

# Oundle school bus routing optimisation proposal

Oundle has a significant number of school pupils arriving and leaving every day of up to 20 buses. These vehicles can disrupt traffic and pedestrian flows in the town. This proposal provides an approach to reduce the effect of the arrival and departure of the buses.

# Background

1. There are over 3000 pupils at schools in Oundle.
2. This includes over 800 boarders at Oundle School. In addition, around 500 attend Oundle School and Laxton Junior School as day pupils and the majority of them travel daily by road transport.
3. There are almost 2000 pupils attending three state schools in Oundle. These pupils come from both the town and surrounding areas. The majority of those coming from outside Oundle arrive by school bus.
4. The streets in Oundle are relatively narrow and the arrival and departure of the daily school buses causes significant disruption to traffic flows and pedestrian movements. The impact of this disruption will increase as new houses are built and more cars are introduced onto local roads.

Reducing the impact of school buses will help reduce local congestion and create an environment which encourages the take up of cycling as an alternate to journeys by car.

# Parameters which are NOT included in this proposal

1. The number and origin of the buses arriving in Oundle has been accepted as fixed. It is recognised that these parameters will change from time to time. However, the principles set out can still be applied.
2. It is acknowledged that the local schools may change from a three tier to a two tier system. Once again the principles set out can still be applied. However, it is accepted that some change to the approach may be required if an increase in the number of pupils at Prince William School necessitates the construction of an additional bus access point on the A605 and avoids the need to enter the town.

# Optimisation principles

1. There are effectively only three directions from which buses can enter and leave Oundle:

1a from Glapthorn

1b from Cotterstock

2 across the North bridge

3a from Benefield

3b from Stoke Doyle

2. Routings around Oundle will be chosen so that buses do not travel along the same road in opposite directions. This will require them to move around the town along an informal circulatory route.
3. Some parts of the bus routing require buses to travel up and down the same road (eg Herne Road, Cotterstock Road). These sections will be managed by a time governed one way system.

# Current bus origins, routings and schedules

no	entry	origin	MS	PS	PWS
1	2	Lutton/Polebrook	08:40:00		08:50:00
2	1b	Kings Cliffe/Cotterstock	08:30:00	08:38:00	08:40:00
3	1a	Apethorpe/Glapthorn	08:27:00		08:32:00
4	1a	Yarwell/Southwick	08:30:00		08:40:00
5	2	Thrapston	08:30:00		08:40:00
6	2	Sudborough/Thrapston	08:30:00		08:40:00
7	2	Warmington/Elmington	08:30:00		08:40:00

no	entry	origin	PWS	MS	PS
8	2	Hemington/Ashton	08:35:00	08:45:00	08:50:00
9	2	Titchmarsh	08:30:00	08:40:00	
10	2	Luddington/Clopton	08:35:00	08:40:00	
11	3b	Wigsthorpe/Stoke Doyle	08:35:00	08:40:00	
12	3a	Fineshade/Benefield	08:42:00	08:45:00	08:50:00

no	entry	origin			PWS
13	2	Thrapston			08:35:00
14	2	Thrapston			08:35:00
15	2	Thrapston			08:35:00
16	2	Thrapston			08:35:00
17	2	Thrapston			08:35:00

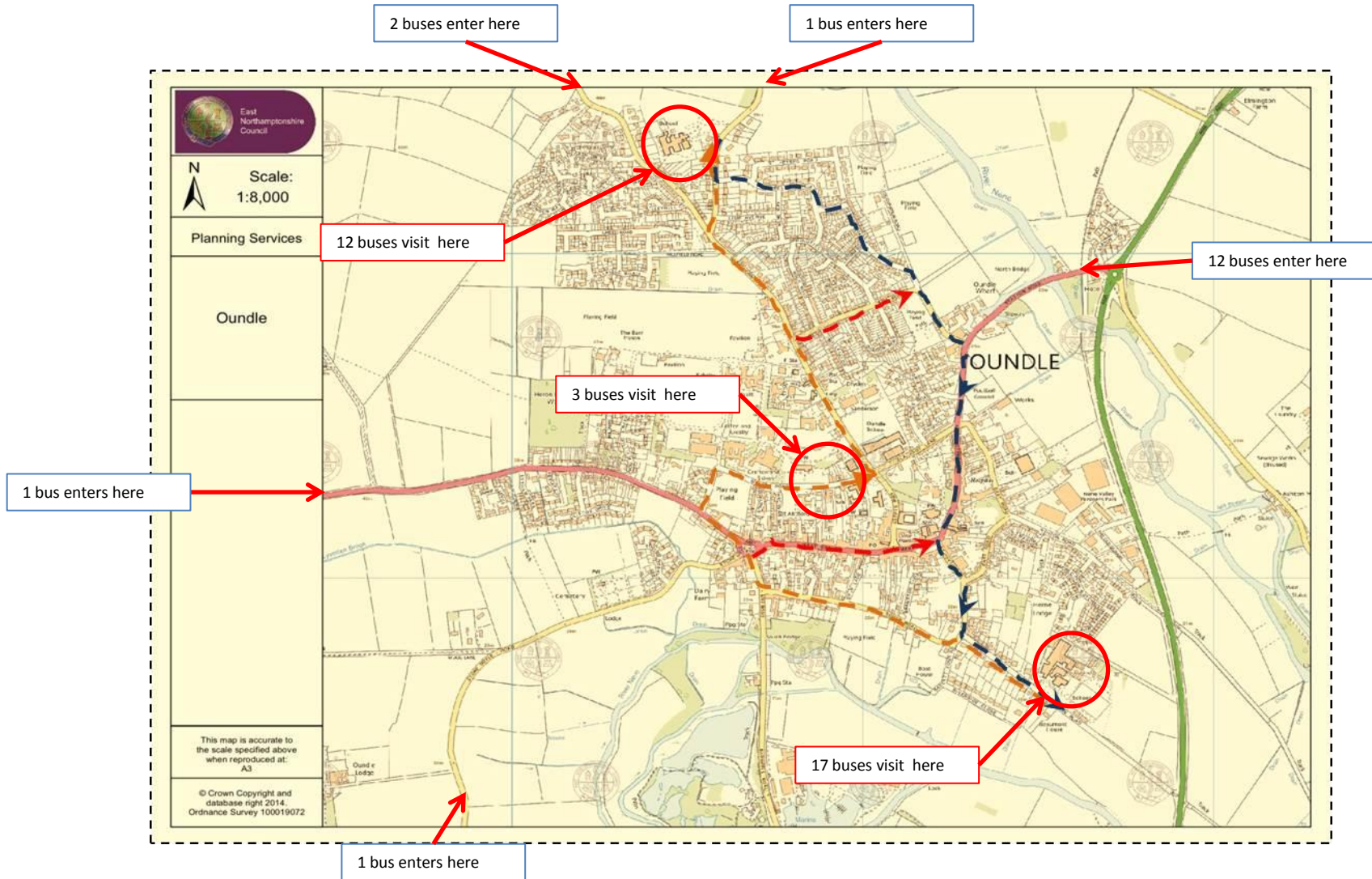
## Summary

Entry at 1a	2 buses
Entry at 1b	1 bus
Entry at 2	12 buses
Entry at 3a	1 bus
Entry at 3b	1 bus

3 buses call at the Primary School (PS)  
 12 buses call at Middle School (MS)  
 17 buses call at Prince William (PWS)

The capacity at MS is 7 buses

# Current bus origins and potential new routes

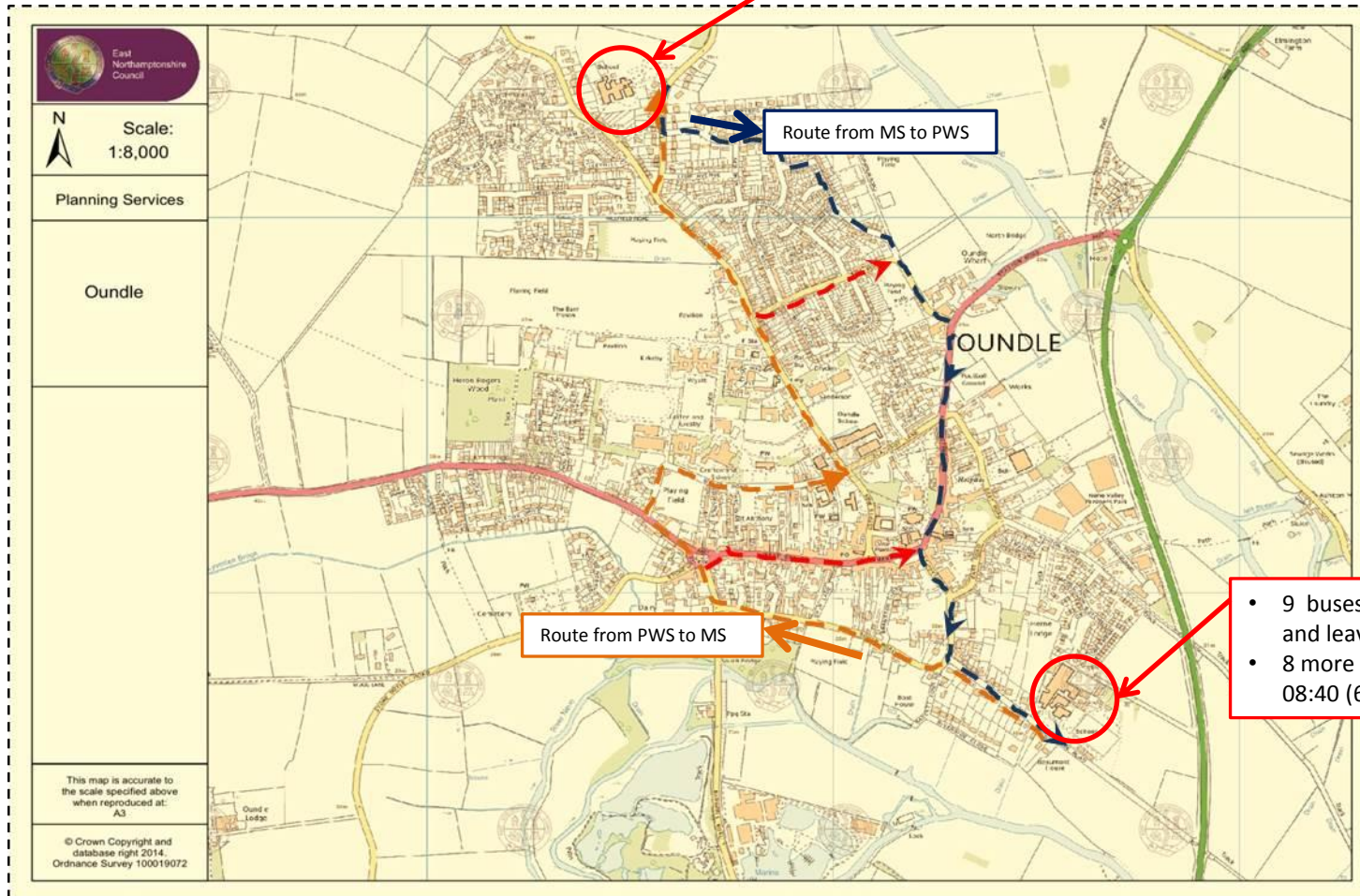


# Optimisation rules

1. Informal one way loop around town
2. Maximum of 6 buses at Middle School
3. Buses must leave Middle School by 08:35 to avoid clashes on Cotterstock Road
4. Buses must leave Prince William by 08:35 to avoid clashes on Herne Road
5. No buses on New Street since it is effectively single carriageway with passing places
6. No buses are routed along East Road as it is particularly narrow

# Proposed new routes

- 6 buses arrive here at 08:30 and leave for PWS by 08:35
- 6 more buses arrive here at 08:40 having called at PWS first



- 9 buses arrive here at 08:30 and leave by 08:35
- 8 more buses arrive here at 08:40 (6 from MS)



# Detail of proposed bus routings and schedules

no	entry	origin	MS	PWS	PS		exit	comment
2	1b	Kings Cliffe/Cotterstock	08:30:00	08:40:00	08:50:00	Leave MS by 08:35	1b?	Leave PWS after 08:45
3	1a	Apethorpe/Glaphorn	08:30:00	08:40:00		Leave MS by 08:35	1a?	Exit via South Road, Milton Road, Glaphorn Road
4	1a	Yarwell/Southwick	08:30:00	08:40:00		Leave MS by 08:35	1a?	Exit via South Road, Milton Road, Glaphorn Road
11	3b	Wigsthorpe/Stoke Doyle	08:30:00	08:40:00		Leave MS by 08:35	3b?	Exit via South Road
12	3a	Fineshade/Benefield	08:30:00	08:40:00	08:50:00	Leave MS by 08:35	3a?	Leave PWS after 08:45 Final exit via New Street
8	2	Hemington/Ashton	08:30:00	08:40:00	08:50:00	Leave MS by 08:35	2?	Enter via New Road then Glaphorn Road Leave PWS after 08:45, final exit via New Road
13	2	Thrapston		08:40:00		Leave MS by 08:35	2?	Exit via South Road and West Street
14	2	Thrapston		08:40:00		Leave MS by 08:35	2?	Exit via South Road and West Street

no	entry	origin	PWS	MS				
9	2	Titchmarsh	08:30:00	08:40:00		Leave PW by 08:35	2?	Exit via Bellamy Road, St Peter's Road
10	2	Luddington/Clopton	08:30:00	08:40:00		Leave PW by 08:35	2?	Exit via Bellamy Road, St Peter's Road
1	2	Lutton/Polebrook	08:30:00	08:40:00		Leave PW by 08:35	2?	Exit via Bellamy Road, St Peter's Road
5	2	Thrapston	08:30:00	08:40:00		Leave PW by 08:35	2?	Exit via Bellamy Road, St Peter's Road
6	2	Sudborough/Thrapston	08:30:00	08:40:00		Leave PW by 08:35	2?	Exit via Bellamy Road, St Peter's Road
7	2	Warmington/Elmington	08:30:00	08:40:00		Leave PW by 08:35	2?	Exit via Bellamy Road, St Peter's Road
15	2	Thrapston	08:30:00			Leave PW by 08:35	2?	Exit via South Road and West Street
16	2	Thrapston	08:30:00			Leave PW by 08:35	2?	Exit via South Road and West Street
17	2	Thrapston	08:30:00			Leave PW by 08:35	2?	Exit via South Road and West Street

# Outstanding issues

1. Afternoon routings to be planned.
2. Access limits on Milton Road to be clarified.
3. Clashes with public buses to be checked.
4. Potential for clashes with Connect Plus service to be evaluated.