

## Buses

The applicant's Planning and Affordable Housing Statement says that the site has sustainable transport links and refers to buses passing through the village. Appendix A of the Transport Statement include the Johnsons Excelbus timetable effective from April 2021.

I object to the application because the bus service is vulnerable and likely unsustainable as described below.

The bus service has been vulnerable ever since OCC withdrew its subsidy on 20/7/2016. It is now subsidized only by Warwickshire County Council. The table below shows the number of buses per day in 2015 before the subsidy was withdrawn, in 2019 before the onset of the pandemic and according to the April 2021 timetable.

Timetable issued	Number of buses per day							
	Through Shenington		Through Shutford not through Shenington		Through Balscote and Shenington		Via A422 not through Shenington	
	west	east	west	east	west	east	west	east
12th April 2021	3	3	3	2	0	0	2	2
3rd June 2019	3	3	3	2	0	0	2	2
December 2015	6	5	1	1	4	3	1	0

It can be seen that the service through Balscote ended with the OCC subsidy. The service has been maintained well during the pandemic. However, there has been a shift to using the A422, which would take people from Warwickshire villages directly to Banbury. Despite the initial increase in buses through Shutford, in late 2021, that service was withdrawn completely. Johnsons have no incentive to maintain the service through Shenington and only do so for historical reasons. We could anticipate further changes in the future to the disadvantage of Shenington.

Clause 3.2 of the applicant's Transport Statement includes a photograph of a structure described as a "bus shelter". It is not a bus shelter because: i) it is inaccessible to buses; ii) it is too far from the main road which is used by the buses; iii) it is partially invisible from the main road because of trees in the way.