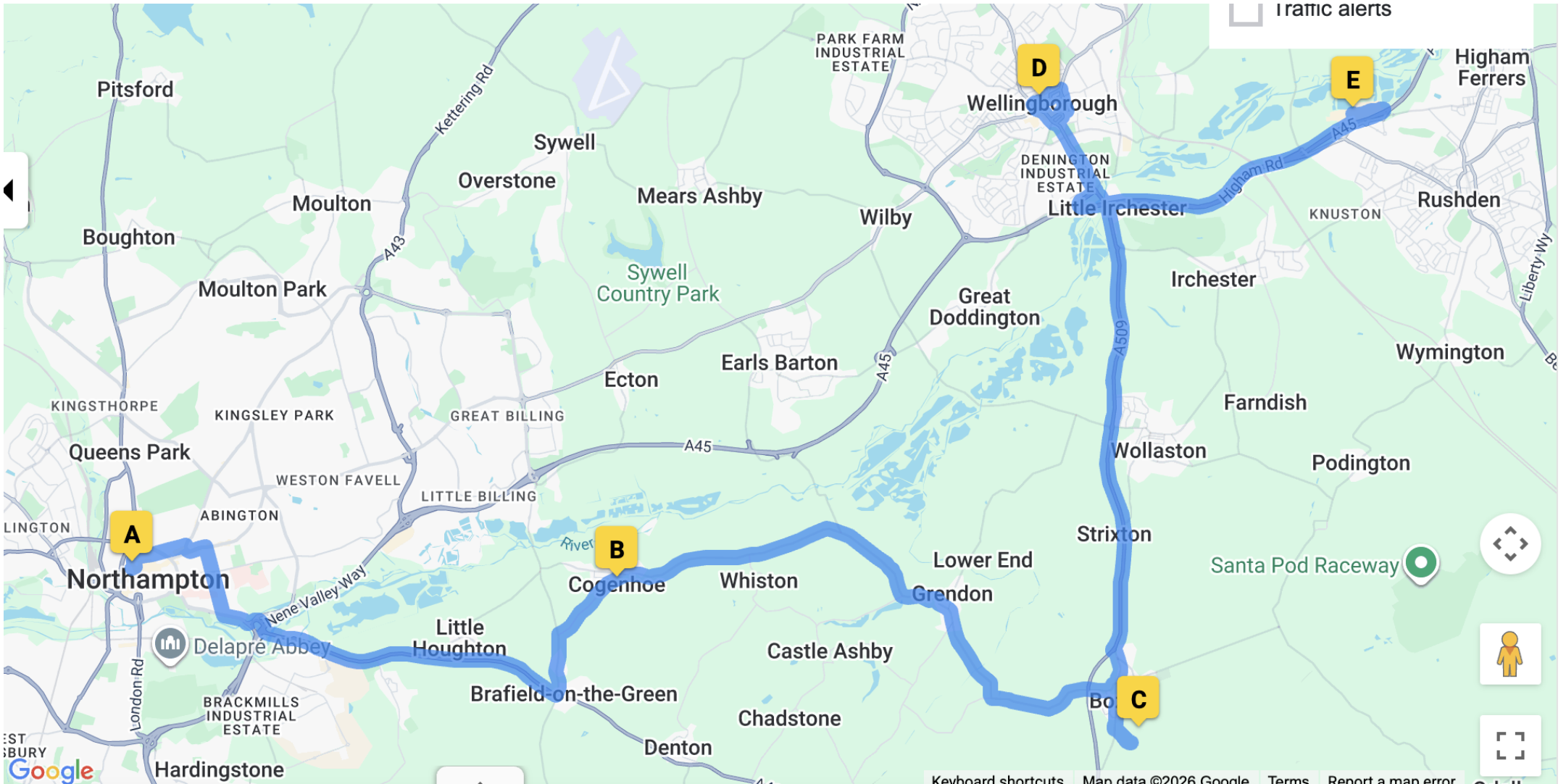


Village Hopper route



Village Hopper route

Q3.9.5

You will see from the map that the Village Hopper runs from Northampton along the A428 to Brafield-on-the-Green, then via Cogenhoe, Whiston, Castle Ashby, Past the existing substation into Grendon, to Easton Maudit, Bozeat, Wollaston and then into Wellingborough and onto Rushden Lakes. Much of the route would be affected by construction traffic and access points which could cause delays and disruption to our passengers. As this is a time-tabled service it needs to run on time and in a reliable manner as passengers rely on us to get them to work, school, hospital appointments etc. Furthermore, because we operate a passenger contract for North Northants council we can be fined by them for consistently being late, we are monitored against our timetable to ensure the service we are being paid to operate runs professionally and on time. We have grave concerns about how the constructions traffic both for the BESS and the solar panel installation as shown in the transport study area, particularly the access points, will affect our service and the disruption this will cause for residents. The application doesn't propose **sufficient measures** to protect or maintain rural transport services like the *Village Hopper* during peak construction, nor explain how such services will be preserved — this falls short of the NPPF's sustainable transport aims. Furthermore, whilst Green Hill's Environmental Statement assesses transport effects at a general level, it does not specifically assess impacts on rural bus connectivity and community transport services such as ours.