

Cabinet - 9 May 2024

Warwickshire Bus Service Improvement Plan (BSIP) Funding for 2024-25

Appendix E

Table 5: Warwickshire BSIP Aspiration - Bus Network Provision Threshold

	Monday to Friday	Saturday	Sunday
Core Networks	20 minutes between 0530-0700	20 minutes between 0530 to 0900	20 minutes between 0800 to 1800
Urban and Peri-urban	10 minutes between 0700-1830 20 minutes between 1830-2300	10 minutes between 0900 to 1600 20 minutes between 1600 to 2300	30 minutes between 1800 to 2100
Core Network Interurban & Suburban	30 minutes between 0530 to 0700 15 minutes between 0700 to 1830 30 minutes between 1830 to 2330	30 minutes between 0530 to 0900 15 minutes between 0900 to 1600 30 minutes between 1600 to 2300	30 minutes between 0800 to 2100
Local Network & Rural Core network	60 minutes between 0600 to 0700 30 minutes between 0700 to 1830 60 minutes between 1830 to 2300	60 minutes between 0600 to 0900 30 minutes between 0900 to 1600 60 minutes between 1600 to 2300	60 minutes between 0800 to 1800
Supporting Network	We will ensure that the supported and part supported services continue to develop under the same principles of the core and local networks for access to employment, education and other activities, and to become a viable alternative to the private car.		
Demand Responsive	<ul style="list-style-type: none"> ● - U bus ● – IndieGo ● - Community Transport <p>We will consider how each individual service can be brought together to complement each other, and the fixed route bus network, reduce the administrative overheads, and make more efficient use of the available resource. Additionally, we will consider how this resource can be used to provide a more flexible and sustainable solution to socially necessary supporting services, including rural areas away from main corridors, rather than traditional fixed route services.</p>		
Integration	The bus network will be enhanced to ensure that bus services are timed to connect with each other, with a focus on meeting the specific times in the early morning and evening, and where services are operating at wide headways. Where practicable bus services will be arranged to provide multi-modal interchange.		