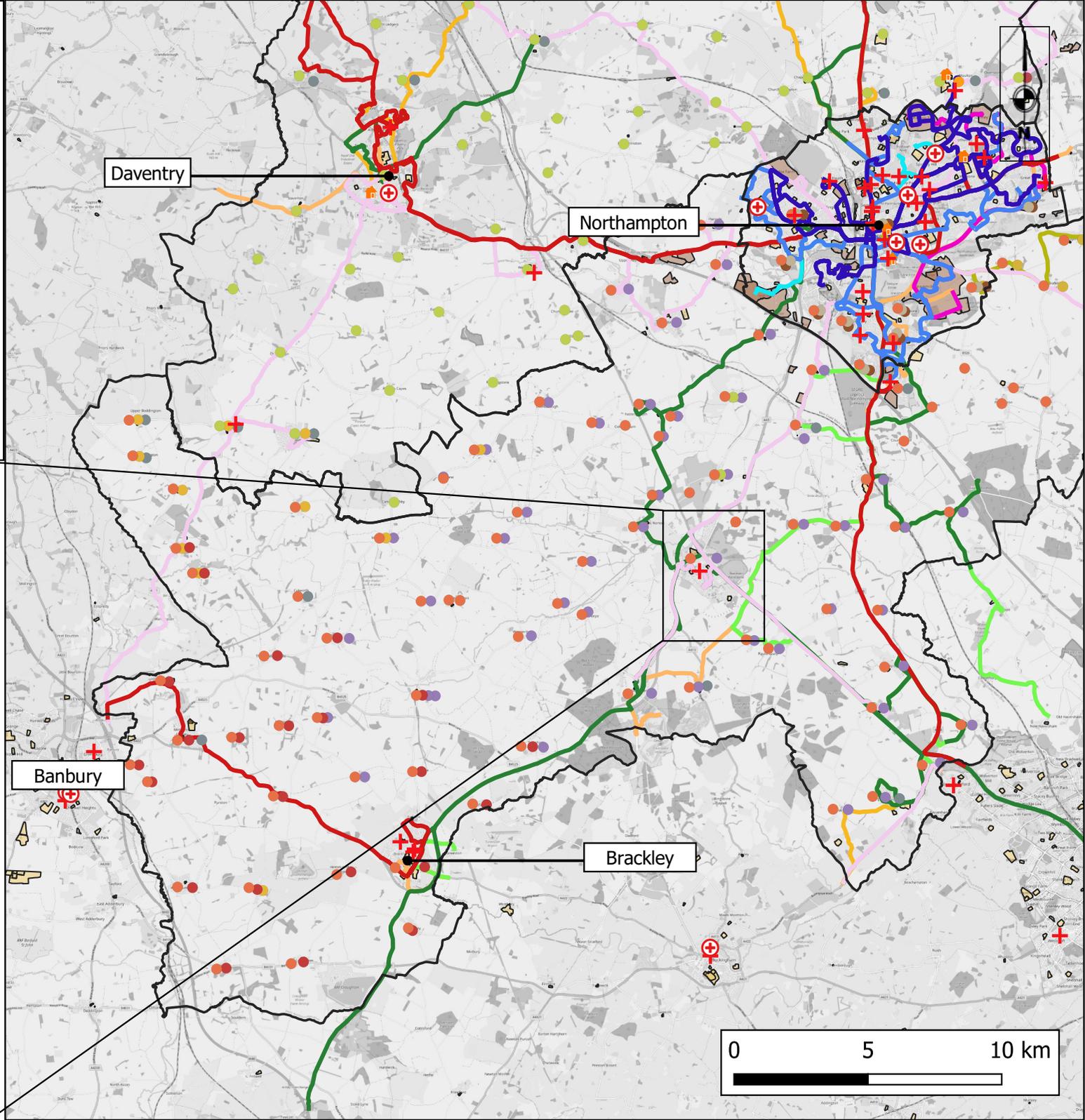
APPENDIX 4

West Northamptonshire Bus Services R/A/G

- WNC Boundary
- Green
- Green (Tendered/Subsidised)
- Amber
- Amber (Tendered/Subsidised)
- Red
- Red (Tendered/Subsidised)
- Academic
- Ability Northants CIC
- Brackley Car Scheme (SNVB)
- DACT Schemes
- Earls Barton Help Scheme
- Kettering Catcher
- Gayton and Tiffield Community Minibus
- Greatworth, Halse and Melmdon Community Coach
- Harborough Community Minibus
- Lois Weedon and Weston Voluntary Car Scheme
- Lilbourne Community Minibus
- Moulton Volunteer Car Scheme
- Northampton Volunteer Car Scheme
- Northampton Door to Door
- Rural Wheels
- SCS Schemes
- Towcester Area Door to Door
- Village Hopper
- Good Neighbours Scheme

0   7.5   15 km

N

Northampton Bus Services R/A/G

WNC Towns Bus Services R/A/G

- ☐ WNC Boundary
- —— Green
- ---- Green (Tendered/Subsidised)
- —— Amber
- ---- Amber (Tendered/Subsidised)
- —— Red
- ---- Red (Tendered/Subsidised)
- —— Academic
- ● Ability Northants CIC
- ● Brackley Car Scheme (SNVB)
- ● DACT Schemes
- ● Earls Barton Help Scheme
- ● Kettering Catcher
- ● Gayton and Tiffield Community Minibus
- ● Greatworth, Halse and Melmdon Community Coach
- ● Harborough Community Minibus
- ● Lois Weedon and Weston Voluntary Car Scheme
- ● Lilbourne Community Minibus
- ● Moulton Volunteer Car Scheme
- ● Northampton Volunteer Car Scheme
- ● Northampton Door to Door
- ● Rural Wheels
- ● SCS Schemes
- ● Towcester Area Door to Door
- ● Village Hopper
- ● Good Neighbours Scheme

Towcester

88

Br90

88,Br90

82,Br86

88,X91

87,88,X91

Br86

Brackley

87

500   500

505

131

131

500

80,81

132, La131

500,87,505, 131,132,80, 81,La131

81,132,La13,80

505,80, 81

505

Daventry

HaG3

HaG3

D1,D2

664

D4,HaG3   D4

D1,D2,664

D4

HaG3

D3,664

D1,D2,200, D3,D4,HaG3

D1,D2

664

D3

200

D3

D1,D2,D3

200