

Figure 32: Community Transport Partnership Area 3 (Wing & Ivinghoe)

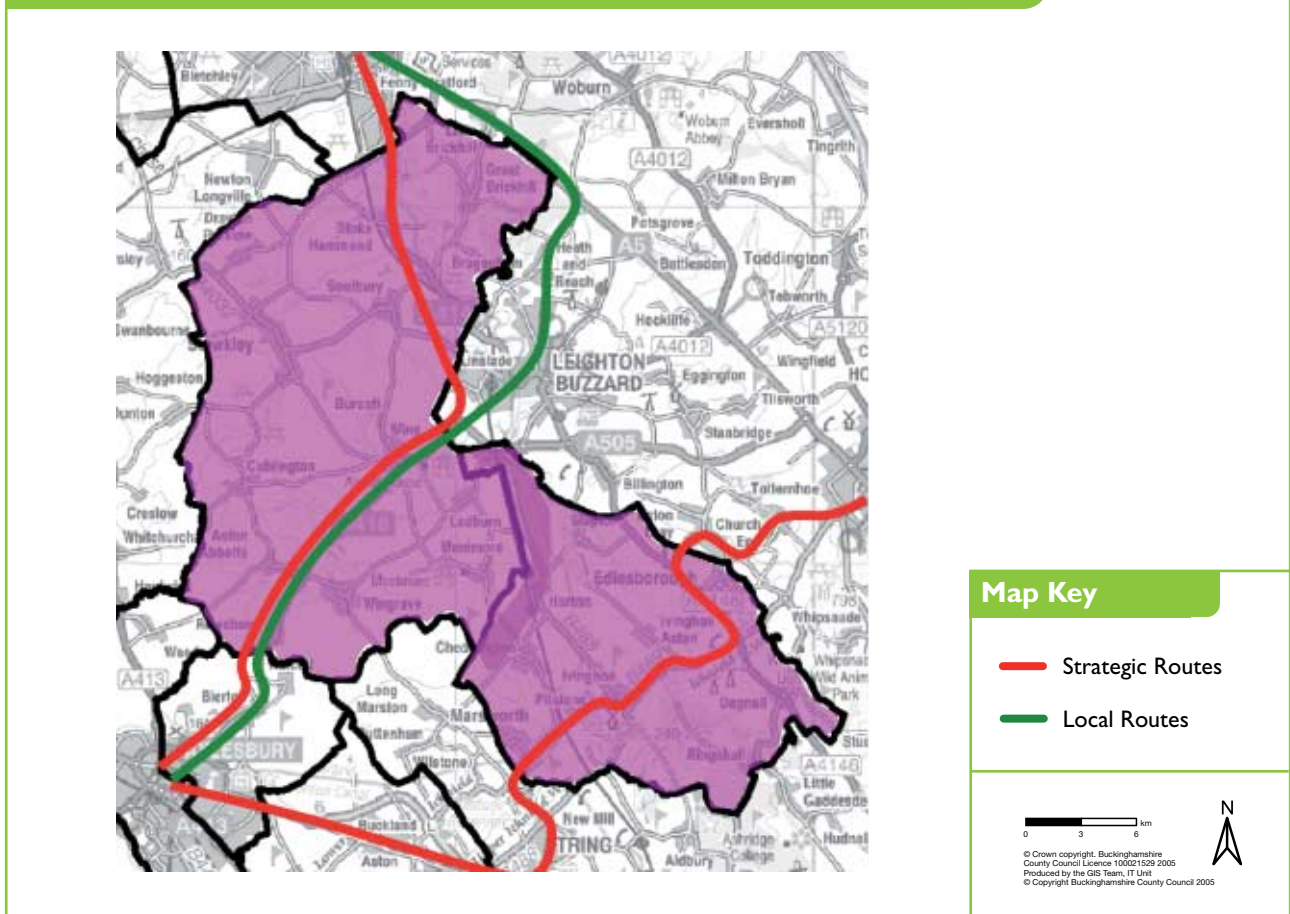


Figure 33: Stations on the local rail network (Stations in **bold** are within this Partnership area)

Station	Services to	Days of operation	Weekday frequency
Bletchley	Milton Keynes, London	Daily	3 per hour
Leighton Buzzard	Milton Keynes, Watford, London	Daily	4 per hour
<b>Cheddington</b>	Milton Keynes, Watford, London	Daily	1 per hour
Tring	Milton Keynes, Watford, London	Daily	2 per hour
Aylesbury	Amersham & London	Daily	2 per hour

Figure 34: Core network of bus routes

Service	Route	Days of operation	Weekday frequency	Financial support pla
X15	Aylesbury – Berton – Leighton Buzzard – Milton Keynes	Daily	1 per hour	-
X16	Aylesbury – Milton Keynes (proposed)	Mon-Sat	1 per hour	-
61	Aylesbury – Tring – Ivinghoe – Dunstable – Luton	Mon - Sat	1 per hour	£22,000

## Wing & Ivinghoe Action Plan Areas

**Figure 35: Existing bus services which will not form part of the core network**

<b>Service</b>	<b>Route</b>	<b>Days of operation</b>	<b>Nature of service Journey purpose</b>	<b>Financial support pla</b>
50	Winslow – Drayton Parslow – Bletchley – Milton Keynes	Mon-Sat	Work / Shopping	£1,000 (part)
52	Stewkley – Soulbury – Leighton Buzzard	Mon-Sat	Shopping	£3,000
61A	Aylesbury – Wendover – Tring – Ivinghoe	Mon-Sat evenings	Evening Work / Leisure	£6,000 (part)
63	Ivinghoe – Cheddington – Tring – Aylesbury	Mon-Sat	Work / Education	£38,000
64	Tring – Ivinghoe – Cheddington – Aylesbury	Mon-Sat	Shopping	See 63
65	Leighton Buzzard – Aston Abbotts – Wingrave – Aylesbury	Mon-Sat	Work / Education / Health / Shopping	£43,000 (part)
152	Leighton Buzzard – Stoke Hammond – Milton Keynes	Mon-Sat	Shopping	£31,000
153	Great Horwood – Stewkley – Aylesbury	Wednesdays	Shopping	£7,000
154	Newton Longville – Stewkley – Aylesbury	Fridays	Shopping	£4,000
159	Great Brickhill – Leighton Buzzard	Saturdays	Shopping	£2,000
161	Aylesbury – Tring – Ivinghoe – Edlesborough – Whipsnade	Sundays	Leisure / Shopping	£6,000 (part)
162	Ivinghoe – Pitstone – Cheddington – Leighton Buzzard	Tuesdays & Saturdays	Shopping	£5,000
171	Edlesborough – Dagnall – Slapton – Leighton Buzzard	Tuesdays & Saturdays	Shopping	£4,000
172	Cheddington – Dagnall – Edlesborough – Dunstable	Wednesdays	Shopping	See 152
174	Dagnall – Edlesborough School	Schooldays	Education	-
175	Leighton Buzzard – Edlesborough – Dagnall – Hemel Hempstead	Thursdays	Shopping	£7,000
176	Ivinghoe – Marsworth – Cheddington – Edlesborough – Milton Keynes	Mondays	Shopping	£7,000

The existing core network of bus services in the Wing & Ivinghoe area receives approximately **£22,000** in revenue support from the County Council; a further **£160,000** (approx) of revenue funded bus services will form the base from

which the Community Transport Partnership will be asked to identify and prioritise services which will most effectively meet the accessibility needs of the area.

**Wing & Ivinghoe Action Plan Areas****Figure 36: Settlements served by the core bus network**

Settlement	Population 2001	Households 2001	Frequency of service	Work	F.E.	Shops (days)	Free Bus	Mobile library
Edlesborough	2,754	1,084	Frequent	Y	Y	7		
Ivinghoe	904	357	Frequent	Y	Y	7	Mo	
Marsworth	801	298	Frequent	Y	Y	7	Mo	alt Fr
Pitstone	2,343	900	Frequent	Y	Y	7	Mo	
Rowsham	See Wingrave		Frequent	Y	Y	7		
Wing	2,897	1,146	Frequent	Y	Y	7	Fr	

**Figure 37: Settlements which will not be served by the core bus network**

Settlement	Population 2001	Households 2001	Frequency of service	Work	F.E.	Shops (days)	Free Bus	Mobile library
Aston Abbots	404	159	Regular	Y	Y	6	Fr	alt Tu
Cheddington	1,852	716	Regular	Y	Y	6	Mo	alt Tu
Cublington	338	127	Regular	Y	Y	6	Fr	alt Tu
Dagnall	See Edlesborough		Occasional		2		alt Tu	
Drayton Parslow	596	225	Regular	Y	Y	6		
Great Brickhill	865	338	Daily			5		alt Fr
Horton	See Slapton		Occasional			3		
Ivinghoe Aston	See Ivinghoe		Occasional			2		alt Fr
Mentmore	370	155	Occasional			2		alt Tu
Northall	See Edlesborough		Daily			6		
Slapton	590	266	Daily			6		alt Tu
Soulbury	719	293	Daily			6	Fr	alt Fr
Stewkley	1,731	681	Daily			6	Fr	
Stoke Hammond	849	341	Daily			6		alt Fr
Wingrave	1,578	585	Regular	Y	Y	6	Fr	alt Tu

Figure 38: Community Transport Partnership Area 4 (Waddesdon & Haddenham)

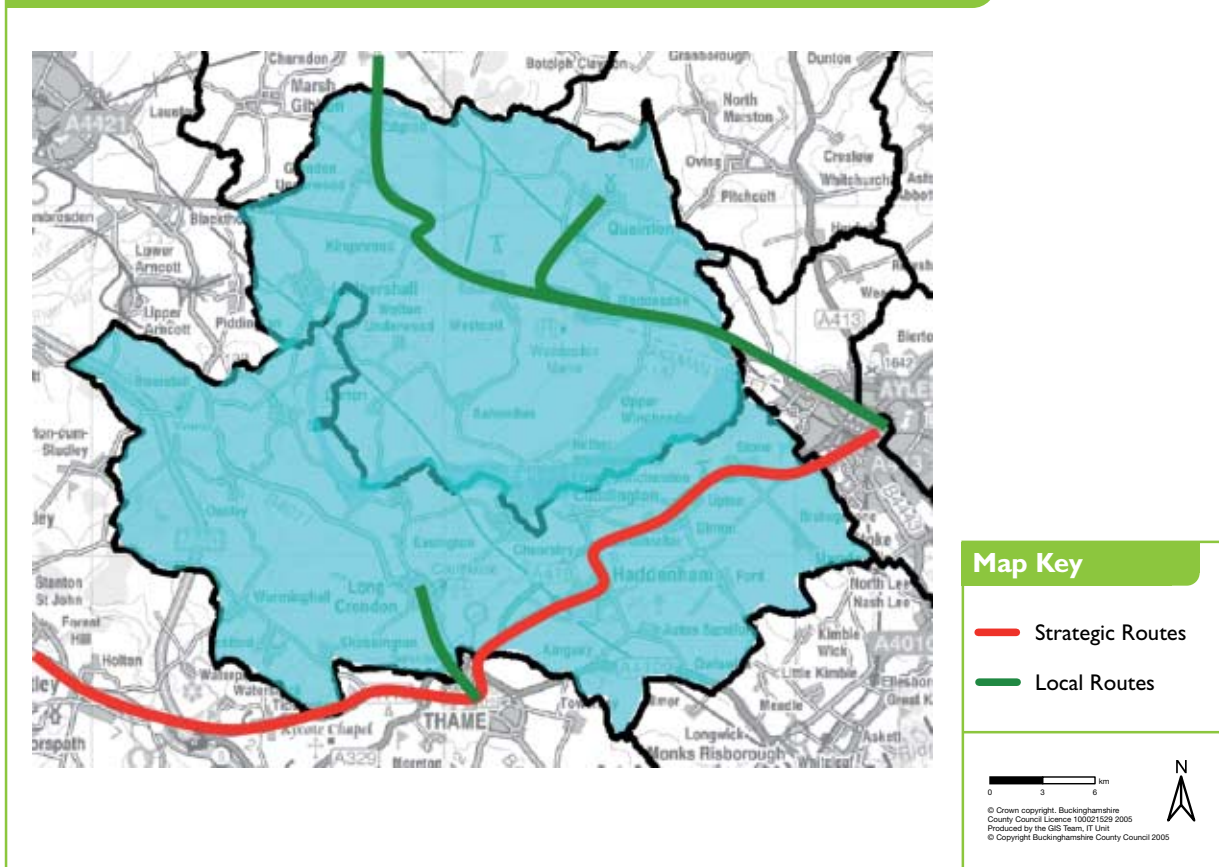


Figure 39: Stations on the local rail network (Stations in bold are within this Partnership area)

Station	Services to	Days of operation	Weekday frequency
<b>Haddenham &amp; Thame Parkway</b>	Birmingham, Banbury, High Wycombe, London	Daily	2 per hour
Aylesbury	Amersham, London	Daily	2 per hour

**Waddesdon & Haddenham Action Plan Areas**

Figure 40: Core network of bus routes

Service	Route	Days of operation	Weekday frequency	Financial support p/a
16	Aylesbury – Waddesdon – Quainton	Mon-Sat	1 per hour	-
16/18	Aylesbury – Waddesdon – Edgcott – Steeple Claydon – Buckingham	Mon-Sat	2 hourly	£60,000 (part)
261 (part)	Long Crendon – Thame	Mon-Sat	1 per hour	£10,000 (part)
280	Aylesbury – Haddenham – Thame – Wheatley – Oxford	Daily	2 per hour	£4,000

**Waddesdon & Haddenham Action Plan Areas****Figure 41: Existing bus services which will not form part of the core network**

<b>Service</b>	<b>Route</b>	<b>Days of operation</b>	<b>Nature of service Journey purpose</b>	<b>Financial support pla</b>
11	Oakley – Brill – Thame – Aylesbury	Mon-Fri	Commuting / Work / Education / Health / Shopping	£43,000
12	Oakley – Brill – Thame – Princes Risborough	Tue / Thur	Shopping	See 11
13	Princes Risborough – Kingsey – Thame	Tue / Thur	Shopping	See 11
14	Thame – Brill – Oakley – Oxford	Mon-Sat	Shoppig	£15,000
15	Chinnor – Princes Risborough – Bishopstone – Aylesbury	Wed / Fri	Shopping	See 11
17	Steeple Claydon – Quainton – Waddesdon School – Aylesbury	Schooldays	Education	See 16
30	Oakley – Ludgershall – Bicester	Fridays	Shopping	-
38	Oakley – Ludgershall – Ashendon – Aylesbury	Wednesdays	Shopping	£4,000
260	Aylesbury – Haddenham – Thame – Worminghall	Mon-Sat	Work / Education	£38,000 (part)
261	Aylesbury – Cuddington – Long Crendon – Thame – Ickford - Oxford	Mon-Sat	Work / Education/ Health / Shopping	See 260

The existing core network of bus services in the Waddesdon & Haddenham area receives approximately **£75,000** in revenue support from the County Council; a further **£100,000** (approx) of revenue funded bus services will form the base

from which the Community Transport Partnership will be asked to identify and prioritise services which will most effectively meet the accessibility needs of the area.

**Waddesdon & Haddenham Action Plan Areas****Figure 42: Settlements served by the core bus network**

Settlement	Population 2001	Households 2001	Frequency of service	Work	F.E.	Shops (days)	Free Bus	Mobile library
Dinton	861	333	Frequent	Y	Y	7		alt Fr
Edgcott	255	96	Regular	Y	Y	6		alt Fr
Fleet Marston	39	16	Frequent	Y	Y	7		
Grendon Underwood	1,541	392	Regular	Y	Y	7		alt Fr
Haddenham	4,834	1,971	Frequent	Y	Y	7	Th	
Kingswood	65	28	Regular	Y	Y	7	Tu	alt Fr
Long Crendon	2,500	1,012	Regular	Y	Y	6	Mo	
Quinton	1,247	491	Frequent	Y	Y	7	Tu	alt T/W
Springhill	See Grendon Underwood		Regular	Y	Y	7		
Stone	2,473	924	Frequent	Y	Y	7	M Th	alt Fr
Upton	See Dinton		Frequent	Y	Y	7		alt Fr
Waddesdon	2,000	804	Frequent	Y	Y	7	Tu	T/alt W
Woodham	52	21	Regular	Y	Y	7		

**Figure 43: Settlements which will not served by the core bus network**

Settlement	Population 2001	Households 2001	Frequency of service	Work	F.E.	Shops (days)	Free Bus	Mobile library
Ashendon	248	97	Occasional			1		alt Fr
Aston Sandford	50	20	No service					
Bishopstone	See Stone		Occasional			4		
Boarstall	128	49	Daily			6		
Brill	1,190	486	Daily	Y	Y	6	Mo	Tu Fr
Chearsley	541	217	Regular	Y	Y	6	Mo	alt Mo
Chilton	347	112	Daily	Y	Y	6	Mo	
Cuddington	545	235	Regular	Y	Y	6	Mo	alt Fr
Dorton	163	60	No service					
Easington	See Chilton		Daily	Y	Y	6		
Ford	See Dinton		Occasional			2		
Ickford	725	270	Regular	Y	Y	6		Mo
Kingsey	150	51	Occasional			2		
Lower Winchendon	188	67	No service					
Ludgershall	402	157	Occasional			2	Mo	alt Fr
Oakley	1,059	412	Daily	Y	Y	6		
Shabbington	492	179	Regular	Y	Y	6		
Upper Winchendon	119	44	Occasional			1		
Westcott	414	163	Daily	Y	Y	6		
Worminghall	555	209	Regular	Y	Y	6		
Wotton Underwood	147	51	Occasional			1		

Figure 44: Community Transport Partnership Area 5 (Aylesbury & Wendover)

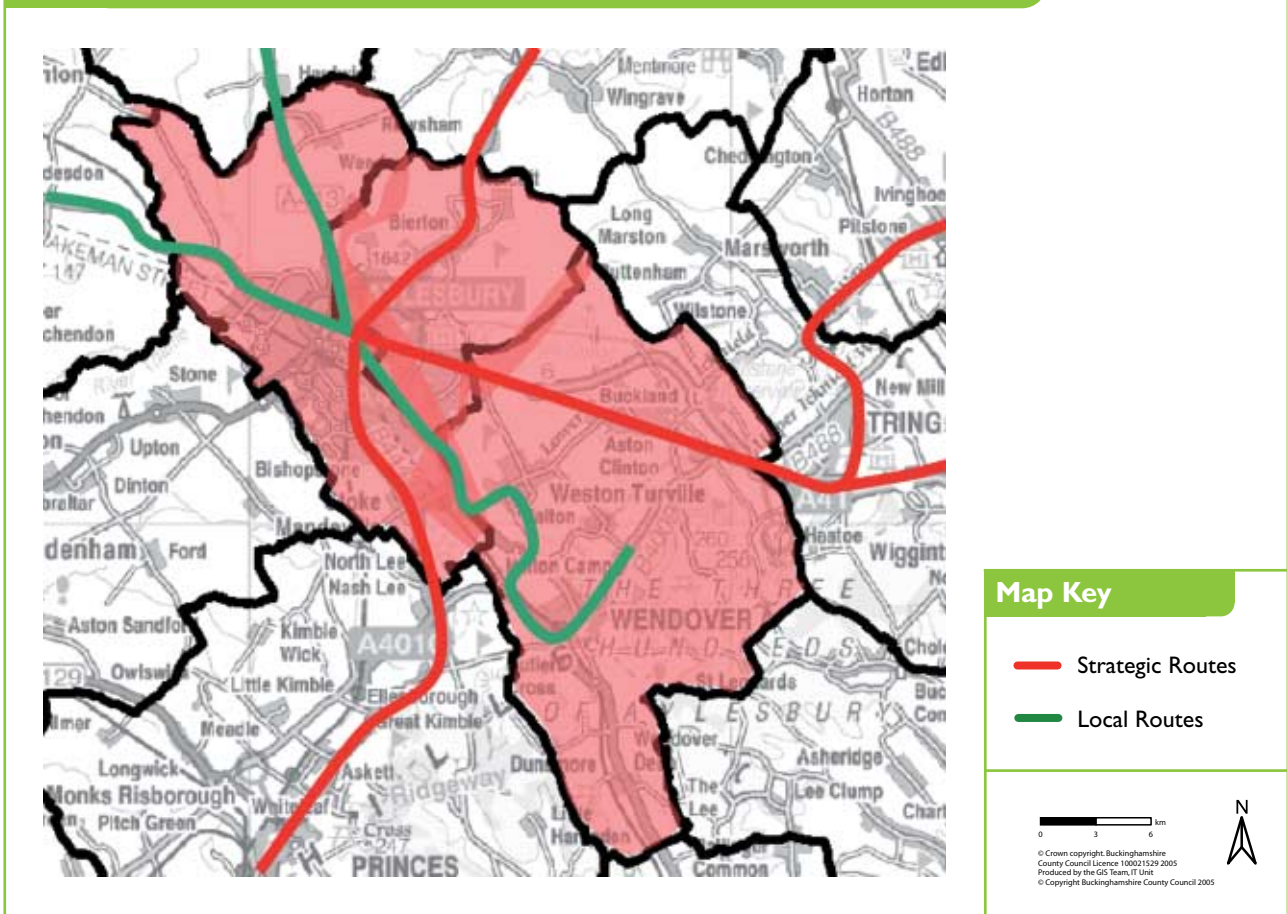


Figure 45: Stations on the local rail network (Stations in **bold** are within this Partnership area)

<b>Station</b>	<b>Services to</b>	<b>Days of operation</b>	<b>Weekday frequency</b>
<b>Aylesbury</b>	Princes Risborough	Daily	1 per hour
<b>Aylesbury</b>	Amersham, London	Daily	2 per hour
<b>Stoke Mandeville</b>	Aylesbury, Amersham, London	Daily	2 per hour
<b>Wendover</b>	Aylesbury, Amersham, London	Daily	2 per hour

## Aylesbury & Wendover Action Plan Areas

**Figure 46: Core network of bus routes**

Service	Route	Days of operation	Weekday frequency	Financial support p/a
1	Aylesbury – Fairford Leys (Silver Rider)	Mon-Sat	4 per hour	£120,000
2	Bedgrove – Aylesbury – Quarrendon – Haydon Hill	Daily	4 per hour	£70,000
4	Walton Court – Aylesbury – The Coppice – Cleveland Park	Mon-Sat	2 per hour	£86,000
9	Aylesbury – Walton Court – Stoke Mandeville Hospital	Daily	6 per hour	£143,000
16	Aylesbury – Waddeson – Quainton	Mon-Sat	1 per hour	-
36	Aylesbury – Quarrendon – Haydon Hill	Mon-Sat	2 per hour	£30,000
54	Aylesbury – Wendover – Halton Camp	Mon-Sat	2 per hour	-

**Figure 47: Existing bus services which will not form part of the core network (excluding rural services which do not relate to this partnership area)**

Service	Route	Days of operation	Nature of service Journey purpose	Financial support p/a
61a	Aylesbury – Tring – Ivinghoe (evenings)	Mon-Sat	Evening work / Leisure	£3,000 (part)
65	Aylesbury – Berton – Aston Abbotts – Wing – Leighton Buzzard	Mon-Sat	Work / Education / Health / Shopping	£6,000 (part)
71	Rabans Lane – Walton Court – Bedgrove	Mon-Sat	Early morning employment	-
125	Princes Risborough – Wendover – Aston Clinton	Thursdays	Shopping	£3,000 (part)
153	Great Horwood – Stewkley – Weedon – Aylesbury	Wednesdays	Shopping	£1,000 (part)
154	Newton Longville – Stewkley – Weedon – Aylesbury	Fridays	Shopping	See 153
161	Aylesbury – Tring – Marsworth – Ivinghoe – Whipsnade	Sundays	Shopping / Leisure	£2,000 (part)
165	Aylesbury – Burcott Lane – Berton	Fridays	Shopping	£3,000

The existing core network of bus services in the Aylesbury & Wendover area receives approximately **£450,000** in revenue support from the County Council; a further **£20,000** (approx) of revenue funded bus services will form

the base from which the Community Transport Partnership will be asked to identify and prioritise services which will most effectively meet the accessibility needs of the area.

**Aylesbury & Wendover Action Plan Areas****Figure 48: Settlements served by the core bus network**

Settlement	Population 2001	Households 2001	Frequency of service	Work	F.E.	Shops (days)	Free Bus	Mobile library
Aston Clinton	3,542	1,402	Frequent	Y	Y	7	Mo	alt Th/F
Aylesbury	56,932	21,496	Frequent	Y	Y	7		
Bierton	2,119	877	Frequent	Y	Y	7	Fr	Alt Fr
Buckland Wharf	See Buckland		Frequent	Y	Y	7		
Fairford Leys (Coldharbour)	1,848	855	Frequent	Y	Y	6		
Hulcott	150	36	Frequent	Y	Y	7		
RAF Halton	See Halton		Frequent	Y	Y	7	We	
Stoke Mandeville	6,009	2,495	Frequent	Y	Y	7	Tu	Th
Watermead	2,333	993	Frequent	Y	Y	6		
Wendover	7,619	2,812	Frequent	Y	Y	7	We	
Weston Turville	2,802	1,067	Frequent	Y	Y	7	We	alt Th

**Figure 49: Settlements which will not be served by the core bus network**

Settlement	Population 2001	Households 2001	Frequency of service	Work	F.E.	Shops (days)	Free Bus	Mobile library
Broughton	See Bierton		Occasional			1		
Buckland	669	270	Daily			6		
Drayton Beauchamp	159	63	Daily			6		
Halton village	892	317	Occasional			1	We	alt Th
Weedon	388	157	Occasional			2	Fr	Alt Tu

Figure 50: Community Transport Partnership Area 6 (Princes Risborough)

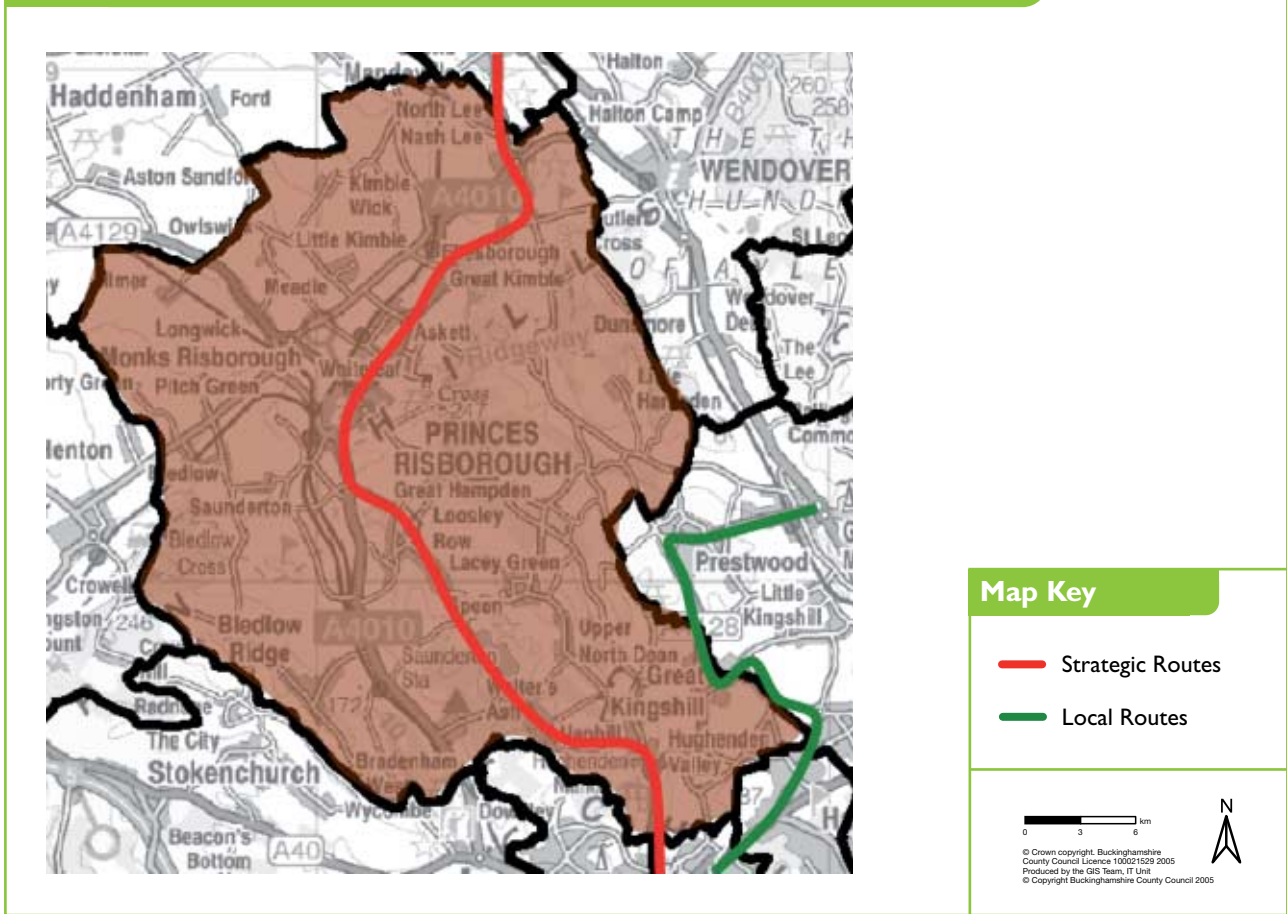


Figure 51: Stations on the local rail network (Stations in **bold** are within this Partnership area)

<b>Station</b>	<b>Services to</b>	<b>Days of operation</b>	<b>Weekday frequency</b>
<b>Little Kimble</b>	Princes Risborough, Aylesbury	Daily	1 per hour
<b>Monks Risborough</b>	Princes Risborough, Aylesbury	Daily	1 per hour
<b>Princes Risborough</b>	Birmingham, Banbury, High Wycombe, London	Daily	3 per hour
<b>Princes Risborough</b>	Aylesbury	Daily	1 per hour
<b>Saunderton</b>	Princes Risborough, High Wycombe, London	Daily	1 per hour

## Princes Risborough Action Plan Area

**Figure 52: Core network of bus routes**

Service	Route	Days of operation	Weekday frequency	Financial support p/a
320	Chinnor – Princes Risborough Rail Link	Mon-Fri	Peak times	Funded by Chiltern Railways
323/324	Aylesbury – Princes Risborough – High Wycombe	Daily	2 per hour	£77,000
345	High Wycombe – Prestwood – Great Missenden	Mon-Sat	1 per hour	-

**Figure 53: Existing bus services which will not form part of the core network**

Service	Route	Days of operation	Nature of service Journey purpose	Financial support p/a
12	Oakley – Brill – Thame – Haddenham – Princes Risborough	Tuesday & Thursday	Shopping	See 11
13	Thame – Longwick – Kingsey – Princes Risborough	Tuesdays	Shopping	See 11
15	Chinnor – Bledlow – Princes Risborough – Marsh – Aylesbury	Wed / Fri	Shopping	See 11
125	Princes Risborough – Wendover – Aston Clinton	Thursdays	Shopping	£3,000 (part)
231/232	Thame – Chinnor – Bledlow – Princes Risborough	Mon-Sat	Work / Health / Shopping	Funded by Oxfordshire CC
331	Chinnor – Bledlow Ridge – High Wycombe	Mon-Fri	Education	£7,000
333/334	High Wycombe – Speen – Great Hampden	Mon-Fri	Education / Shopping	£8,000
345	High Wycombe – Prestwood – Great Missenden (evening & Sunday buses)	Mon-Sun	Work / Leisure	£10,000 (part) jointly with WDC
348	High Wycombe – Cryers Hill – Prestwood – Great Missenden	Mon-Fri	Work / Education	-
ROC	Rider on Call in the Bledlow & Saunderton area	Mon-Sat	Commuting / Education / Health / Shopping	£73,000

The existing core network of bus services in the Princes Risborough area receives approximately **£77,000** in revenue support from the County Council; a further **£100,000** (approx) of revenue funded bus services will form the base from which the Community Transport Partnership will

be asked to identify and prioritise services which will most effectively meet the accessibility needs of the area. However, it should be noted that some of the existing funding is derived from Rural Bus Challenge Grant, which will end in 2006/07.

## Princes Risborough Action Plan Area

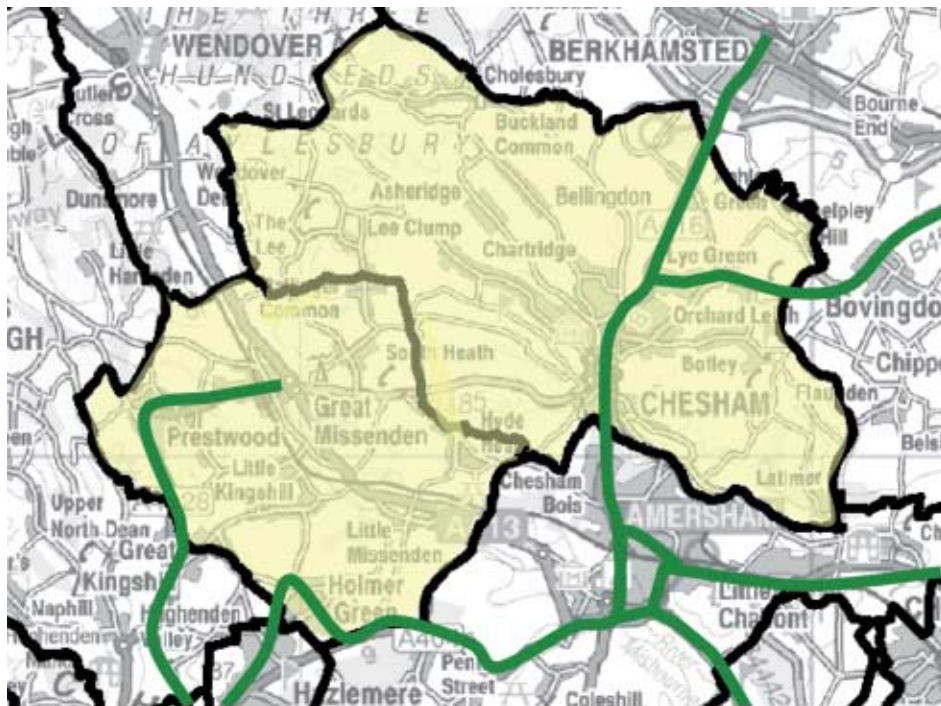
Figure 54: Settlements served by the core bus network

Settlement	Population 2001	Households 2001	Frequency of service	Work	F.E.	Shops (days)	Free Bus	Mobile library
Askett	See Princes Risborough		Frequent	Y	Y	7	Tu	
Butler's Cross	See Ellesborough		Frequent	Y	Y	7	Tu	alt Th
Ellesborough	811	343	Frequent	Y	Y	7	Tu	
Great Kimble	960	379	Frequent	Y	Y	7	Tu	alt Mo
Great Kingshill (Hughenden)	8,506	3,190	Frequent	Y	Y	6	Tu	
Heath End	See Hughenden		Frequent	Y	Y	6		
Lacey Green	2,413	908	Frequent	Y	Y	7		
Little Kimble	See Great Kimble		Frequent	Y	Y	7		
Loosley Row	See Lacey Green		Frequent	Y	Y	7		
Monks Risborough	See Princes Risborough		Frequent	Y	Y	7	Tu	
Naphill	See Hughenden		Frequent	Y	Y	7		We
Princes Risborough	7,978	3,352	Frequent	Y	Y	7	Tu	
Walter's Ash	See Hughenden		Frequent	Y	Y	7		We
Widmer End	See Hughenden		Frequent	Y	Y	6		alt We

Figure 55: Settlements which will not be served by the core bus network

Settlement	Population 2001	Households 2001	Frequency of service	Work	F.E.	Shops (days)	Free Bus	Mobile library
Bledlow	2,249	874	Regular	Y		6		alt We
Bledlow Ridge	See Bledlow		Regular	Y	Y	6		alt We
Bradenham	822	154	Regular	Y	Y	6		
Bryant's Bottom	See Hughenden		Daily	Y	Y	5		
Cryer's Hill	See Hughenden		Regular	Y	Y	5		
Great Hampden	259	105	Daily	Y	Y	5		
Hughenden Valley	See Hughenden		Daily	Y	Y	5		
Ilmer	See Longwick		No service					alt Mo
Kimble Wick	See Great Kimble		No service					
Little Hampden	See Great Hampden		No service					
Longwick	1,267	477	Regular	Y		6	Tu	
Marsh	See Longwick		Occasional			4		
North Dean	See Hughenden		Daily	Y	Y	5		
Owlswick	See Longwick		Occasional			2		alt Mo
Saunderton	See Bledlow		Regular	Y	Y	6		alt We
Saunderton Lee	See Bledlow		Regular			6		
Smokey Row	See Great Kimble		No service					

Figure 56: Community Transport Partnership Area 7 (Chesham & Great Missenden)



Map Key

- Strategic Routes
- Local Routes

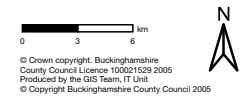


Figure 57: Stations on the local rail network (Stations in **bold** are within this Partnership area)

<b>Station</b>	<b>Services to</b>	<b>Days of operation</b>	<b>Weekday frequency</b>
Berkhamsted	Milton Keynes, Watford, London	Daily	4 per hour
<b>Chesham</b>	Chalfont & Latimer (for London)	Daily	2 per hour
<b>Great Missenden</b>	Aylesbury, Amersham, London	Daily	2 per hour
Amersham	Aylesbury, London	Daily	2 per hour

## Chesham & Great Missenden Action Plan Areas

**Figure 58: Core network of bus routes**

Service	Route	Days of operation	Weekday frequency	Financial support p/a
4/362	High Wycombe – Holmer Green – Amersham – Chesham	Daily	4 per hour	£20,000 (part)
52	Amersham – Chesham – Bovingdon – Hemel Hempstead	Daily	1 per hour	£20,000 (part)
345	High Wycombe – Prestwood – Great Missenden	Mon-Sat	1 per hour	-
353	Berkhamsted – Chesham – Amersham – Gerrards Cross – Slough	Mon-Sat	1 per hour	£20,000 (part)

**Figure 59: Existing bus services which will not form part of the core network**

Service	Route	Days of operation	Nature of service Journey purpose	Financial support p/a
3	Chesham – Great Hivings	Mon – Fri	Health / Shopping	£5,000
49/94	Chesham – St Leonards – Tring	Mon-Sat	Education / Shopping	£12,000
59	Great Missenden - Swan Bottom – South Heath – Amersham - Chesham	Mon-Sat	Education / Health / Shopping	£15,000
345	High Wycombe – Prestwood – Great Missenden (evening & Sunday buses)	Mon-Sun	Work / Leisure	£10,000 (part) jointly with WDC
348	High Wycombe – Cryers Hill – Prestwood – Great Missenden	Mon-Fri	Work / Education	-
373	Ley Hill – Chesham – Amersham	Mon-Sat	Work / Education / Health / Shopping	£50,000 (part)
379	Poles Hill – Chesham – Rose Drive – Amersham	Mon-Sat	Health / Shopping	See 373

The existing core network of bus services in the Chesham & Great Missenden area receives approximately **£60,000** in revenue support from the County Council; a further **£90,000** (approx) of revenue funded bus services will form the base

from which the Community Transport Partnership will be asked to identify and prioritise services which will most effectively meet the accessibility needs of the area.

**Chesham & Great Missenden Action Plan Areas****Figure 60: Settlements served by the core bus network**

Settlement	Population 2001	Households 2001	Frequency of service	Work	F.E.	Shops (days)	Free Bus	Mobile library
Ashley Green	924	378	Frequent	Y	Y	6		
Chesham	20,343	8,218	Frequent	Y	Y	7		
Chesham Bois	3,013	1,073	Frequent	Y	Y	6		
Great Missenden	9,946	3,978	Frequent	Y	Y	6	Tu We	
Holmer Green (Little Missenden)	6,510	2,480	Frequent	Y	Y	7	Fr	alt We
Prestwood	See Great Missenden		Frequent	Y	Y	6	We	alt We

**Figure 61: Settlements which will not be served by the core bus network**

Settlement	Population 2001	Households 2001	Frequency of service	Work	F.E.	Shops (days)	Free Bus	Mobile library
Ballinger	See Great Missenden		Occasional			4		
Bellingdon	See Chartridge		Occasional			3		
Buckland Common	See Cholesbury		Occasional			3		
Chartridge	1,599	633	Regular	Y	Y	6		
Chesham Moor	See Chesham Bois		Daily			6		
Cholesbury	979	388	Occasional			4		
Hawridge	See Cholesbury		Occasional			3		alt Mo
Hyde Heath	See Holmer Green		Occasional			2		
Latimer	1,021	383	No Service					Sa
Lee Common	See The Lee		Occasional			4		
Ley Hill	See Latimer		Regular	Y	Y	6		
Little Kingshill	See Holmer Green		Daily			5	Tu	
Little Missenden	See Holmer Green		Occasional			2		
St. Leonards	See Cholesbury		Occasional			4		alt Mo
South Heath	See Great Missenden		Occasional			4		
Swan Bottom	See The Lee		Occasional			4		alt Mo
The Lee	679	265	Occasional			4		

Figure 62: Community Transport Partnership Area 8 (Amersham & The Chalfonts)

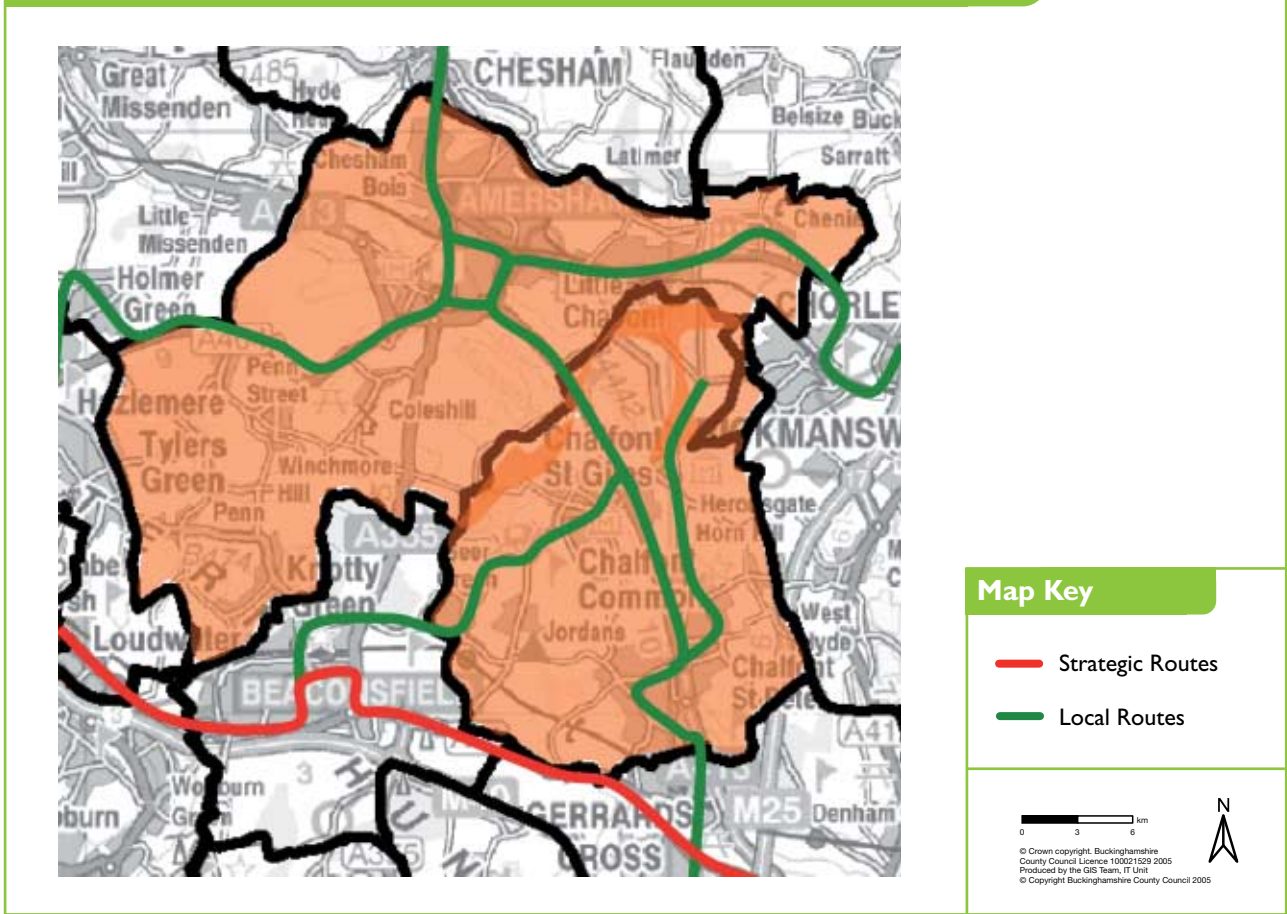


Figure 63: Stations on the local rail network (Stations in **bold** are within this Partnership area)

Station	Services to	Days of operation	Weekday frequency
<b>Amersham</b>	Aylesbury, Great Missenden	Daily	2 per hour
<b>Amersham</b>	London	Daily	6 per hour
<b>Chalfont &amp; Latimer</b>	Aylesbury, Great Missenden	Daily	2 per hour
<b>Chalfont &amp; Latimer</b>	Amersham, London	Daily	6 per hour
<b>Chalfont &amp; Latimer</b>	Chesham	Daily	2 per hour
<b>Seer Green &amp; Jordans</b>	High Wycombe, Beaconsfield, London	Daily	2 per hour

## Amersham & The Chalfonts Action Plan Area

**Figure 64: Core network of bus routes**

Service	Route	Days of operation	Weekday frequency	Financial support p/a
4/362	High Wycombe – Holmer Green – Amersham – Chesham	Daily	2-4 per hour	£40,000 (part)
52	Amersham – Chesham – Bovington – Hemel Hempstead	Daily	1 per hour	£9,000 (part)
305	High Wycombe – Beaconsfield – The Chalfonts – Gerrards X – Uxbridge	Mon-Sat	Work / Educn / Health/Shopping	£18,000 (part)
335	Slough – Gerrards Cross – The Chalfonts – Newland Park	Mon-Sat	Work / Educn / Health/Shopping	£5,000
336	(Chesham) – Amersham – Rickmansworth – Watford	Mon-Sat	1 per hour	£31,000
353	Berkhamsted – Chesham – Amersham – Gerrards Cross – Slough	Mon-Sat	1 per hour	£21,000 (part)

**Figure 65: Existing bus services which will not form part of the core network**

Service	Route	Days of operation	Nature of service Journey purpose	Financial support p/a
59	Great Missenden - Swan Bottom – South Heath – Amersham – Chesham	Mon-Sat	Education / Health / Shopping	-
180	Hazlemere – Penn – Knotty Green – Beaconsfield	Mon-Fri	Work / Education / Commuting	£36,000
373	Ley Hill – Chesham – Rose Drive / Amersham	Mon-Sat	Work / Education / Health / Shopping	£60,000 (part)
374	Amersham – Little Chalfont	Mon-Fri	Shopping	See 373
375	(Chesham) – Amersham – Coleshill – Beaconsfield	Mon-Sat	Work / Education / Health / Shopping	See 373
377	Hazlemere – Penn – Beaconsfield	Tue / Fri	Shopping	£6,000 (part)
379	Amersham – Chesham – Poles Hill	Mon-Fri	Shopping	See 373
392	Latimer – Chenies – Amersham School	Schooldays	Education	£5,000
393	Newland Park – Old Amersham – High Wycombe	Mon-Fri in college terms	Education / Shopping / Leisure	Funded by BCUC
CI	Newland Park – The Chalfonts – Uxbridge	Mon-Fri in college terms	Education / Shopping / Leisure	Funded by BCUC

The existing core network of bus services in the Amersham & Chalfonts area receives approximately **£124,000** in revenue support from the County Council; a further **£100,000** (approx) of revenue funded bus services will form

the base from which the Community Transport Partnership will be asked to identify and prioritise services which will most effectively meet the accessibility needs of the area.

**Amersham & The Chalfonts Action Plan Area****Figure 66: Settlements served by the core bus network**

<b>Settlement</b>	<b>Population 2001</b>	<b>Households 2001</b>	<b>Frequency of service</b>	<b>Work</b>	<b>F.E.</b>	<b>Shops (days)</b>	<b>Free Bus</b>	<b>Mobile library</b>
Amersham	17,719	7,493	Frequent	Y	Y	7		
Butlers Cross	See Seer Green	Regular	Y	Y	6			
Chalfont Common	See Chalfont St Peter	Frequent	Y	Y	6			
Chalfont St Giles	6,696	2,695	Frequent	Y	Y	6	Th	
Chalfont St Peter	12,937	4,665	Frequent	Y	Y	6	Th	alt Fr
Chenies	238	96	Frequent	Y	Y	6		
Penn	3,779	1,449	Frequent	Y	Y	7		
Seer Green	2,267	853	Regular	Y	Y	6	Th	Fr
Penn Street	See Penn	Frequent	Y	Y	7	Fr		
Winchmore Hill	See Penn	Frequent	Y	Y	7	Fr	alt Fr	

**Figure 67: Settlements which will not be served by the core bus network**

<b>Settlement</b>	<b>Population 2001</b>	<b>Households 2001</b>	<b>Frequency of service</b>	<b>Work</b>	<b>F.E.</b>	<b>Shops (days)</b>	<b>Free Bus</b>	<b>Mobile library</b>
Coleshill	578	228	Daily			6		
Forty Green	See Penn		Occasional			2		
Jordans	See Chalfont St Giles		Occasional			2		alt Fr
Knotty Green	See Penn		Occasional	Y		2		
Newland Park	See Chalfont St Peter		Regular	Y	Y	6		
Penn Street	See Penn		Daily	Y	Y	5	Fr	
Winchmore Hill	See Penn		Daily	Y	Y	5	Fr	alt Fr

Figure 68: Community Transport Partnership Area 9 (Stokenchurch & Marlow)

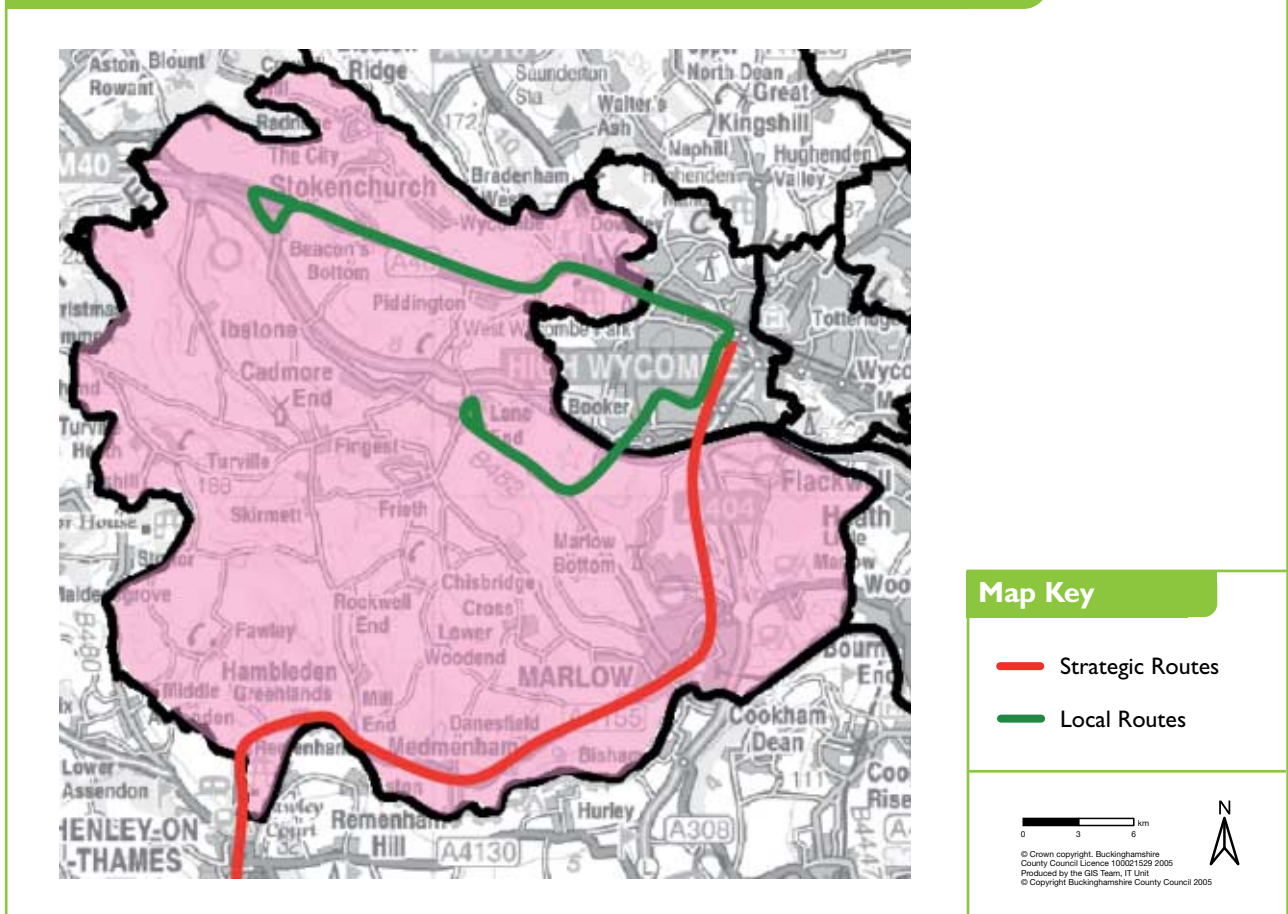


Figure 69: Stations on the local rail network (Stations in **bold** are within this Partnership area)

<b>Station</b>	<b>Services to</b>	<b>Days of operation</b>	<b>Weekday frequency</b>
Saunderton	High Wycombe, London	Daily	1 per hour
High Wycombe	Birmingham, Banbury, London	Daily	2-3 per hour
<b>Marlow</b>	Bourne End, Maidenhead (for London)	Daily	1 per hour
Henley on Thames	Twyford (for Reading and London)	Daily	1 per hour

## Stokenchurch & Marlow Action Plan Areas

**Figure 70: Core network of bus routes**

Service	Route	Days of operation	Weekday frequency	Financial support p/a
328/329	High Wycombe – Marlow – Henley – Reading	Daily	2 per hour	£27,000
30/339	High Wycombe – Cressex – Lane End	Daily	2 per hour	-
315	Bourne End – High Wycombe – Booker – Lane End	Evenings & Sundays	1 per hour	£13,000 (part)
340/400	High Wycombe – Piddington – Studley Green – Stokenchurch	Mon-Sat	1 per hour	£30,000

**Figure 71: Existing bus services which will not form part of the core network**

Service	Route	Days of operation	Nature of service Journey purpose	Financial support p/a
124	Watlington – Turville Heath – Henley	Thursdays	Shopping	Funded by Oxfordshire CC
155	(Marlow Bottom) – Marlow – Maidenhead	Wednesdays	Shopping	See 160
158	Marlow Bottom – High Wycombe	Mon-Fri	Health / Shopping	See 160
160	Marlow Local Services	Mon-Fri	Health / Shopping	£25,000
275	High Wycombe – Stokenchurch – Oxford	Mon-Sat	Work / Education / Shopping	£11,000
340-342	Ibstone/Radnage – Stokenchurch – Cadmore End – High Wycombe	Mon-Sat	Work / Education / Health / Shopping	See 340
342	Stokenchurch – High Wycombe (evening & Sunday buses)	Mon-Sun	Work / Leisure	£20,000 (part), jointly with WDC
M1	Stokenchurch – Watlington – Reading	Mon-Sat	Shopping	-
	Stokenchurch-Lewknor Taxibus	Mon-Fri	Commuting	£16,000
ROC	Rider on Call in the Hambleton area	Mon-Fri	Commuting / Education / Health / Shopping	£62,000

The existing core network of bus services in the Stokenchurch & Marlow area receives approximately **£70,000** in revenue support from the County Council; a further **£130,000** (approx) of revenue funded bus services will form the base from which the Community Transport

Partnership will be asked to identify and prioritise services which will most effectively meet the accessibility needs of the area. However, it should be noted that some of the existing funding is derived from Rural Bus Challenge Grant, which will end in 2006/07.

**Stokenchurch & Marlow Action Plan Areas****Figure 72: Settlements served by the core bus network**

Settlement	Population 2001	Households 2001	Frequency of service	Work	F.E.	Shops (days)	Free Bus	Mobile library
Beacons Bottom	See Stokenchurch		Frequent	Y	Y	6		
Great Marlow	4,633	1,724	Frequent	Y	Y	7		alt Mo
Lane End	3,563	1,400	Frequent	Y	Y	7		alt M/T
Marlow	14,004	5,971	Frequent	Y	Y	7		
Medmenham	960	322	Frequent	Y	Y	7		alt Mo
Mill End	See Hambleton		Frequent	Y	Y	7		
Piddington	651	252	Frequent	Y	Y	6		alt W/T
Stokenchurch	4,801	1,926	Frequent	Y	Y	6		
Studley Green	See Stokenchurch		Frequent	Y	Y	6		

**Figure 73: Settlements which will not be served by the core bus network**

Settlement	Population 2001	Households 2001	Frequency of service	Work	F.E.	Shops (days)	Free Bus	Mobile library
Bockmer End	See Medmenham		Daily	Y		5		
Boulter End	See Lane End		Regular	Y	Y	6		
Bovingdon Green	See Great Marlow		Daily	Y		5		alt We
Cadmore End	See Lane End		Regular	Y	Y	6		
Colstrove	See Hambleton		Daily	Y		5		
Fawley	255	90	Daily			5		
Fingest	See Hambleton		Daily	Y		5		
Frieth	See Hambleton		Daily	Y		5		alt Mo
Hambleton	1,413	594	Daily	Y		5		alt We
Ibstone	237	98	Regular	Y	Y	6		
Little Marlow	1,331	565	Daily			5		alt Mo
Marlow Bottom	See Great Marlow		Daily			5		alt Mo
Northend	See Turville		Occasional			2		alt We
Radnage	658	262	Regular	Y	Y	6		
Skirmett	See Hambleton		Daily	Y		5		
Southend	See Turville		No service					alt We
Turville	311	125	Daily	Y		5		alt We
Turville Heath	See Turville		Occasional			2		
Westhorpe Park	See Little Marlow		Daily			5		alt Th
Wheeler End	See Piddington		Regular	Y	Y	6		alt Tu

Figure 74: Community Transport Partnership Area 10 (High Wycombe & Bourne End)

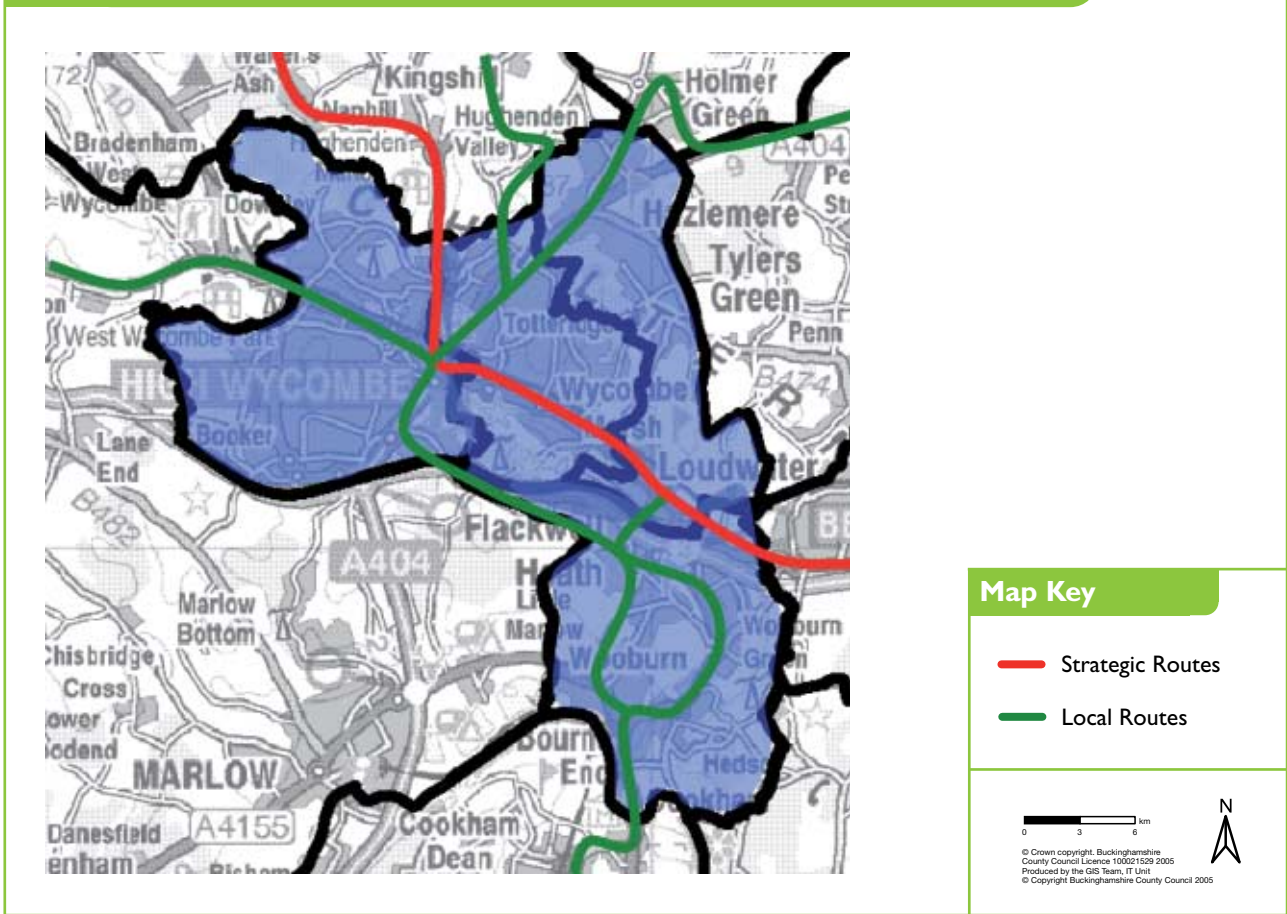


Figure 75: Stations on the local rail network (Stations in **bold** are within this Partnership area)

<b>Station</b>	<b>Services to</b>	<b>Days of operation</b>	<b>Weekday frequency</b>
<b>High Wycombe</b>	Birmingham, Banbury	Daily	2 per hour
<b>High Wycombe</b>	London	Daily	4 per hour
<b>Bourne End</b>	Marlow, Maidenhead (for London)	Daily	1 per hour

## High Wycombe & Bourne End Action Plan Areas

**Figure 76: Core network of bus routes**

<b>Service</b>	<b>Route</b>	<b>Days of operation</b>	<b>Weekday frequency</b>	<b>Financial support p/a</b>
1 / 301	High Wycombe – Loudwater – Flackwell Heath	Mon-Sat	2 per hour	-
30	High Wycombe – Flackwell Heath	Mon-Sat	1 per hour	-
31	Downley – High Wycombe – Hazlemere – Penn	Daily	4 per hour	£238,000
32 (326)	Micklefield – High Wycombe – Sands – Booker	Daily	4 per hour	£67,000
33	Totteridge – High Wycombe – Castlefield	Daily	6 per hour	£30,000
100	High Wycombe – Cressex Business Park / Park & Ride	Mon-Fri	4 per hour	Funded by WDC
307/309	High Wycombe – Hatters Lane – Hicks Farm	Mon-Sat	2 per hour	£50,000
315	Bourne End – High Wycombe – Booker – Lane End	Evenings & Sundays	1 per hour	£39,000 (part)
317	High Wycombe – Wooburn Green – Bourne End – Maidenhead	Mon-Sat	2 per hour	-
30/339	High Wycombe – Cressex – Lane End	Daily	2 per hour	-
400	High Wycombe – Flackwell Heath – Bourne End	Mon-Sat	1 per hour	£36,000

**Figure 77: Existing bus services which will not form part of the core network**

<b>Service</b>	<b>Route</b>	<b>Days of operation</b>	<b>Nature of service Journey purpose</b>	<b>Financial support p/a</b>
306	High Wycombe – Totteridge Drive	Mon-Fri	Health / Shopping	See 340
308	Downley - High Wycombe – Deeds Grove – Shelley Road	Mon-Fri	Health / Shopping	See 307
327	High Wycombe – Cock Lane – Robinson Road	Mon-Fri	Health / Shopping	£23,000

The existing core network of bus services in the High Wycombe & Bourne End area receives approximately **£440,000** in revenue support from the County Council; a further **£40,000** (approx) of revenue funded bus services will form

the base from which the Community Transport Partnership will be asked to identify and prioritise services which will most effectively meet the accessibility needs of the area.

**High Wycombe & Bourne End Action Plan Areas****Figure 78: Settlements served by the core bus network**

<b>Settlement</b>	<b>Population 2001</b>	<b>Households 2001</b>	<b>Frequency of service</b>	<b>Work</b>	<b>F.E.</b>	<b>Shops (days)</b>	<b>Free Bus</b>	<b>Mobile library</b>
Bourne End	See Wooburn		Frequent	Y	Y	7		
Chepping Wycombe	14,455	5,725	Frequent	Y	Y	7		
Downley	2,244	862	Frequent	Y	Y	7		
Flackwell Heath	See Chepping Wycombe		Frequent	Y	Y	7		
Hazlemere	9,350	3,567	Frequent	Y	Y	7		
High Wycombe	62,485	23,261	Frequent	Y	Y	7		
Loudwater	See Chepping Wycombe		Frequent	Y	Y	7		
Tylers Green	See Hazlemere		Frequent	Y	Y	7		
West Wycombe	1,176	499	Frequent	Y	Y	6		
Wooburn	10,172	4,448	Frequent	Y	Y	7		

**Figure 79: Settlements which will not be served by the core bus network**

<b>Settlement</b>	<b>Population 2001</b>	<b>Households 2001</b>	<b>Frequency of service</b>	<b>Work</b>	<b>F.E.</b>	<b>Shops (days)</b>	<b>Free Bus</b>	<b>Mobile library</b>
Hedsor	85	43	No service					

Figure 80: Community Transport Partnership Area II (Beaconsfield, Burnham & Farnham Common)

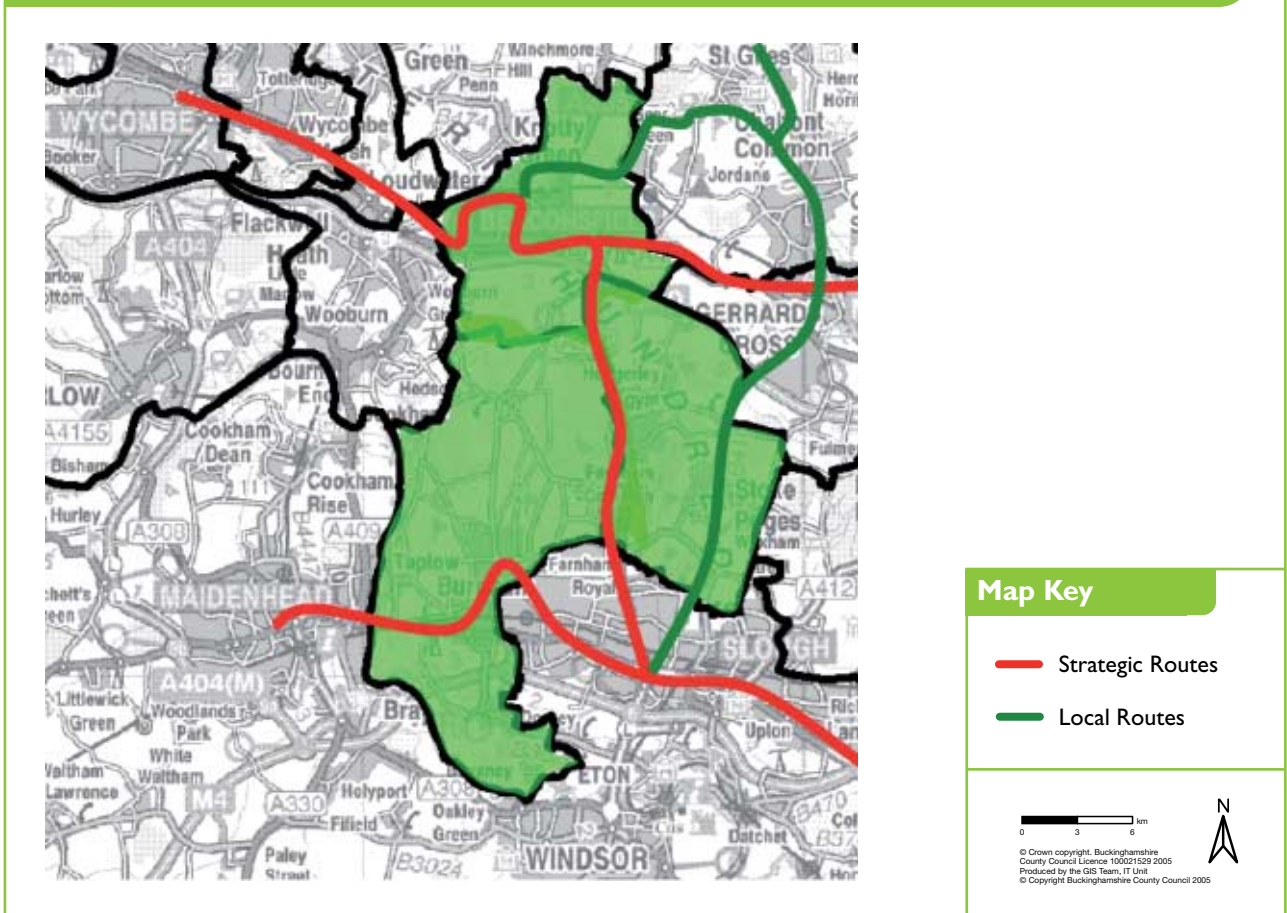


Figure 81: Stations on the local rail network (Stations in **bold** are within this Partnership area)

Station	Services to	Days of operation	Weekday frequency
<b>Beaconsfield</b>	High Wycombe, London	Daily	3 per hour
Seer Green & Jordans	High Wycombe, Beaconsfield, London	Daily	2 per hour
Gerrards Cross	High Wycombe, Beaconsfield, London	Daily	3 per hour
<b>Taplow</b>	Reading, Slough, London	Daily	2 per hour
Burnham	Reading, Slough, London	Daily	2 per hour
Slough	Reading, London	Daily	4 per hour

**Beaconsfield, Burnham & Farnham Common Action Plan Areas****Figure 82: Core network of bus routes**

<b>Service</b>	<b>Route</b>	<b>Days of operation</b>	<b>Weekday frequency</b>	<b>Financial support p/a</b>
I	Burnham – Slough Trading Estate – Slough	Daily	6 per hour	-
5 / 5A	Maidenhead – Taplow – Burnham – Slough – Langley	Daily	2 per hour	-
74	High Wycombe – Beaconsfield – Farnham Common – Slough	Daily	2 per hour	£36,000
75	Maidenhead – Taplow – Burnham – Slough – Langley – Heathrow Airport	Daily	2 per hour	-
305	High Wycombe – Beaconsfield – The Chalfonts – Gerrards X – Uxbridge	Mon-Sat	Work / Education / Health / Shopping	-
353	Berkhamsted – Chesham – Amersham – Gerrards Cross – Slough	Mon-Sat	1 per hour	£10,000 (part)
A40	High Wycombe – Beaconsfield – Gerrards Cross – Uxbridge – Heathrow Airport	Daily	2 per hour	£13,000 (part)

**Figure 83: Existing bus services which will not form part of the core network**

<b>Service</b>	<b>Route</b>	<b>Days of operation</b>	<b>Nature of service Journey purpose</b>	<b>Financial support p/a</b>
40	Hedgerley – Slough – George Green – Wexham Park Hospital	Mon-Fri	Work / Health / Shopping	£40,000 (part)
63	Maidenhead – Taplow – Dorney – Eton Wick – Slough	Tue / Fri	Shopping	£11,000
68	Maidenhead – Taplow – Burnham – Dorney – Eton Wick – Slough	Tue / Fri	Shopping	See 63
180	Hazlemere – Penn – Knotty Green – Beaconsfield	Mon-Fri	Work / Education / Commuting	-
181	Beaconsfield – Higher Denham – Denham – Uxbridge	Mon-Sat	Shopping	£3,000 (part)
375	Beaconsfield – Amersham	Mon-Sat	Education / Shopping	£10,000 (part)
377	Hazlemere – Penn – Beaconsfield	Tue / Fri	Shopping	£6,000 (part)

The existing core network of bus services in the Beaconsfield, Burnham & Farnham Common area receives approximately **£60,000** in revenue support from the County Council; a further **£70,000** (approx) of revenue funded bus services

will form the base from which the Community Transport Partnership will be asked to identify and prioritise services which will most effectively meet the accessibility needs of the area.

**Beaconsfield, Burnham & Farnham Common Action Plan Areas****Figure 84: Settlements served by the core bus network**

<b>Settlement</b>	<b>Population 2001</b>	<b>Households 2001</b>	<b>Frequency of service</b>	<b>Work</b>	<b>F.E.</b>	<b>Shops (days)</b>	<b>Free Bus</b>	<b>Mobile library</b>
Beaconsfield	10,679	4,271	Frequent	Y	Y	7		
Burnham	11,512	4,649	Frequent	Y	Y	7		
Farnham Common			Frequent	Y	Y	7		
Farnham Royal	5,427	2,116	Frequent	Y	Y	7		alt Th
Stoke Poges	4,414	1,764	Frequent	Y	Y	6		
Taplow Station			Frequent	Y	Y	7		

**Figure 85: Settlements which will not be served by the core bus network**

<b>Settlement</b>	<b>Population 2001</b>	<b>Households 2001</b>	<b>Frequency of service</b>	<b>Work</b>	<b>F.E.</b>	<b>Shops (days)</b>	<b>Free Bus</b>	<b>Mobile library</b>
Hedgerley	884	344	Daily	Y		6		alt Th
Holtspur village	See Beaconsfield		Occasional			2		
Cliveden	See Taplow		Occasional			2		
Dorney	713	216	Occasional			2		
Dorney Reach	See Dorney		Occasional			2		alt Th
George Green	See Wexham		Daily	Y	Y	6		
Hedgerley	884	344	Daily	Y		6		alt Th
Holtspur village	See Beaconsfield		Occasional			2		
Littleworth Common	See Burnham		No service					
Taplow	1,584	723	Occasional			2		

Figure 86: Community Transport Partnership Area 12 (Gerrards Cross, Denham & Iver)

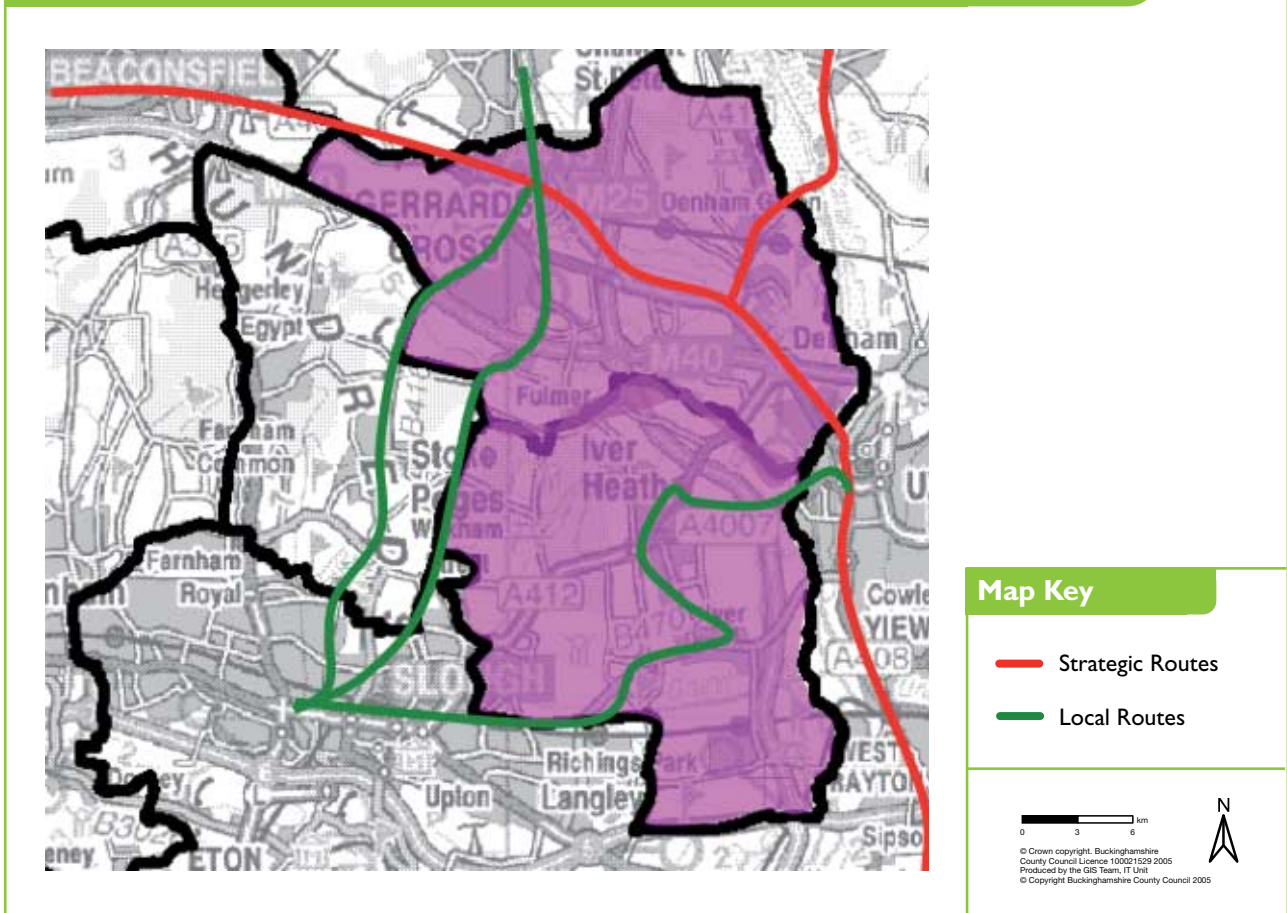


Figure 87: Stations on the local rail network (Stations in **bold** are within this Partnership area)

<b>Station</b>	<b>Services to</b>	<b>Days of operation</b>	<b>Weekday frequency</b>
<b>Gerrards Cross</b>	High Wycombe, Beaconsfield, London	Daily	3 per hour
<b>Denham Golf Club</b>	High Wycombe, Beaconsfield, London	Daily	1 per hour
<b>Denham</b>	High Wycombe, Beaconsfield, London	Daily	2 per hour
Langley	Reading, Slough, London	Daily	2 per hour
<b>Iver</b>	Reading, Slough, London	Daily	2 per hour
Slough	Reading, Slough, London	Daily	4 per hour

## Gerrards Cross, Denham & Iver Action Plan Areas

**Figure 88: Core network of bus routes**

Service	Route	Days of operation	Weekday frequency	Financial support p/a
58	Slough – Langley – Iver – Iver Heath – Uxbridge	Mon-Sat	2 per hour	-
305	High Wycombe – Beaconsfield – The Chalfonts – Gerrards X – Uxbridge	Mon-Sat	2 hourly	£15,000 (part)
331	Uxbridge – Denham – Mount Vernon Hospital – Ruislip	Daily	2 hourly	TfL contract
353	Berkhamsted – Chesham – Amersham – Gerrards Cross – Slough	Mon-Sat	1 per hour	£10,000 (part)
724	Harlow - Watford – Denham – Uxbridge – Heathrow Airport	Daily	1 per hour	-
A40	High Wycombe – Beaconsfield – Gerrards Cross – Uxbridge – Heathrow Airport	Daily	2 per hour	£13,000 (part)

**Figure 89: Existing bus services which will not form part of the core network**

Service	Route	Days of operation	Nature of service Journey purpose	Financial support p/a
40	Hedgerley – Slough – George Green – Wexham Park Hospital	Mon-Sat	Work / Health / Shopping	£13,000 (part)
181	Beaconsfield – Higher Denham – Denham – Uxbridge	Mon-Sat	Shopping	£18,000 (part)
182	Higher Denham – Denham – Iver – Slough – Windsor	Saturdays	Shopping	£3,000
331	Uxbridge – Denham – Mount Vernon Hospital – Ruislip	Daily	Work / Education / Health / Shopping	TfL contract
335	Slough – Fulmer – Gerrards Cross – The Chalfonts – Newland Park	Mon-Sat	Work / Education / Health / Shopping	-
459	Uxbridge – Richings Park – Langley	Mon-Fri	Health / Shopping	£27,000
C1	Uxbridge – Gerrards Cross – Newland Park	Mon-Fri College terms	Education / Shopping / Leisure	Funded by BCUC
R21	Uxbridge – Denham – Rickmansworth – Northwood Hospital	Mon – Sat	Work / Health / Shopping	Hertfordshire CC contract

The existing core network of bus services in the Gerrards Cross, Denham & Iver area receives approximately **£38,000** in revenue support from the County Council; a further **£60,000** (approx) of revenue funded bus services will form the base from which the Community Transport

Partnership will be asked to identify and prioritise services which will most effectively meet the accessibility needs of the area.

**Gerrards Cross, Denham & Iver Action Plan Areas****Figure 90: Settlements served by the core bus network**

<b>Settlement</b>	<b>Population 2001</b>	<b>Households 2001</b>	<b>Frequency of service</b>	<b>Work</b>	<b>F.E.</b>	<b>Shops (days)</b>	<b>Free Bus</b>	<b>Mobile library</b>
Denham	6,548	2,821	Frequent	Y	Y	7		Sa
Denham Green	See Denham		Frequent	Y	Y	7		alt Th
Gerrards Cross	7,342	2,659	Frequent	Y	Y	7		
Iver	9,925	3,979	Frequent	Y	Y	6		
Iver Heath			Frequent	Y	Y	6		
New Denham	See Denham		Frequent	Y	Y	7		alt Th
Shreding Green			Frequent	Y	Y	6		
Tatling End	See Denham		Frequent	Y	Y	7		

**Figure 91: Settlements which will not be served by the core bus network**

<b>Settlement</b>	<b>Population 2001</b>	<b>Households 2001</b>	<b>Frequency of service</b>	<b>Work</b>	<b>F.E.</b>	<b>Shops (days)</b>	<b>Free Bus</b>	<b>Mobile library</b>
Fulmer	See Wexham		Regular	Y	Y	6		
George Green	See Wexham		Daily	Y	Y	6		
Richings Park	See Iver		Daily	Y*	Y*	5		
Wexham	2,416	966	Regular	Y	Y	6		
Higher Denham	See Denham		Daily	Y*	Y*	6		alt Th
Wyatt's Covert	See Denham		Daily			6		

\* Service provided by train

## 16 Other planned public transport measures

Besides the measures already mentioned, we plan to review and implement the following:



- Improving the reliability and punctuality of bus services through the establishment of a Bus Punctuality Improvement Partnership with our major bus operators

- Improving the quality of bus stops and bus shelters in urban and rural areas

- Ensuring physical accessibility to bus stops



- Improving the proximity of bus stops to key services and workplaces

- Reducing interchange time penalties by building greater confidence into the reliability of the interchange



- Improving passenger safety and security on the bus network

- securing a scheme of multi-operator tickets to ensure inter-availability of tickets where there is more than one operator

- Providing accessible public transport information at all stages of the journey

- Ensuring, as far as possible, that buses are comfortable, clean and well-maintained

- Ensuring, as far as possible, that buses are accessible for people who are mobility impaired and...

- Ensuring, as far as possible, that bus operators adhere to high customer care standards



Many of these initiatives will be delivered in partnership with others – either as part of a Quality Bus Partnership with an existing operator, or in collaboration with neighbouring local authorities or other commercial organisations.

To facilitate these enhancements, the Council will provide **capital investment** towards new or improved infrastructure – either on the highway or at major transport interchanges – and will consider making a capital contribution towards the cost of upgrading vehicles to meet the full accessibility standards.



In 2005/06, we have identified up to £700,000 for

this purpose and will work with our District Council partners to examine opportunities for further investment in public transport infrastructure that can be funded from Section 106 developer contributions. Funding in future years will be prioritised through the Local Transport Plan programme.

## 17 Our Bus Information Strategy

In the following sections, we have reproduced the Bus Information Strategy as approved by the Council in February 2004, but updated to bring it into line with our new Local Transport Plan.

### Background

The Transport Act 2000 empowers the County Council to require bus operators to produce information about their services to a prescribed standard and, where operators fall short of that standard, to recoup from operators the Council's reasonable costs of producing that information themselves. The Act refers to local bus services (ie all those which are registered with the Traffic Commissioners and are available to the general public) but not to long-distance coaches or rail services.

Section 139 of the Act states that each local transport authority must, from time to time, determine (having regard to their Local Transport Plan):

- What local bus information should be made available to the public ("the required information") and
- The way in which it should be made available ("the appropriate way")

### The Act stipulates "local bus information" as-

- Information about routes and timetabling of local services to, from and within the authority's area, and...
- Information about fares for journeys on such local services, and...
- Such other information about facilities for disabled persons, travel concessions, connections with other public passenger transport services or other matters of value to the public as the authority consider appropriate in relation to their area.

The County Council's overall strategy for public transport development, and the role which buses play in delivering that strategy, is generally set out in the Local Transport Plan. The County Council considers that good quality information provision is essential in the development of a reliable, high quality public transport service and can contribute towards patronage increases which can further enhance the reliability and quality of the network. Therefore, although the principal responsibility for the provision of information lies with the operators themselves, the Council will continue to assist operators to provide more attractive bus services by:

- Promoting services through the publication of effective passenger information and publicity, and through its support for the regional **traveline** telephone enquiry service
- Extending the provision of high quality and accessible roadside timetable information from the major urban areas to the principal inter-urban route corridors
- Extending the availability of electronic timetable information systems to other principal town centre bus stop locations throughout the County, to major railway stations, principal public libraries and other information outlets (as well as by means of the Internet), and...
- Improving the information about local bus services at principal railway stations throughout the County, and improving the signage at bus stops and railway stations where bus/rail interchange is expected to take place

The Council is therefore committed to the view that there is a need for good information to be available to passengers and potential passengers at all stages from planning their journeys through to confirmation or updating of information during the journey itself. The provision of good information throughout will:

- Make public transport more accessible
- Increase confidence in public transport, leading to increased use
- Avoid the lack of information creating, or contributing to, social exclusion
- Help to achieve our Local Transport Plan

objectives, particularly through widening modal choice

In all the areas of work referred to in this Strategy, we will seek to work collaboratively with the relevant providers of public transport services to ensure best value for money is achieved with the spending on information services. We will review with bus operators from time to time how the costs of these information activities should be met, and whether the provisions of the Transport Act 2000 which relate to the costs of providing information should be employed to recover some or all of our costs.



### What local bus information should be made available to the public?

Taking account of the responsibilities established under the Transport Act 2000, Buckinghamshire County Council considers the "required information" to be:

#### Telephone Information Service



Bus operators should offer an impartial telephone information service, which will provide information about any operator's services in the county of Buckinghamshire and in adjoining local authority areas. This service should be available (as a minimum) from 0700 to 2000 hrs daily. The information available should consist of routes and times and, from dates to be specified, information about fares and the location of bus stops, in sufficient detail to provide comprehensive journey planning information for up to two weeks ahead. Information must be updated regularly to ensure accuracy.




To meet the Government's objective of a National Public Transport Information Service, local authorities and bus operators have been collaborating since 2000 in the delivery of a regional telephone enquiry service – and, more recently an internet-based derivative - under the **traveline** branding. The data for the **traveline** service in South-East England is supplied by individual local authorities and consolidated into a regional Enquiry Management System funded by a consortium of the local authorities in the South East (SELTA). Buckinghamshire County Council takes a lead role in the SELTA consortium, managing the expenditure on the service on behalf of the other local authorities in the region. Staffing costs at the call centre are met by PTI (South East) Ltd – a company owned by the

major bus groups, who recharge their costs to the bus operators whose services operate in the region.

In the absence of such a service being provided by individual operators, the County Council considers that **traveline** meets this requirement to an appropriate degree and will expect all bus operators providing services in Buckinghamshire to participate fully in **traveline**.

### Traveline Costs


 The Council expects all operators to meet the costs attributed by PTI (South East) Ltd to enquiries about their own commercial services. In the case of contracted local bus services, the operator will be required to meet any costs attributed by PTI (South East) Ltd for those services on which the operator retains the on-bus revenue. The County Council will reimburse the operator for any payments made in respect of services on which the Council retains the on-bus revenue.

If an operator fails to pay the amount invoiced by PTI (South East) Ltd. for enquiries which involve its commercial or supported services within the County, Buckinghamshire County Council will pay PTI (South East) Ltd. for the sums outstanding. It will then reclaim such sums, plus administration charges and any legal costs from the defaulting operator, using the provisions of the Transport Act 2000.

Buckinghamshire County Council will not accept liability for any payment of outstanding debts incurred in respect of services operating wholly outside the county.

### Transport on Call

The Council has established a small team of staff whose role it is to ensure that information relating to all operators' services is properly represented on the Council's own databases, and hence on the data supplied by the Council to the **traveline** service and Transport Direct. This data is also displayed on our bus station and roadside display screens and to produce our roadside information panels.

 The Transport on Call team will be responsible for collating and delivering additional information to assist people with disabilities or special travel needs who may not be able to source the level of information they require from the **traveline**

service. This is an important element of our information service that will help us meet our obligations under the Disability Discrimination Act. Working in conjunction with the Rural Transport Partnership, we will assist in the further development of the Alternative Transport Guide produced by Buckinghamshire Community Action (see [www.alt-transport.org.uk](http://www.alt-transport.org.uk)) and will be developing a new single access portal for all local transport information through a new [www.transportoncall.co.uk](http://www.transportoncall.co.uk) website.



The Transport on Call team will also provide a personalised travel planning service in conjunction with the Council Travel Planning team for organisations and individuals throughout the county.

### Printed Information

The County Council will produce printed area-based travel guides containing details of all local bus services operating within a designated area. These guides will be published at least annually (with appropriate updates) and will contain details of all registered local bus services within the area. Some publications will also include information about train services, voluntary and community transport schemes as well as general information of relevance to passengers travelling, or wishing to travel, around the area.

Each operator should provide printed route and timetable information about their local bus services. For each commercial local bus service, the operator should make available, free of charge, a leaflet containing route and timetable information including details of journeys on that route (or over significant common sections of route) provided by other services, or by any other operator whose journeys on that route are financially supported by the County Council. The leaflet should, as a minimum, give details of the route and principal places served, together with a timetable showing all journeys (including supported journeys provided by any other operator). Each leaflet should also include a reference to the **traveline** telephone information number. Guidance on the minimum standards of printed information will be published separately by the Council.

In the case of financially supported services, the County Council will make a binding agreement with contracted operators as to who (i.e. the Council or the bus operator) will be responsible



for producing route and timetable leaflets. Where it is agreed that it will be the operator's responsibility, the required information will be the same as for a commercial bus service.

Printed information about bus service alterations should be published and distributed at least seven days before the date of implementation of the change. The information should also be made available to passengers on board buses on the route concerned, by means of notices to passengers.

In the absence of such printed information provided by the operators, the County Council considers that its area-based travel guides meet this requirement in the appropriate way and will reserve the right to recover a sum from each operator towards the cost of producing and distributing these guides in proportion to the benefit received. The benefit will be assessed by the County Council on the basis of the amount of space in each guide relating to each operator's commercial services.

The County Council will, from time to time, publish maps and additional leaflets containing information about public transport services. The full cost of such publications will continue to be met by the Council. Specific promotions will also be undertaken in support of Quality Bus Partnership initiatives or other projects in partnership with public transport operators.

### Bus Stop Flags

The County Council undertakes to provide a suitable bus stop sign and flag at all recognised stopping places in the county, except where services routinely operate on a hail-and-ride basis. Each bus stop flag will display either the words "Bus Stop" or the approved pictogram depicting a bus. The flag may also incorporate the route numbers of the services which stop there, where this is considered to be of particular value to intending passengers (eg where bus stops for different routes are located adjacent to one another). Each bus stop flag will show the **traveline** number for passenger enquiries, and will include an agreed name for the stop.

The County Council may wish to upgrade bus stop infrastructure on selected routes in support of Quality Bus Partnership initiatives and in such cases any additional costs will be borne by the Council. Operators (or other agencies) wishing

to erect their own bus stop signs, or to display their company logo on the Council's signs, may only do so with the express approval of the County Council. Such approvals will be reviewed from time to time and may be revoked.

### Roadside Information

Buckinghamshire County Council currently provides roadside information panels at more than 650 bus stops in the county, principally in urban areas. In addition, bus operators have traditionally provided roadside timetable displays at key bus stops on selected bus routes. There remain a substantial number of bus stops in the County which do not carry any form of timetable display, and the County Council will seek to reach agreements with operators to extend the provision of roadside information at bus stops which are routinely used as boarding points as follows (subject to sufficient funds being made available for the purpose):

- During 2005/06 – to all stops at which services operate 5 days a week
- During 2006/07 – to all other stops

The provision of roadside information at bus stops will be a matter for separate agreement between the County Council and the operator(s) concerned as to which party will assume responsibility for erecting the display cases and maintaining the information. Roadside information may be posted either in the form of a sequential list of departures from that stop, or in the form of a matrix timetable for the services concerned. In either case, the County Council will require the information displayed to include details of **all** bus services passing that point, irrespective of the operator. Roadside information about bus service alterations should be posted no more than one week in advance of the date of implementation of the change, and no later than the date of implementation. Any information posted in advance of the implementation date must clearly show the date on which the revised services come into operation.

In the event of operators sharing bus stops, the County Council will expect the operators to liaise with one another to ensure effective joint use of display space and a reasonable charge may be made by an operator making display space available to another operator and inserting

information. In the absence of such roadside information being provided by operators, the County Council will meet this requirement in an appropriate way and, in the absence of any agreement, will reserve the right to recoup from operators the cost of doing so.

### Internet Information

Any bus operator maintaining a web site should include links to the Buckinghamshire County Council and **traveline** web sites and any other transport sites requested by the County Council. The Council will supply details of these on request.

The County Council will seek to maintain up-to-date information about every local bus service in Buckinghamshire on its own website at [www.buckscc.gov.uk/travelinfo](http://www.buckscc.gov.uk/travelinfo). In order to do so, the Council requires bus operators to ensure that up to date service registration details are provided for each new registered local bus service and every subsequent variation. It is important that the correct maps are included with every registration, in order that the maps displayed on the website are accurate.

### Electronic Registration

The County Council would like operators to adopt **TransXchange** at an early date as a means of supplying accurate service and timetable data electronically to the Council. Such data needs ideally to go beyond the minimum required for registration purposes, to include the extra information that is needed to deliver comprehensive public transport information at individual bus stops and not just at timing points. The Council will work with operators to agree rules for the interpolation of times at bus stops which are not timing points.

### Stop Names

The County Council will encourage all operators to agree and adopt standard names and grid references for all bus stops. The County Council will take the lead in establishing the necessary directory of stops by common name and location and make this available to operators for use in preparing **TransXchange** records. As noted in paragraph 16, the Council is committed to arranging for stop names to be displayed at all bus stop flags.

### Service Change Dates

Timely and accurate updating of information is essential, but can be made difficult by the uncoordinated way in which service and timetable changes can occur. For several years the County Council has asked operators to work with seven “standard dates” for service and timetable changes each year, and it continues to do so. However, we are also mindful of the Code of Conduct on Service Stability, proposed by the Bus Partnership Forum and endorsed by Government, which further reduces the number of change dates in a year to a maximum of six, or to a lesser number of changes if that is achievable.

The seven dates which are currently adopted in Buckinghamshire are:

- The Sunday before the start of the school Spring term (January)
- The Sunday at the end of the Spring half-term holiday (late February)
- The Sunday before the start of the school Summer term (late March/April)
- The Sunday at the end of the Summer half-term holiday (late May/early June)
- The Sunday after the end of the school Summer term (mid/late July)
- The Sunday before the start of the school Autumn term (early September)
- The Sunday at the end of the Autumn half-term holiday (late October/early November)

The County Council will separately consult with operators and neighbouring local authorities on a reduction in the number of change dates each year to four, being the Sunday before the start of each school term and the Sunday at the end of the school Summer term – though it is recognised that these dates may have to be varied if the number of school terms in each year were to increase.

### Additional Sources of Information

The County Council already provides **electronic information displays** at key passenger interchanges (bus and rail stations) and will progressively extend this facility to other sites. We will also provide data exports without charge to other organisations who may wish to display

such information. Where possible, all new installations will include the capability to display real-time messages relating to service disruptions and delays.

The Council is progressively promoting the availability of public transport information using SMS technology to **mobile phone users** through the regional **traveline.txt** initiative. This facility is already able to provide details of the next three scheduled departures from every bus stop in the county, though its value will be significantly increased once real time passenger information is available.

The Council will also encourage the provision of **internet-based Journey Planning terminals**, either at roadside kiosks or in other locations which are able to provide internet access screens. Such services will generally be delivered using the **traveline** Internet Journey Planner as the data source. The Council will also assist any organisation wishing to provide links to the **traveline** Journey Planner from their own internet sites.

As part of our developing Accessibility Strategy, we will also work with strategic partners in the health, employment, education and leisure sectors to ensure that information about the availability of public transport is included wherever possible in their **client information** leaflets, and in any information about their services which is published on the internet.

The provision of **real-time passenger information** is an objective of the County Council, with schemes planned for Aylesbury Public Transportation Hub, High Wycombe Park & Ride and the A40 High Wycombe - Heathrow bus service. The Council is committed to a project to equip the majority of buses in the County with GPS receivers linked to their electronic ticket machines, and will be prepared to enter into an agreement with any operator who wishes to extend this scheme to facilitate onward transmission of the GPS data for purposes of providing real-time passenger information through an appropriate system of on-street screens, text messaging or internet delivery.

### Funding Principles

This Strategy is not intended just to cover what bus operators should do at their own expense and recognises that local authorities have a role

to make information available about their own services (such as travel concessions). The County Council can achieve transport benefits from better public information being available and therefore is prepared to be a contributing partner where relevant. Some elements of the Strategy require a "broker" to achieve shared information services (such as Area Booklets, Area Maps, **traveline**). The County Council's role in compiling and maintaining a comprehensive timetable database is a key one as it can secure the delivery of information across a wide range of channels. The cost of this will not be charged to operators and is part of the authority's "broker" role.

The County Council will continue to play a part in the securing and managing of information infrastructure, from each bus stop pole and sign through to more complex information display systems via partnerships with the major operators. The County Council wishes to work with Parish Councils and other community organisations to help with public transport information services and although no specific proposals are set out in this Strategy it would welcome discussions about specific initiatives.

### The funding framework

It is necessary to establish a framework for the sharing of costs where necessary. This mechanism will be enforced as necessary through the provisions of the Transport Act 2000. This specifically includes the reasonable costs of delivering information about individual operators' services through **traveline**, the national multi-modal telephone (and Internet) service. Operators are not precluded from offering their own local enquiry service (of an appropriate quality) and thereby minimising their exposure to the costs of running **traveline**.

The framework is set out in an Appendix to this Strategy and is related to each of the types of information set out in the Strategy. Consultation with affected operators will take place prior to the implementation of each element of the strategy or significant expansion of the cost to operators of any element of it. Where more than one operator provides the service then it will be their joint responsibility to produce the information and if agreement cannot be reached on the production of the information then Section 140 of the Transport Act 2000 will apply.

## **Consultation and Review**

The Transport Act stipulates that the County Council must, before determining what information should be provided and the way it should be provided, consult with organisations appearing to be representative of user groups and with the Traffic Commissioner for the traffic area concerned. They are also required to liaise with adjoining local authorities and Transport for London (TfL) to explore appropriate opportunities for joint initiatives.

The provision in the new Transport Act to facilitate co-operation and cost sharing between operators and local authorities in producing public transport information is welcomed by the County Council. The Council's detailed requirements for publicity will be fully developed through further consultation with operators and users' representatives.

In recognition of the importance of consulting all relevant parties the County Council has adopted

a more proactive approach and has additionally consulted with principal bus operators, and bus and coach operator associations, particularly to ensure that they recognise and accept the obligations that it is proposed to include in the strategy. Rail operators have also been consulted to encourage their active support for the multi-modal aspects of the strategy. The County Council has also included in the consultation exercise District Councils, the Buckinghamshire Association of Local Councils and other interested parties.

## **Review**

This strategy will be subject to an annual review to reflect any positive changes in Public Transport policy. It is intended that following the formal publishing of this strategy on-going monitoring and review of the strategy will involve consultation not only with those operators and user groups we deem necessary but also with passengers.

**Figure 92: Provider and Funding Responsibilities for Bus Information**

<i>Type of Information</i>	<i>Information Source</i>	<i>Information Provider</i>	<i>Funding Source</i>	<i>Timescale for implementation</i>
Paper Based Transportable	Public Transport Map and Guide	County Council	County Council	annually
	Route Specific Timetables	Operators	Operators	ongoing
	Local Area Transport Guides	County Council	County Council/ Operators	As appropriate
	Other information	County Council	County Council	To be kept under review
Paper Based Reference	County-wide Travel Guides	County Council	County Council / Operators (with cover charge)	As appropriate
	Information on transport for the disabled, dial a ride schemes, community transport	Rural Transport Partnership	Rural Transport Partnership	Updated as necessary
Paper Based Displays	Roadside Information	Operators (on sole-served routes) or County Council	Operators or County Council	See Paragraph 10.15
	Public Transport Information Posters at interchange points	County Council	County Council	Regularly updated
Telephone and Minicom including <b>traveline</b>	Telephone and Textphone Information Service - <b>traveline</b>	County Council database	Database – County Council Service Delivery – Operators	Ongoing
	Fares and Operational Information	Operators	Operators	Immediately – could be delivered now through <b>traveline</b>
Screen based displays at interchanges	Interchange Information	County Council (with Operators for real-time information)	County Council/ Operators/ interchange owners	Progressively as opportunities occur
Screen based displays at principal stops	Real time information	County Council/ Operators	County Council/ Operators	Depending on technical infrastructure, and funding opportunities
Kiosk based journey planners	County database / <b>traveline</b> Journey Planner	County Council (with operators for real-time information)	County Council (with others as appropriate)	Need to be kept under review
Web based journey planning/timetables including regional <b>traveline</b>	County database / <b>traveline</b> Journey Planner	County Council/ Operators	County Council/ Operators	Launched in 2003; to be enhanced progressively
Links to and from other Web sites/WAP etc.	On Bus/on move	County Council/ Operators	County Council/ Operators	Need to be kept under review

**Figure 92 (continued): Provider and Funding Responsibilities for Bus Information**

<i>Type of Information</i>	<i>Information Source</i>	<i>Information Provider</i>	<i>Funding Source</i>	<i>Timescale for implementation</i>
Face to face Information:	Staffed travel offices:	Operators (or County Council at major interchanges)	Operators	Encourage operators to deliver this where possible
Announcement systems	Automated and other systems to give audible announcements on bus and at interchanges	Operators	Operators/ interchange owners	Depending on technical infrastructure, and funding opportunities
Bus stop identification	All stops to have compliant flag and appropriate markings	County Council	County Council	As schedule for paper-based information
Signing at interchanges including timetables and destination based displays	Signing and paper information (to meet the standards in the best practice guide to transport infrastructure produced by IHT in association with ATCO, PTEG, DfT)	County Council/ Operators as appropriate	Facility owners/ Managers/ Operators/ County Council	As appropriate
Signing on and inside buses	Appropriate signs and notices	County Council/ Operators	Operators	Summer 2004
Availability of information in large print, Braille or on tape	Other aids	Operators with County Council assistance	County Council/ Operators	As required by legislation, on demand
Service disruptions	Broadcasts, real time information, supply to <b>traveline</b> for telephone/ Internet information	Operators/ co-ordinated by County Council	Operators	Summer 2004