

How Bath – Corsham – Chippenham, and Chippenham and Corsham town bus services might look under a total network service view - **notes**

Here (page 2) is an example of how the Bath-Corsham-Chippenham corridor daytime service pattern could look if town bus services were integrated into the interurban services under Bus Franchising. The existing services that have been incorporated are as follows:

10 Corsham Town Service - Daytime Every 30 minutes - 1 vehicle required. - http://www.firstgroup.com/uploads/maps/Service_10_231_web.pdf

44B Chippenham Town Centre-Barrow Green, 44D Chippenham Town Centre-Ladyfield Road and 44M Chippenham Town Centre-Monkton Park - Daytime Every 30 minutes - 2 vehicles required (between the three routes plus the 44A Chippenham Town Centre-Pipsmore Road service, which I will instead provide for on the Chippenham-Malmesbury/Dauntsey/Castle Combe corridor). - <http://www.faresaver.co.uk/timetables/55190c83eed1c.pdf>

231 Bath-Corsham-Chippenham - Daytime Every 30 minutes - 5 vehicles required. - http://www.firstgroup.com/uploads/maps/Service_10_231_web.pdf

X31 Bath-Corsham-Chippenham - Daytime Every 30 minutes - 5 vehicles required. - <http://www.faresaver.co.uk/timetables/55daca719646a.pdf>

The Bus Franchising pattern provides a significantly wider range of direct journey opportunities, including clock face daytime half-hourly fast buses between Corsham-Chippenham. This is despite the whole package being provided with 1 less vehicle overall, with each route section getting an even daytime half-hourly frequency. I would envisage no subsidy requirement for this service package, compared to a WC subsidy requirement of around £140k per annum in total at present.

During the morning and evening peaks, I would advise a slight drop in frequency on the Ladyfield Road, Barrow Green and Monkton Park sections to allow school bus variations to continue to operate. This would still be better than these areas get in the peaks now - which is no buses at all!

The buses also no longer serve Chippenham Bus Station, as suggested by the Corsham representatives. It is generally accepted that this facility has had its day, and will be closed under the Chippenham 2020 Vision in favour of an upgraded Chippenham Bus/Rail Interchange. All bus services would call at this interchange.

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How Bath – Corsham – Chippenham, and Chippenham and Corsham town bus services might look under a total network service view – **daytime hourly**

Service Number	232	231	232	231	X31	X31
Bath	1000	1015	1030	1045		
Batheaston	1018		1048			
Box	1025	1039	1055	1109		
Rudloe	1029	1043	1059	1113		
MOD Corsham	1032		1102		1047	1117
Katherine Park	1038		1108			
Furzehill		1052		1122		
Cotswold Family Centre					1052	1122
Corsham Newlands Road	1047	1056	1117	1126	1100	1130
Kings Avenue		1059		1129		
Sainsburys	1053	1104	1123	1134	1106	1136
Brook Street		1111		1141		
Ladyfield Road	1057		1127			
Chippenham Hospital					1109	1139
Chippenham Railway Station	1105	1120	1135	1150	1113	1143
Chippenham High Street	1107	1122	1137	1152	1115	1145
Barrow Green		1127		1157		
Monkton Park	1112		1142			
Monkton Park	1112		1142			
Barrow Green		1127		1157		
Chippenham High Street	1116	1139	1146	1209	1118	1148
Chippenham Railway Station	1118	1141	1148	1211	1120	1150
Chippenham Hospital					1124	1154
Ladyfield Road	1126		1156			
Brook Street		1147		1217		
Sainsburys	1130	1154	1200	1224	1127	1157
Kings Avenue		1200		1230		
Corsham Newlands Road	1139	1203	1209	1233	1136	1206
Cotswold Family Centre					1142	1212
Furzehill		1206		1236		
Katherine Park	1148		1218			
MOD Corsham	1154		1224		1147	1217
Rudloe	1156	1214	1226	1244		
Box	1200	1218	1230	1248		
Batheaston	1207		1237			
Bath	1225	1240	1255	1310		

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This is page 2 see page 1 for notes.

NOT a current timetable; a suggestion as to what could be provided as an alternative to current services