

Report Title:	Supported bus services proposals for 2024 and beyond
Contains Confidential or Exempt Information	No
Cabinet Member:	Councillor Hill - Cabinet member for Highways and Transport, Customer Service Centre and Employment
Meeting and Date:	Cabinet 27 September 2023
Responsible Officer(s):	Chris Joyce - Head of Infrastructure, Sustainability and Economic Growth and Tim Golabek – Service Lead for Transport
Wards affected:	All




## REPORT SUMMARY

We have decisions to make about how we run supported services from 2024 onwards. Multiple factors have impacted our options namely the pandemic, declining passenger numbers, inflation and supplier costs, and these are creating substantial challenges to contracts that are over 5 years old.

Bus service operators are struggling with running costs. Interim changes have been agreed and are in place as a short-term measure, partly funded by temporary DfT grants. However, we still need a long-term solution or operators may have to hand back contracts if they are unaffordable to run.

In line with the Bus Service Improvement Plan (BSIP) and existing corporate plan objectives, we need to look at the options for providing affordable and sustainable services to our residents that are well used, well run and value for money. This will mean a reduced set of services going forward as proposed below. Passenger usage of the current supported services provided by our incumbent operators was also factored into the proposal.

**Table 1: Supported services bus route proposals**

	Keep	Stop	Review/amend	Comments
			305	Amend route Windsor to Staines via Datchet. Tender new route proposal.
	16		3/9	Determine current value for money of extending the route timetable.
	53		8	Route reduced and in place.
	234/235		15	3/9 is partially funded by commercial sales from route 8. Combine routes 3/8/9 into a single package to be tendered. Route reduced and in place. Tender revised route.
			238/239	Explore if there is a different way of serving the North West of the borough.
	01	P1 W1		

## 1. DETAILS OF RECOMMENDATION(S)

**RECOMMENDATION:** That Cabinet notes the report and:

- i) Approves the redesign proposals and authorises a tender process.

## 2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

### Options

**Table 2: Options arising from this report**

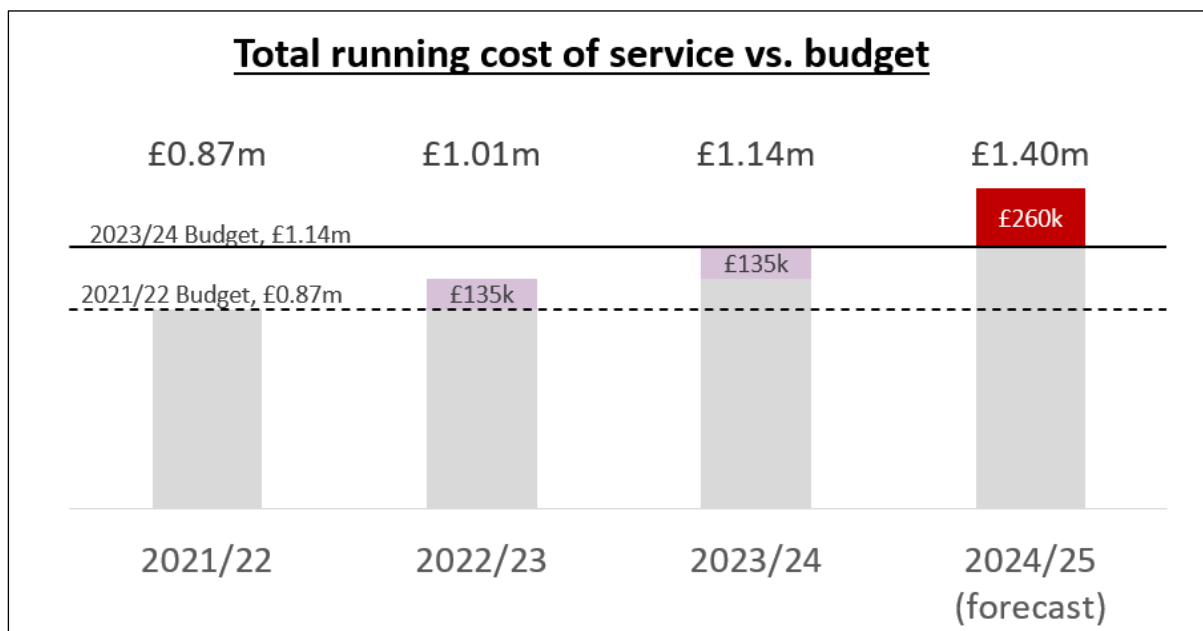
<b>Option</b>	<b>Comments</b>
Approves the redesign proposals and authorises a tender process.  <b>This is the recommended option.</b>	Proposals are based on a reduced set of services to the level deliverable by the current budget - £870k + £200k approved growth bid. There is a medium risk that this will result in a challenge to achieve the BSIP corporate goal of increased journeys per resident, because reducing services results in fewer choices for people of the borough. The BSIP/Corporate plan targets were conditional on funding which was not received.
Agree further changes to existing routes in partnership with operators around a set budget.  This is not recommended.	There is a high risk that this will result in higher costs because it requires a waiver process and changes will be untested which could result in higher costs and make this unaffordable for the Council.
Do nothing.  This is not recommended.	There is a high risk that Operators will not want to continue with legacy contracts that are 6-7 years old because of rising operator costs which could result in an unsustainable model that is unaffordable and does not deliver service improvements thus impacting overall customer experience.

## Context

- 1.1 The Royal Borough of Windsor and Maidenhead council is committed to supporting local bus services where they cannot run commercially to ensure accessibility is provided to all residents. Supported services also help the Council to deliver their environmental and sustainability objectives
- 1.2 22 bus routes currently operate across the borough – 13 are Council supported services and 9 are run commercially by operators
- 1.3 As of 2023/24 the Council committed spend for supported services is £1.14m per annum, following a successful growth bid
- 1.4 The Council budget remains as-is, however, based on previous conversations with our incumbent operators their indicative service provider fees look to rise to a potential total in the region of £1.4m overall by next year
- 1.5 We need to look at the options for providing services to our residents in a more affordable and sustainable way going forward while delivering good customer experience

## Current services – year on year running costs

- 1.6 2023/24 committed spend is 2021/22 budget (£870k for operating a full service) plus £270k (includes DfT funding + growth bid)
- 1.7 2024/25 forecast indicates an estimated additional stretch of £260k and is unaffordable
- 1.8 Our goal is to provide well-run and well-used services, and value for money. Redesigning routes to extend or discontinue some will facilitate this



## Current services – operators and routes

Commercial Services		Supported Services		2022/23 % of concessionary passengers <sup>(iii)</sup>	
Operators and routes	arriva	37	<b>Bear Buses</b>	305	34%
	First Bus	4	<b>Thames valley</b>	3/9 <sup>(i)</sup>	66% (9) / 60% (3)
		8		8	70%
	Reading buses	702		15	66%
		703		16/16A	54%
	red eagle	63		53 <sup>(ii)</sup>	39%
		68		234/235/238/239	44%
	<b>Thames valley</b>	2	<b>white bus</b>	01	58%
		7		P1/W1	50%
		127			
<b>Council subsidy p.a.</b>	<b>£0.00</b>		(excl. concessionary fares) <b>£870,755</b>		

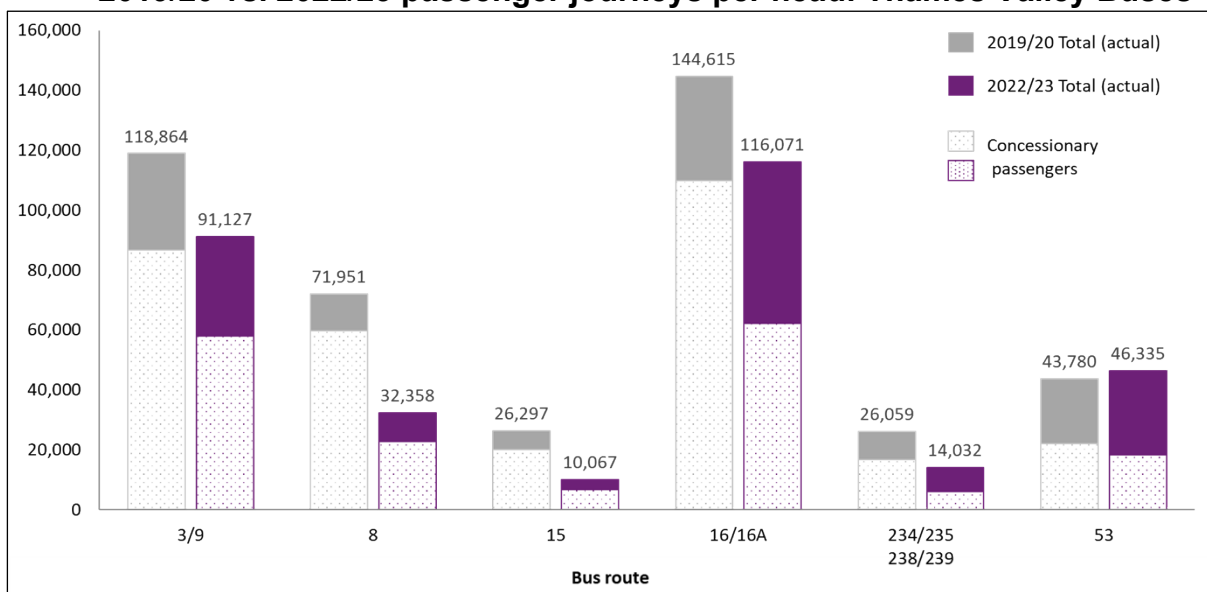
1.9 Commercial services do not receive funding from the Council

1.10 Note (i) - route 3/9 is partially funded by RBWM with a contribution of £12k p.a. to extend the route and timetable with the remainder of the routes originally commercial in nature. However, whilst routes 3/9 and 8 were originally tendered as separate packages, the 3/9 routes are struggling commercially and use some of the support funding on the 8 to remain viable. Therefore, given their intra-funding relationship then all three routes (3,8 and 9) will be tendered as a single package going forward

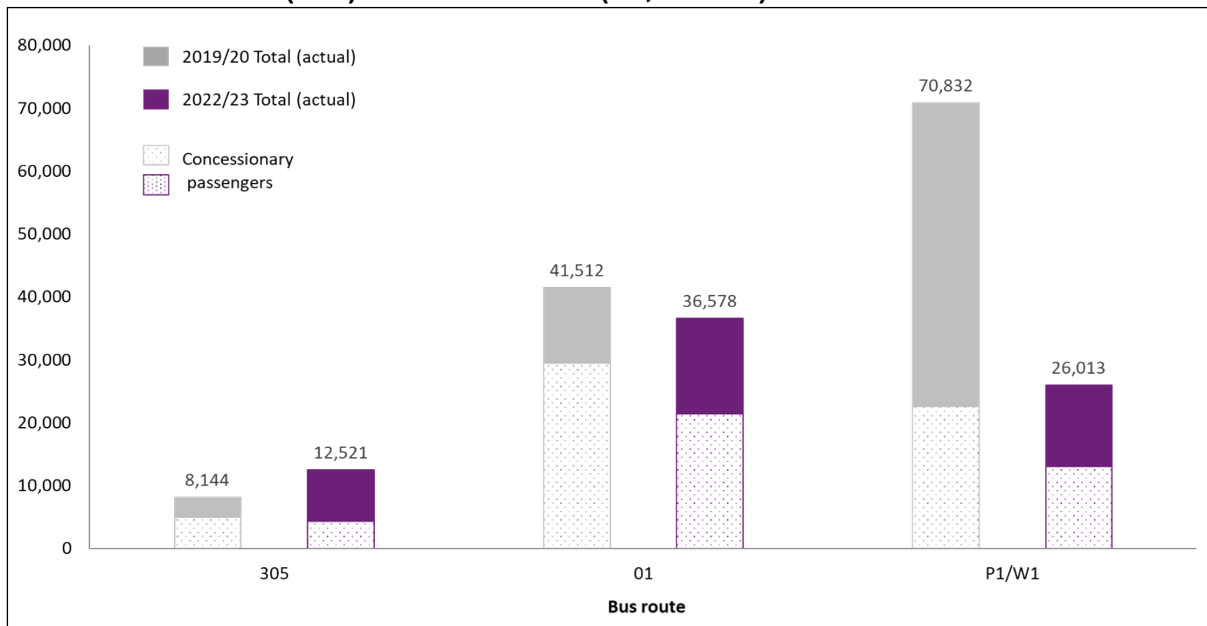
1.11 Note (ii) - route 53 is a shared service run by Bracknell with a small annual contribution from RBWM

1.12 Note (iii) - concessionary passenger usage is over 50% on most routes. As funding is separate and costs £1.07m p.a. it has a net effect of double the cost impact to the council to fund bus journeys in many parts of the borough. Concessionary passes are a statutory requirement and there is little scope to reduce this cost

### 2019/20 vs. 2022/23 passenger journeys per head: Thames Valley Buses



**2019/20 vs. 2022/23 passenger journeys per head:  
Bear Buses (305) and White Bus (01, P1/W1)**



1.13 The two graphs above compare total passenger journeys per head for 2019/20 with 2022/23 for the current set of supported bus service routes. A breakdown of concessionary passengers for each route is also shown

1.14 Interim changes were agreed with the operators in the latter half of 2022. These remain in place and could be a contributing factor in changing passenger numbers. Overall passenger journeys have declined post pandemic, however, there are two exceptions. Increased journeys have been observed on routes:

1.14.1 Thames Valley Buses (TVB) 53 – data is based on passengers boarding within RBWM. From November 2022 onwards this route took additional passengers from Holyport after service 16 was withdrawn from there

1.14.2 Bear Buses 305 – this now includes Datchet which could account for the rise

1.15 Other routes to note where usage has declined:

1.15.3 TVB 3 – route was amended in November 2022 to cover the North side of the A4 Bath Road. Compared with pre pandemic overall patronage dropped by 18k in 2022/23

1.15.4 TVB 8 – route reduced from two area loops to one, now covering Maidenhead Town Centre to North Maidenhead only

1.15.5 TVB 9 – from November 2022, when service 8 was withdrawn from the Halifax Road area, this moved more passengers onto service 9. However, 2022/23 total was still 10k lower compared with 2019/20

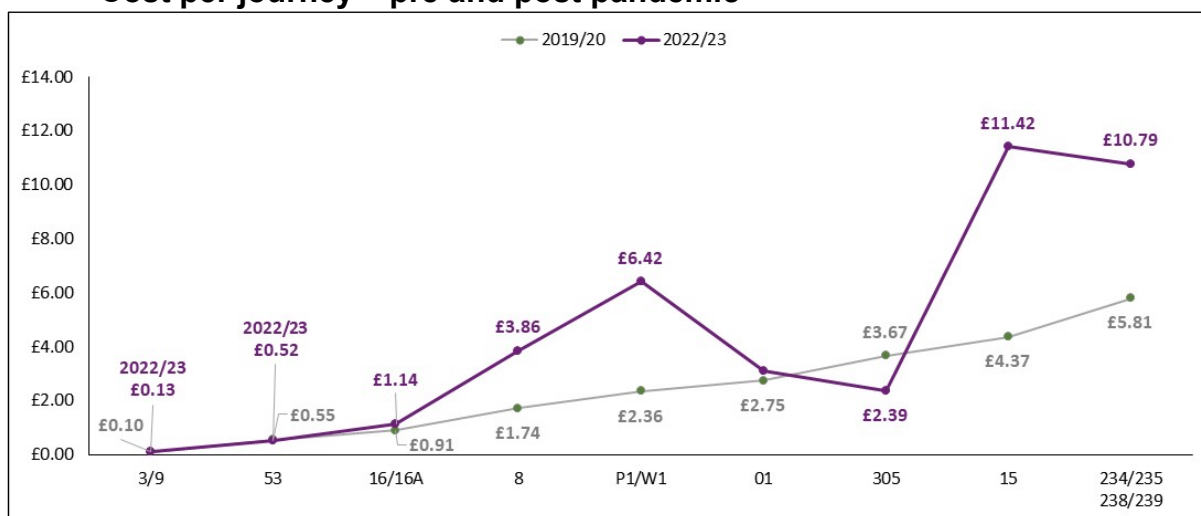
1.15.6 TVB 15 – route reduced and no longer goes to Maidenhead

1.15.7 TVB 234/235 – no longer includes Cox Green loop. Route also updated at the end of November 2022 to support Altwood School

1.15.8 White Bus P1 and W1 services operated separate buses pre pandemic. P1 previously ran 16 trips per day from Home Park car park to Windsor Town

Centre with three journeys to Datchet. Both routes now utilise the same buses alternating between route schedules accordingly. P1 now runs 9 trips per day and fewer services to Datchet. W1 remains a 5 trip per day service

### Cost per journey – pre and post pandemic



1.16 Cost per journey is based on current contract values and compares actual data for the period 2019/20 with 2022/23

1.17 Based on 2022/23 journeys per head, the most cost efficient routes are 3/9 (13p) and 53 (52p). Route 15 (£11.42) is the most expensive, almost triple the cost in 2019/20 (£4.37)

### Achieving for Children (AfC) school services

1.18 AfC are responsible for transporting children to school. Most routes are closed-door registered public bus services, only available to students

1.19 Conversations with AfC are ongoing to determine if supported bus services can replace some existing school routes

1.20 **Example:** Churchmead School (Datchet) is served by Carlone Ltd and Thames Valley Buses (TVB), transporting a total of 49 children per day

- AfC pay TVB £50k p.a. for their part of this service
- There is a possibility to replace Bear Buses route 305 by amending this school route to support a roundtrip from Windsor to Staines and extending operational hours. This is under review

1.21 A summary of AfC services, passenger numbers and alternatives under review is shown at **Error! Reference source not found.**

## 3. KEY IMPLICATIONS

3.1 In 2019/20 the borough was ranked the lowest nationally in terms of bus use, with bus trips per head of population at 9.3. Latest post pandemic data shows a decline to 4.8 trips per head of population

- 3.2 Performance levels of neighbouring Berkshire authorities were analysed to understand what the patronage levels could look like in areas with a similar demographic to ours
- 3.3 The BSIP long-term ambition was to be the leading Berkshire authority, excluding Reading. They have exceptionally high bus trips per head (137 in 2019/20) as they have an advanced bus network with Reading council owning the main operator
- 3.4 Whilst the BSIP target was to achieve over 30 journeys per head by 2030 (excluding Reading) this was greatly dependent on significant investment from the BSIP funding, which has not materialised

#### **4. FINANCIAL DETAILS / VALUE FOR MONEY**

- 4.1 The recommendation of this paper to approve the redesign proposal does not commit the Council to any new spending. It enables us to proceed with formal Market Engagement and tender to understand the appetite within the wider bus service operator community, and their latest views on running services including costs.
- 4.2 Subsequently, the redesign proposal can be refreshed if required ahead of the formal tender beginning, including seeking Cabinet approval to proceed. However, extensive delays to the tender process increases the risks of operators no longer being willing to run the services and ceasing routes
- 4.3 Financial details (i.e. service operation, costs, expected benefits and outcomes) will become clearer upon conclusion of the tender process and evaluation. Whereupon the Council can present its findings and recommendations to the Cabinet

#### **5. LEGAL IMPLICATIONS**

- 5.1 The recommendation of this paper does not have direct legal implications

## 6. RISK MANAGEMENT

**Table 3: Impact of risk and mitigation**

Threat or risk	Impact with no mitigations in place or if all mitigations fail	Likelihood of risk occurring with no mitigations in place.	Mitigations currently in place	Mitigations proposed	Impact of risk once all mitigations in place and working	Likelihood of risk occurring with all mitigations in place.
There is a risk that redesigning the current supported services bus routes will result in a lower likelihood to achieve the BSIP and corporate goal because reducing services limits the options available to people of the borough	Moderate (2)	Medium	Short-term interim bus route changes introduced during the pandemic that remain in place	Consistent, regular, and frequent comms to all residents on the range of public services available via advertising on various platforms/ channels	Moderate (2)	Medium
There is a risk that making further changes to existing routes in partnership with the operators around a set budget will result in higher costs for the Council because of inflation and other service cost pressures	Major (3)	High	Short-term interim bus route changes introduced during the pandemic that remain in place	Review utilisation of routes for potential efficiencies and use waiver process which has already been in place on one contract and is not recommended	Moderate (2)	Medium



Threat or risk	Impact with no mitigations in place or if all mitigations fail	Likelihood of risk occurring with no mitigations in place.	Mitigations currently in place	Mitigations proposed	Impact of risk once all mitigations in place and working	Likelihood of risk occurring with all mitigations in place.
There is a risk that doing nothing will result in an unaffordable and unsustainable service model because operator costs will far exceed Council budget, nor will this deliver any service improvements	Major (3)	High	Short-term interim bus route changes introduced during the pandemic that remain in place	Review utilisation of routes for potential efficiencies and retender	Moderate (2)	Medium

## 7. POTENTIAL IMPACTS

7.1 Equalities. An Equality Impact Assessment is available at Appendix A

7.2 Climate change/sustainability. This redesign proposal will contribute to the lowering of carbon emissions in the borough from well used public transport bus services and is consistent with the borough's Environment and Climate Strategy

7.3 Data Protection/GDPR. No impact

## 8. CONSULTATION

8.1 The development of the design proposal was informed by:

- Primary customer research completed in July 2021 to inform the BSIP
- Passenger usage data from our incumbent supported bus service operators and general feedback from them
- Passenger usage data from Achieving for Children
- Resident feedback in response to interim changes made during the pandemic that have since remained in place

## 9. TIMETABLE FOR IMPLEMENTATION

9.1 Implementation date if not called in: Immediately. The full implementation stages are set out in table 4

**Table 4: Implementation timetable**

<b>Date</b>	<b>Details</b>
6 Sep 2023	Cabinet briefing
27 Sep 2023	Cabinet meeting
Oct 2023	Public engagement to determine key destination points on proposed routes
Sep to Oct 2023	Market Engagement with incumbent providers and other providers in the market
Dec 2023	Approval to tender obtained (HoS in consultation with Head of Service Group and relevant Cabinet Member(s))
Dec 2023	Tender(s) issued
Feb 2024	Deadline for tender submissions
Mar 2024	Tender evaluations complete
Mar 2024	Award Report circulated to Mandatory Consultees (for Cabinet)
Mar 2024	Approval to award (Cabinet)
Apr 2024	Earliest date that RBWM can award contract(s) following Cabinet Call In and PCR Standstill
Apr 2024	Contract(s) mobilisation / implementation – start
Jul 2024	Contract(s) mobilisation / implementation – end
1 Aug 2024	Contract(s) start

## 10. APPENDICES

10.1 This report is supported by five appendices:

- Appendix A – Equality Impact Assessment
- Appendix B – Achieving for Children school services
- Appendix C – Bus route start/end points and service frequency
- Appendix D – Summary of route proposals and actions
- Appendix E – Bus route maps pre and post pandemic (PowerPoint)

## 11. BACKGROUND DOCUMENTS

11.1 This report is supported by one background documents:

- [Bus Service Improvement Plan \(BSIP\)](#)

## 12. CONSULTATION

<b>Name of consultee</b>	<b>Post held</b>	<b>Date sent</b>	<b>Date returned</b>
<i>Mandatory:</i>	<i>Statutory Officer (or deputy)</i>		
	Executive Director of Resources/S151 Officer		
	Director of Law, Strategy & Public Health/ Monitoring Officer		
<i>Deputies:</i>			

Julian McGowan	Deputy S151 Officer		<b>ELT 23/08/23</b>
Elaine Browne	Deputy Director of Law & Governance and Monitoring Officer	<b>9.08.23</b>	<b>15.08.23</b>
<i>Mandatory: Procurement Manager (or deputy) - if report requests approval to go to tender or award a contract</i>			
Lyn Hitchinson	Procurement Manager		
<i>Mandatory: Data Protection Officer (or deputy) - if decision will result in processing of personal data; to advise on DPIA</i>			
Samantha Wootton	Data Protection Officer		
<i>Mandatory: Equalities Officer – to advise on EQIA, or agree an EQIA is not required</i>			
Ellen McManus-Fry	Equalities & Engagement Officer		<b>21/08/23</b>
<i>Other consultees:</i>			
<i>Directors (where relevant)</i>			
Andrew Durrant	Executive Director of Place		<b>22/08/23</b>
Kevin McDaniel	Executive Director of People Services		<b>ELT 23/08/23</b>
<i>Assistant Director (where relevant)</i>			
Chris Joyce	Assistant Director for Infrastructure Sustainability and Economic Growth		<b>29/08/23</b>
<i>External (where relevant)</i>			
<i>N/A</i>			

Confirmation relevant Cabinet Member(s) consulted	Cabinet Member for Planning, Parking, Highways & Transport	Yes
---	--	-----

## REPORT HISTORY

<b>Decision type:</b>	<b>Urgency item?</b>	<b>To follow item?</b>
Key decision	No	No
First entered into the Cabinet Forward Plan: 15 August 2023		

Report Author: Tim Golabek, Service Lead Transport, Place, Town Hall		
--	--	--

www.rbwm.gov.uk



Royal Borough  
of Windsor &  
Maidenhead

## APPENDIX A

# Equality Impact Assessment

For support in completing this EQIA, please consult the EQIA Guidance Document or contact [equality@rbwm.gov.uk](mailto:equality@rbwm.gov.uk)

## 1. Background Information

Title of policy/strategy/plan:	<u>Supported bus services proposals for 2024 and beyond</u>
Service area:	<u>Infrastructure, Sustainability and Economic Growth</u>
Directorate:	<u>Place</u>

### Provide a brief explanation of the proposal:

- What are its intended outcomes?
- Who will deliver it?
- Is it a new proposal or a change to an existing one?

The purpose of the supported bus services redesign proposal is to set out how the Council can provide longer term solutions for serving the needs of our residents. This is balanced against affordability, contract sustainability for both the Council and suppliers, improving passenger utilisation numbers, and having well-managed services overall.

This is a partnership with bus service operators who will be under contract to deliver bus routes or service area packages. They may be incumbent or new suppliers. Each service area will have a defined start and end point with a minimum level of service frequency expected by the Council (e.g. hourly, half hourly) to provide good customer experience.

This is a redesign of the existing supported services bus routes where they may remain as-is, are amended, new or removed altogether. The proposal will be delivered by the Transport team and through future contract(s) with bus service operator(s). The specifics of these contracts will be the subject of future decisions once the tender process has taken place.

## 2. Relevance Check

### Is this proposal likely to directly impact people, communities or RBWM employees?

- If No, please explain why not, including how you've considered equality issues.
- Will this proposal need a EQIA at a later stage? (for example, for a forthcoming action plan)

- Yes

If 'No', proceed to 'Sign off'. If unsure, please contact [equality@rbwm.gov.uk](mailto:equality@rbwm.gov.uk)

### 3. Evidence Gathering and Stakeholder Engagement

<b>Who will be affected by this proposal?</b> For example, users of a particular service, residents of a geographical area, staff
<ul style="list-style-type: none"><li>• People using supported bus services within the borough, and potential users of supported bus services in the borough</li></ul>
<b>Among those affected by the proposal, are protected characteristics (age, sex, disability, race, religion, sexual orientation, gender reassignment, pregnancy/maternity, marriage/civil partnership) disproportionately represented?</b> For example, compared to the general population do a higher proportion have disabilities?
<ul style="list-style-type: none"><li>• Whilst bus services are accessible to all people of the borough, data in RBWM suggests that a high percentage of users are elderly using their free concessionary bus pass.</li></ul>
<b>What engagement/consultation has been undertaken or planned?</b> <ul style="list-style-type: none"><li>• How has/will equality considerations be taken into account?</li><li>• Where known, what were the outcomes of this engagement?</li></ul>
<ul style="list-style-type: none"><li>• These initial proposals have been developed with input from the incumbent supported bus service operators and Achieving for Children’s school transport planning function, and in discussion with the lead member.</li><li>• Further engagement is planned through a formal Market Engagement process with market operators, public engagement including affected groups, and Councillor and Cabinet meetings. This will enable the Council to proceed with a formal tender process.</li></ul>
<b>What sources of data and evidence have been used in this assessment?</b> Please consult the Equalities Evidence Grid for relevant data. Examples of other possible sources of information are in the Guidance document.
<ul style="list-style-type: none"><li>• Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department for Transport 2021)</li></ul>

### 2. Equality Analysis

Please detail, **using supporting evidence**:

- How the protected characteristics below might influence the needs and experiences of individuals, in relation to this proposal.
- How these characteristics might affect the impact of this proposal.

Tick positive/negative impact as appropriate. If there is no impact, or a neutral impact, state ‘Not Applicable’

More information on each protected characteristic is provided in the Guidance document.

	Details and supporting evidence	Potential positive impact	Potential negative impact
Age	Data suggests older people with concessionary passes use buses more.	Amended routes may offer new opportunities	Removed routes mean users need to seek alternatives
Disability		Not applicable	Not applicable
Sex		Not applicable	Not applicable
Race, ethnicity and religion		Not applicable	Not applicable
Sexual orientation and gender reassignment		Not applicable	Not applicable
Pregnancy and maternity		Not applicable	Not applicable
Marriage and civil partnership		Not applicable	Not applicable
Armed forces community		Not applicable	Not applicable
Socio-economic considerations e.g. low income, poverty	Low income households may be more dependent on public bus for transport	Amended routes may offer new opportunities	Removed routes mean users need to seek alternatives
Children in care/Care leavers		Not applicable	Not applicable

## 5. Impact Assessment and Monitoring

If you have not identified any disproportionate impacts and the questions below are not applicable, leave them blank and proceed to Sign Off.

<b>What measures have been taken to ensure that groups with protected characteristics are able to benefit from this change, or are not disadvantaged by it?</b> For example, adjustments needed to accommodate the needs of a particular group
Given the financial challenges faced in supporting public bus services, there are no affordable alternatives that can be provided to those negatively affected. The proposed changes being put forward have the minimum possible affect with either short walkable journeys or alternative bus routes available.
<b>Where a potential negative impact cannot be avoided, what measures have been put in place to mitigate or minimise this?</b> <ul style="list-style-type: none"><li>For planned future actions, provide the name of the responsible individual and the target date for implementation.</li></ul>
As above
<b>How will the equality impacts identified here be monitored and reviewed in the future?</b> See guidance document for examples of appropriate stages to review an EQIA.
Monitoring can take place through surveys should this prove necessary though without additional funding, mitigations are not affordable.

## 6. Sign Off

<b>Completed by:</b> Sharmila Sonahee	<b>Date:</b> 9/08/2023
<b>Approved by:</b> Tim Golabek	<b>Date:</b> 9/08/2023

If this version of the EQIA has been reviewed and/or updated:

<b>Reviewed by:</b>	<b>Date:</b>
---------------------	--------------



## APPENDIX B – Achieving for Children school services

School and no. of children travelling per day	Operator	Boarding point	Alternatives under review	
Altwood CofE School	14	Platinum Coach Hire	SL6 (Hurley)	Routes 238/239 (TVB)
	8	Thames Valley Buses	SL6 (Maidenhead Town Centre)	
Bisham CofE Academy	9	Platinum Coach Hire	SL6 (Hurley High St)	Routes 238/239 (TVB)
Charters School	177	White Bus	SL5 (Ascot various)	Route 01 (White Bus)
Churchmead School	49	Carlone Ltd	TW18 (Wraysbury Rd)	Under review – Bear Buses 305 replacement
			TW19 (Staines Rd)	
	Thames Valley Buses	TW19 (Windsor Rd, Welley Rd)		
Cox Green School	8	Platinum Coach Hire	SL6 (Hurley High St)	
	4	Apple Travel	SL6 (Windsor Rd/Holyport)	
Dedworth Middle School	16	Bucks Minibus Travel	SL4 (Eton Wick)	Route 15 (TVB)
St Peters CE Middle School (Old Windsor)	39	Platinum Coach Hire	SL4 (Eton Wick)	
The Piggott School	11	Abba Cars HW Ltd	RG10 (Bath Rd)	
Windsor Boys School	19	White Bus	Various mainly Old Windsor	
	2		Datchet, Eton Wick	
Windsor Girls School	23	White Bus	SL4 (Eton Wick)	
	21		SL4 (Old Windsor)	
Waltham St Lawrence Middle School	16	Fargo Coaches	RG10	
Wraysbury Primary School	9	Carlone Ltd	SL3 (Ditton Road)	
			TW19 (Staines)	

### Note

- a) Passenger data is based on 2019/20 information provided by AfC. Awaiting update on latest school passenger numbers
- b) TVB = Thames Valley Buses

## APPENDIX C – Bus route start and end points

Operator	Route	Service type	Area served
Arriva	37	Commercial	High Wycombe – Maidenhead
Bear Buses	<b>305</b>	<b>Supported</b>	Staines – Wraysbury – Colnbrook
First Bus	4	Commercial	Cippenham – Heathrow Central Bus Station
	8	Commercial	Slough – Heathrow T5
Reading buses	702	Commercial	Legoland – London (via Windsor and Slough)
	703	Commercial	Bracknell – Heathrow T5 (via Windsor and Slough)
Red Eagle	63/68	Commercial	Slough – Maidenhead
Thames Valley Buses	2	Commercial	Slough – Dedworth (via Windsor Town Centre)
	7	Commercial	Maidenhead Town Centre – Woodlands Park
	127	Commercial	Maidenhead Town Centre – Reading Town Centre
	<b>3/9</b>	Commercial + <b>Supported</b>	Maidenhead Town Centre – West Maidenhead
	<b>8</b>	<b>Supported</b>	Maidenhead Town Centre – North Maidenhead
	<b>15</b>	<b>Supported</b>	Slough – Eton Wick
	<b>16</b>	<b>Supported</b>	Windsor Town Centre – Maidenhead Town Centre
	<b>53</b>	<b>Supported</b>	Bracknell Bus Station – Wexham Park Hospital
	<b>234/235</b>	<b>Supported</b>	Maidenhead – Waltham
	<b>238/239</b>	<b>Supported</b>	Maidenhead – Henley – Cookham Dean
White Bus	<b>01</b>	<b>Supported</b>	Windsor – Sunningdale – Ascot
	<b>P1</b>	<b>Supported</b>	Windsor Town Centre (Park & Ride)
	<b>W1</b>	<b>Supported</b>	Windsor Town Centre – Dedworth (via Clewer Green)

**Bold** = supported service

## APPENDIX C – Bus route frequencies

Operator	Route	Weekday	Saturday	Sunday
Arriva	37	Hourly	Hourly	None
Bear Buses	<b>305</b>	Irregular	None	None
First Bus	4	Half hourly	Half hourly	Half hourly
	8	Half hourly	Half hourly	Hourly
Reading buses	702	Hourly	Hourly	Hourly
	703	Half hourly (Slough) Hourly (Windsor)	Half hourly (Slough) Hourly (Windsor)	Half hourly (Slough) Hourly (Windsor)
Red Eagle	63/68	Irregular (Tue & Fri)	None	None
Thames Valley Buses	2	Hourly	Hourly	None
	7	Half hourly	Half hourly	Hourly
	127	None	Every 2 hours <sup>(a)</sup>	None
	<b>3/9</b>	Hourly	Hourly	Hourly
	<b>8</b>	Hourly	Hourly	None
	<b>15</b>	Hourly	Hourly	None
	<b>16</b>	Hourly	Hourly	Hourly
	<b>53</b>	Hourly	Every 2 hours <sup>(b)</sup>	None
	<b>234/235</b>	Irregular	Irregular	None
<b>238/239</b>	Irregular	Irregular (239 only)	None	
White Bus	<b>01</b>	Every 60-90 mins	Every 2 hours	None
	<b>P1</b>	Every 90-120 mins	None	None
	<b>W1</b>	Every 2 hours	None	None

### Note

a) Between 10am – 6pm

b) From Maidenhead Town Centre

## APPENDIX D – Summary of route proposals and actions

Operator	Route	Current area served	Proposals and actions
Bear Buses	305	Staines – Wraysbury – Colnbrook	<ul style="list-style-type: none"> <li>Amend route – Windsor to Staines via Datchet (serving Wraysbury Station, Horton, Sunnymeads Station, Datchet)</li> <li>Ensure Magna Carta School supported</li> <li>Explore if we can support Wraysbury to Churchmead School AfC (Welley Rd)</li> <li>Tender new route</li> </ul>
Thames Valley Buses	3/9	Maidenhead Town Centre – West Maidenhead	<ul style="list-style-type: none"> <li>Determine current value for money of extending 3/9 timetable</li> <li>Route 8 reduced and in place</li> <li>3/9 is partially funded by commercial sales from route 8</li> <li>Combine routes 3/8/9 into a single package to be tendered</li> </ul>
	8	Maidenhead Town Centre – North Maidenhead	
	15	Slough – Eton Wick	<ul style="list-style-type: none"> <li>Maidenhead removed due to interim changes</li> <li>Keep reduced route in place and tender</li> </ul>
	16	Windsor Town Ctre – Maidenhead Town Ctre	<ul style="list-style-type: none"> <li>Keep as-is</li> </ul>
	53	Bracknell Bus Station – Wexham Park Hospital	<ul style="list-style-type: none"> <li>Keep as shared service with Bracknell</li> <li>Limited options to amend route (if any)</li> </ul>
	234/235	Maidenhead – Waltham	<ul style="list-style-type: none"> <li>Route updated end of Nov 2022 to support Altwood School</li> <li>Keep as-is</li> </ul>
	238/239	Maidenhead – Henley – Cookham Dean	<ul style="list-style-type: none"> <li>Keep as-is</li> <li>Explore route options to Hurley and Cookham daily, instead of a mixed schedule and tender</li> </ul>
White Bus	01	Windsor – Sunningdale – Ascot	<ul style="list-style-type: none"> <li>Keep as-is</li> </ul>
	P1	Windsor Town Centre (Park & Ride)	<ul style="list-style-type: none"> <li>Remove P1 as walkable distance to town centre</li> <li>Sections of path will need work and extra lighting</li> </ul>
	W1	Windsor Town Centre – Dedworth	<ul style="list-style-type: none"> <li>Remove W1 as route duplicated by Thames Valley Buses 2 and 16</li> <li>Explore route options for Ascot, Old Windsor</li> <li>Review options to update route 440</li> </ul>