

Cabinet

Thursday, 16 June 2016

Additional Information

Agenda Item No. 16 – “Local Bus Services and Strategy Review”

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Local Bus Services and Strategy Review

Cabinet

Date: 16th June 2016

Author: Cabinet Member for Sustainability, Highways and Transport and the Head of Highways and Transport

Wards: All

Locality Affected: All

Parishes Affected: All

1. Purpose and Reasons

- 1.1 To inform Cabinet of proposed revisions to the Local Bus Strategy (see Appendix 1) for Swindon Borough Council following the Council Budget Plans for 2016/17.
- 1.2 To inform Cabinet of bus service revisions and reductions being proposed in line with the proposed revised draft Local Bus Strategy required to meet revenue support funding budget pressures. This is following the Council's decision to remove £100k from the revenue support budget of £267k in 2016-17.
- 1.3 To inform Cabinet of the approach, in line with the proposed revised draft Local Bus Strategy for mitigating revenue support funding changes.
- 1.4 To inform Cabinet of proposed service revision and review of Dial a Ride and Community Transport following the Council's decision to reduce the Community Transport budget of £313.5k by £100k in 2016-17, in line with the revised draft Local Bus Strategy in Appendix 1.
- 1.5 To inform Cabinet that a single consultation document is being developed in order to consult on the strategy and its implications. The document is based on the revised draft Local Bus Strategy (Appendix 1) aligned with details of the Public Transport Contracts (Appendix 2) and Examples of the Proposed BusLink Community Transport Hub Services (Appendix 3). The urgency of revenue savings and the ongoing development of the BusLink hubs prevents a final consultation document being shared at present.
- 1.6 The revised draft Local Bus Strategy supports or affects the following elements of the Council's Vision :
 - 1.6.1 Priority One Improve infrastructure and housing to support a growing, low-carbon economy
 - 1.6.2 Priority Two Offer education opportunities that lead to the right skills and right jobs in the right places, and
 - 1.6.3 Priority Four Help people to help themselves while always protecting our most vulnerable children and adults.

Further information on the subject of this report can be obtained from Nigel Hale, Direct Dial 466211, nhale@swindon.gov.uk.

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2. Recommendations

Cabinet is recommended to:

- 2.1 To note the draft revised Local Bus Strategy as set out in Appendix 1 and its implications for local bus services as set out in Appendix 2 and 3, for public consultation and to note the proposed service revision and its implications for Dial a Ride and Community Transport.
- 2.2 To authorise the Head of Highways and Transport, in consultation with the Cabinet Member for Sustainability, Highways and Transport, to finalise the public consultation document and to carry out the public consultation on the draft revised Local Bus Strategy and its implications.
- 2.3 To agree that a report detailing the results of the public consultation be brought back to September Cabinet.

3. Detail

Summary

- 3.1 95% of Swindon bus services are already subsidy free; however, continued pressure on the borough's revenue has created an objective to have 100% of Swindon Bus Services commercially viable by 2020.
- 3.2 This will be supplemented by alternative approaches for those without a bus service with priority given for Commuter, Education and Hospital passenger usage.
- 3.3 The commercial network will form the core of Swindon's bus services.
- 3.4 Bus Services to the Town centre will be subsidy free.
- 3.5 'BusLink' hub services will bring passengers to local key points on the commercial network to provide access to commercial bus services
- 3.6 The Council will assist with transitional funding whilst the changes to currently subsidised services are undertaken and whilst the new BusLink hub service approach is embedded.
- 3.7 The Council will create a Community Transport Organisation creating the opportunity for involvement from local communities and parishes into the management and delivery of BusLink services.
- 3.8 The Council will work with the Community Transport Organisation to assess the ongoing viability of the BusLink services.

Further information on the subject of this report can be obtained from Nigel Hale, Direct Dial 466211, nhale@swindon.gov.uk.

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Bus Strategy Draft - Principles

- 3.9 At its meeting on 12th June 2013, Cabinet approved a revised Local Bus Strategy following a consultation with stakeholders in December 2012 and January 2013 on the draft principles to underpin a revised local bus strategy (Cabinet Minute 73, 2012/13 refers).
- 3.10 The 2013 Local Bus Strategy has been reviewed in order to enable the Council to ensure that the Borough has in place a bus network that optimises the balance between the cost to the Council Tax payers and addressing passenger needs. This follows the approval of the Council's Budget for 2016/17.
- 3.11 A draft revised Local Bus Strategy is in preparation along the lines set out in Appendix 1 which responds to pressures on the revenue funding support for local bus services and the revenue funding support for dial a ride/community transport services. It is proposed the Council consults on this and its implications during June and July.
- 3.12 It is proposed that the Head of Highways and Transport will finalise the consultation document in agreement with the Cabinet Member for Sustainability, Highways and Transport.
- 3.13 It is planned to withdraw all revenue funding support for local bus services and the present dial a ride /community transport contract arrangements by 2020. The draft revised Local Bus Strategy attached in Appendix 1 reflects this decision and enables its implementation to be made.

Bus Strategy Draft - Key Points

- 3.14 The key points of the draft revised Local Bus Strategy are summarised as follows:
- 3.14.1 Council will work with the main commercial bus operators to support the bus charter principles as set out in the Local Bus Strategy.
- 3.14.2 A Bus Network Partnership Board will act as an advisory group to the Cabinet Member on bus issues.
- 3.14.3 The Bus Network Partnership Board will act as a liaison between commercial bus operators and the Council in the development of bus services, bus priorities and highway improvements to support a commercial bus operation.
- 3.14.4 Commercial operators will define the bus network as 95% of current local bus operation is commercial.
- 3.14.5 The Council will suggest commercial proposals where the need arises for consideration by commercial operators.

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- 3.14.6 The Council will work with local organisations including parish/town councils to develop a supporting network of BusLink services using a number of transport hub centres to enable passengers to connect with commercial bus services.
- 3.14.7 Initially three transport hubs will be identified in North Swindon (Orbital Retail Park), East Swindon (GW Hospital) and South Swindon (Old Town).
- 3.14.8 The Council will develop and create a Community Transport Organisation to deliver sustainable transport solutions and BusLink connecting services to the transport hubs.
- 3.14.9 A bus improvement plan for the highway will be established every year.
- 3.15 The revised strategy includes a commitment to working with the bus operators to improve the highway network to help deliver bus punctuality and the introduction of a Bus Punctuality Partnership. Since any surplus income that is forthcoming from the enforcement of bus lanes needs to follow the financial provisions laid out in Regulation 36 (paragraph 4 and 6) of the Bus Lane Contraventions, Penalty Charges, Adjudication and Enforcement (England) Regulations 2005, any net income on highway improvement works be used to assist buses as well as on more general highway maintenance.

Dial a Ride Services

- 3.16 It is anticipated that where viable this service will be incorporated into the community based BusLink Services or alternatively individual travel packages using travel vouchers will be evaluated. These options will be considered as a replacement to contract arrangements over the following 2 years.

Mitigation measures

- 3.17 The Council will setup a Community Transport Organisation to deliver sustainable transport solutions, which will run BusLink hub-based services that connect into the commercial network.
- 3.18 SBC will support the setup of BusLink hub services with transitional funding.
- 3.19 Transitional funding will also be available from SBC to pump-prime services to become commercially viable, and will support the development of new funding streams where these might be available and required.
- 3.20 SBC will work with the Community Transport Organisation to help ensure the continuation of local services where commercially viable or the Community Transport Organisation wishes to continue with service support and provision.

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- 3.21 The Council will continue to work with the Community Transport Organisation to secure Section 106 and any additional funding will be used to extend bus services, and contribute to BusLink hub services.

Review and Rationale

- 3.22 Where BusLink hub services fail to become commercially viable during the transitional support period, the Council will review the operation of the services with the Community Transport Organisation. Where this has resulted from the lack of patronage of the service and there is no strong community desire to backfill transitional funding, a decision will be taken to remove the hub service at the next contract break.

Timings

- 3.23 This Cabinet report signals the above direction of travel and the start of the consultation process on the draft revised Local Bus Strategy and the implications of this strategy.
- 3.24 The Council will commence consulting on the service changes for individual routes with a view to removing all revenue funding from October 2016 onwards or at the end of the contract.
- 3.25 It is anticipated that by July 2016, The East Hub Service pilot is setup to address existing known issues.
- 3.26 In September 2016, a report will be brought to Cabinet detailing the outcome of the consultation process and proposing the way forward, based on the outcome of the consultation.
- 3.27 Where routes are not commercially viable and funding sources have not been identified, then the Council will implement a phased withdrawal over the next 2 years when the current contracts end.

4. Alternative Options

- 4.1 Unless replaced, the existing bus strategy and criteria will remain the adopted policy of the Council and so the strategy needs to be revised in order to meet financial pressures and the budgetary framework agreed by Council.
- 4.2 A “do nothing” approach would commit the Council to continue to fund services with limited patronage and no commercial viability. The absence of a Community Transport Organisation would allow no alternative means of local community funding where communities would otherwise be willing to step in and support the service.

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5. Implications, Diversity Impact Assessment and Risk Management

Financial and Procurement Implications

- 5.1 There are financial and procurement implications arising from this report as £100k must be withdrawn from both the revenue support funding for local bus services and dial a ride/community transport.

Legal and Human Rights Implications

- 5.2 Legal and Human Rights considerations have been taken fully into account in compiling this report. It is considered that the recommendations of this report are compatible with Convention Rights.

All Other Implications (including Staff, Sustainability, Health, Rural, Crime and Disorder)

- 5.3 No other relevant implications have been identified in the preparation of this report.

Diversity Impact Assessment

- 5.4 A Diversity Impact Assessment (DIA) has been completed. No adverse or other significant impacts were found at this stage. Copies of the assessment can be obtained from the report author.

Risk Management

- 5.5 A risk assessment has been undertaken as part of the Highways and Transport Business Plan.

6. Consultees

- 6.1 The Board Director, Resources (Section 151 Officer) and Director of Law and Democratic Services (Monitoring Officer) are consulted in respect of all reports.

7. Background Papers

- 7.1 None

8. Appendices

- 8.1 Appendix 1 Draft revised Local Bus Strategy 2016
- 8.2 Appendix 2 Public Transport Contracts 2016/17
- 8.3 Appendix 3 Examples of Proposed BusLink Community Transport Hub Services.

Further information on the subject of this report can be obtained from Nigel Hale, Direct Dial 466211, nhale@swindon.gov.uk.

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9. Key Decision/Decision in Cabinet Work Programme and Forward Plan

- 9.1 This is a Key Decision and is included in the Cabinet Work Programme and Forward Plan for June 2016.

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Appendix 1

Local Bus Strategy for

Swindon – May 2016

(DRAFT)



Local Bus Strategy for Swindon – May 2016 (DRAFT)



Introduction

The Council's local bus strategy was revised in 2013 in response to budget pressures and the need to have a clear defined strategy to enable the Council to decide which bus services it wished to support and why. The current economic situation since the last revision in 2013, means that it is vitally important that every single piece of Council expenditure represents value for money and supports the achievement of agreed strategic priorities. Therefore, faced with an economic situation that has seen available funding reduce it is necessary to further reassess our approach to securing a local bus network that best responds to the needs of the community and makes a valuable contribution to the future growth of the local economy.

In order to secure this desired outcome, as part of an updated local bus strategy other types of community transport and dial a ride type services will continue to be part of any revision.. This will allow the Council to make best use of the full range of transport services in meeting individual passenger needs. This approach recognises that procuring transport contracts through the conventional bus operators may not always be the most ideal solution.

Section 89 of the 1985 Transport Act gave local authorities responsible for passenger transport the power to procure bus services, which they wish to provide to supplement the commercial bus network. The bus services provided by a local authority are described as those that are considered socially necessary but not commercially viable. Services cannot be provided if they compete against a commercial bus service, as local authorities cannot inhibit commercial bus service operations.

Once the commercial bus services have been identified and registered with the Traffic Commissioner, local authorities are faced with securing those bus services or individual journeys that are not commercial. These are selected on their social necessity.

The vast majority of bus services in Swindon are provided by the local bus operators without the need for any financial support from the Council. Currently this equates to 95% of the local bus network within Swindon Borough.

However, there are certain areas and times when the low level of passenger demand means that a bus service would require financial support in order for

it to operate. In such circumstances, the Council would normally secure these services through a competitive tender process with local bus operators. Where it is more cost effective to make amendments to a commercial service a de minimis arrangement can be put in place instead of tendering. Due to the size of the commercial bus market in the Borough, 'de minimis' agreements with the main commercial operator of a particular bus service is going to be a regular cost effective solution to meeting supported bus service requirements.

The Council remains committed to achieving a fully commercial bus network which is reinforced by its ownership and investment in Thamesdown Transport. However the current financial situation for the next few years has meant the Council is not able to remain committed to revenue supported budgets. This means that the Council will have to consider how best to utilise any remaining funding and alternative means of providing services where there is still a social need for them or they may have to cease altogether. In some examples this will mean bus services may become commercial following investment in them by the Council's revenue funding over the last few years or they will be withdrawn due to a lack of viability.



Background Information

Funding

Bus services can receive funding through -

Council Revenue Funding from general local authority budgets.

Unfortunately the Council cannot maintain revenue supported budgets for bus services in future and so there will be no funding in this area. The Local Bus Strategy therefore needs to be revised to reflect this decision.

Bus Service Operators Grant

Bus operators have historically received funding from Central Government in the form of Bus Service Operators' Grant as a rebate of fuel duty paid on fuel used in the provision of local bus services. The Department for Transport, implementing a decision made by the previous Coalition Government has, from January 2014, devolved an amount equivalent to the Bus Service Operators' Grant to Local Transport Authorities. This is to allow decisions to

be taken locally on how this funding should be spent on bus services that are wholly tendered by the Council.

Swindon Borough Council received funding of £176,205 for the 2014/15, 2015/16 and 2016/17 Financial Years and will also receive it for at least a further two years making five years in total. This amount is fixed and will not be adjusted in future years to reflect changes in service patterns or inflation.

Commercial bus services, which in Swindon cover the majority of bus services i.e. those which do not require any funding support or those that operate partly commercial as they require some funding for certain times of the day, will continue to have the Bus Service Operators' Grant paid directly to them by the Department of Transport.

Section 106 funding provided by developers. This is to ensure that any new residential or industrial development is sustainable with public transport. Funding in practice tends to be for five years on the basis that after this period of funding the bus service should be commercially viable. If not, then the service will be withdrawn or the Council may give consideration to providing financial support similar to other Council public transport contracts funded from revenue support.

Dial a Ride Service (Revenue Support)-

The Council also provides annual funding from the revenue support budget to provide a contract (subject to tendering) to provide demand responsive community transport services for those unable to use conventional buses currently consisting of a dial a ride operation. The dial a ride service is designed to be as similar as possible to a conventional bus service, but to reflect the special requirements of its users in its operation and in the facilities provided on the vehicle. The service is designed for driver-only operation, where operators have disability awareness and provide a high standard of customer care, including manual handling assistance.

Other funding

There may be opportunities to secure additional funding from central government such as Better Bus Area Funds. This is why it is important to have a clear strategy in place and bus service improvements/proposals agreed so the Council can take advantage of any new funding initiative should it become available.



The Revised Bus Strategy

The Borough has a high level of commercial bus services (95% currently) and has placed the emphasis on helping operators reach a position where all bus services are commercial by 2020. However, it is appreciated that in meeting the needs of passengers requiring a socially necessary service this will take time to attain.

The revenue support budget funding which currently supports a number of local bus services and which underpinned the Local Bus Strategy revised in 2013 will no longer be available. The removal of revenue support funding is an impact which has meant that the current Local Bus Strategy now needs to be revised further to reflect this impact on funding of local bus services. This proposed revision in 2016 will determine whether local bus services will continue and if they do, how they will be funded following the withdrawal of funding for the revenue support budget. Therefore these revisions for 2016 determine the level of bus service provision from November 2016 onwards.

The limited amount of funding available means that the revised Local Bus Strategy will focus on providing bus services in areas that are rural or have a high level of social need. This will replace the 2013 principles which placed the focus on funding support for evening and Sunday bus service provision. In creating a sustainable bus network for the Borough, a bus charter will be developed setting out the following principles which will be applied, and the main commercial bus operators will be encouraged to support the Bus Charter on a partnership basis.

Principles

- Council will work with the main commercial bus operators to support the bus charter principles.
- The Council will following the withdrawal of revenue support funding for bus services explore alternative solutions for those areas of social need or rural areas.
- The funding priority will no longer be given to evening and Sunday bus services as the focus will now be on rural areas or areas of social need.
- The Bus Network Partnership Board acts as an advisory group to the Cabinet member on bus issues.
- The Bus Network Partnership Board will act as a liaison between commercial bus operators and the Council in the development of bus services, bus priorities and highway improvements to support a commercial bus operation.
- Commercial operators will define the bus network.
- The Council will suggest commercial proposals where the need arises for consideration by commercial operators.
- The Council will work with local organisations including parish/town councils to develop a supporting network of BusLink services using a

number of transport hub centres to enable passengers to connect with commercial bus services. Initially three transport hubs will be identified in North Swindon (Orbital Retail Park), East Swindon (GW Hospital) and South Swindon (Old Town).

- The Council will develop and create a Community Transport Organisation to deliver sustainable transport solutions and BusLink connecting services to the transport hubs.
- A bus improvement plan for the highway will be established every year and will include:
 - A focus on areas of delay
 - Provision of improved passenger facilities at bus stops and interchanges
 - Working with operators and planners to secure sustainable public transport provision to new developments through consideration in the transport assessment required as part of the planning process, of the location and design of new developments
 - To agree a Punctuality Partnership with bus operators which will enable the creation of conditions for punctual and reliable operation, including consideration where appropriate and affordable of bus priority and traffic management measures, network management and management of street works and road closures.
 - More bus lanes and bus priority measures
 - Better enforcement of bus priority measures
 - Enable delivery of a modern town centre bus station
 - Improve real time passenger information systems
 - Develop joint bids to central government for funding for bus infrastructure improvements

Managing Expectations

As part of the Bus Charter , the commercial bus network will be expected to provide –

- A frequent daytime service to the town centre, Monday to Saturday from all the main urban areas of Swindon. This will include a service from each main area to the town centre arriving by 8am and another leaving after 5.30pm to allow access to employment, education and training facilities either in the town centre or by changing onto connecting buses to other parts of Swindon. Regular daytime services between 9am and 5pm (half hourly) will allow access to a range of services and facilities in the town centre or by changing onto connecting buses to other parts of Swindon.
- A frequent daytime service to Swindon town centre Monday to Saturday from all the main settlements outside the urban area i.e. Highworth and Wroughton. This will include a service from each main area to the town centre arriving by 8am and another leaving after 5.30pm to allow access to employment, education and training facilities either in the town centre or by changing onto connecting buses to other parts of Swindon. Regular daytime services between 9am and 5pm

(half hourly) will allow access to a range of services and facilities in the town centre or by changing onto connecting buses to other parts of Swindon.

- A frequent daytime service to Swindon town centre Monday to Saturday from nearby towns and cities in adjoining areas.
- The commercial bus network will be supplemented where there is recognised demand by the provision of evening bus services in the urban area at least hourly from 1900 to 2300. This will only be possible following the withdrawal of revenue support funding for local bus services if the bus service is commercially viable. If there is a social need for them this will only be funded from Bus Service Operators Grant (BSOG), Section 106 where applicable or parish/town councils.

The effectiveness of this approach will be reviewed on an annual basis by the Bus Network Partnership Board.

- The commercial bus network will be supplemented by the provision of Sunday bus services in the urban area between 0800 and 1800 on a half hourly basis. The Borough Council will work with commercial bus operators to create a Sunday bus network which mirrors the Monday to Saturday operation where there is recognised demand even if it is a reduced frequency in comparison. This will only be possible following the withdrawal of revenue support funding for local bus services if the bus service is commercially viable. If there is a social need for them this will only be funded from Bus Service Operators Grant (BSOG), Section 106 where applicable or parish/town councils.

The effectiveness of this approach will be reviewed on an annual basis by the Bus Network Partnership Board.

- The Council will work and co-ordinate with commercial bus operators and parish/town councils where there is perceived demand to produce cost effective solutions for socially necessary elements of bus services in non-commercial urban areas and rural areas. Where these are justified they will be subject to tender if appropriate and vehicle size will vary to meet the individual needs of each area.

The effectiveness of this approach will be reviewed on an annual basis by the Bus Network Partnership Board.

Where necessary a community link bus service will be provided (branded 'BusLink').

The effectiveness of this approach will be reviewed on an annual basis by the Bus Network Partnership Board.

- The community link bus service (BusLink or Linkabus) will be a vehicle (capacity 4 – 16 seats dependent upon demand) which collects

passengers from previously non - commercial bus routes and delivers them to the nearest regular bus service at a convenient Hub, making use of interavailability of bus tickets where possible. It will provide this service to ensure passengers can travel to work, for their education or hospital depending upon current demand and need.

- Rural bus services will be replaced by a BusLink/Linkabus service initially funded by the Council before transferring the funding responsibility to a town/parish council. Rural bus services will be revised to meet this requirement and the focus will be on maintaining a link with Swindon in order for passengers to travel to work, for their education or visit the hospital.

The effectiveness of this approach will be reviewed on an annual basis by the Bus Network Partnership Board.

- The Council will continue, where cost effective to do so, to use public bus services to carry pupils and students entitled to free or assisted school and college transport.



Dial a ride and community transport will be revised to take account of the revised bus strategy.

- A dial a ride operation will be, where viable, incorporated into the community based busLink services or alternative individual travel packages will be made available such as travel vouchers. This will give individuals more freedom of choice in how they travel.
- Any new residential development will need to provide a contribution towards community transport operation through Section 106 funding.
- The Council will act as a co-ordinator to assist community groups in meeting their transport needs. This will include holding a transport forum of local groups/organisations such as the RVS.



Section 106 developer funding

The Council will continue to request S106 contributions from developers of new residential and commercial developments to support bus services in the early years of the development. The key objective will be to promote and support a bus service that will eventually be commercially viable. This enables the mitigation of some of the adverse effects of new development on the existing network. In current economic circumstances developers are unable to make the general level of contributions that were sustainable in the past while retaining the viability of their development. In order to maintain an adequate level of bus service it may be necessary to place greater priority on bus service contributions than those for other public facilities.

In the past some developments have been provided with “stand alone” services. These are unlikely to become commercially viable, even in the long term, except in the very largest developments. In future, services will be expected to be provided through alterations or extensions to existing services. This will strengthen these services and give the new development the best chance of retaining a commercially operated route when S106 funding expires.

S106 funded bus services should be enhancements to, or developments of, existing commercial routes so that the risk of failure can be mitigated.

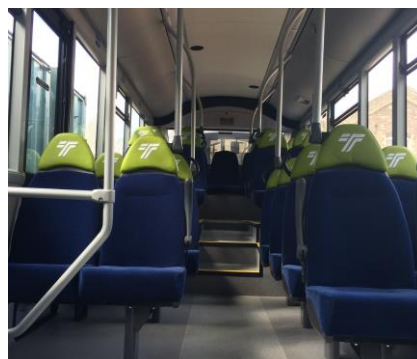
- The whole route, including S106 improvements, can then be promoted through marketing and publicity.
- The potential for operating efficiencies – and lower costs- can be optimised if the S106 routes are not standalone.

The Council may support bus operators after 5 years only if the Council and the bus operator feel it can achieve commerciality at a reasonable point beyond the funding expiry date. The Council will not support the ongoing subsidy of individual s106 provided bus service routes.

S106 route tender specifications should be reasonably flexible to allow operators to put forward compliant bids built around their commercial services.

The effectiveness of this approach will be reviewed on an annual basis by the Bus Network Partnership Board.

The Council will need to consider the number of people who are elderly or have mobility needs that are going to live in new developments and allow for funding to be bid for community transport facilities as well as conventional bus services. Therefore as discussed earlier community transport type services will be included within the bus service provision secured by S106 contributions. This will ensure that all parts of the community have access to transport services.



Linking the Bus Strategy to Corporate Strategy

The bus strategy to continue moving forward must take account of any current or emerging corporate strategy.

The strategy will now link itself to the Vision for Swindon.

By 2030, Swindon will have all of the positive characteristics of a British city with one of the UK's most successful economies; a low-carbon environment with compelling cultural, retail and leisure opportunities and excellent infrastructure. It will be a model of well managed housing growth that supports and improves new and existing communities. Swindon will be physically transformed with existing heritage and landmarks complemented by new ones that people who live, work and visit here would recognise and admire. It will remain, at heart, a place of fairness and opportunity where people can aspire to and achieve prosperity, supported by strong civic and community leadership.

Priority One – Improve infrastructure and housing to support a growing , low-carbon economy.

We have chosen to link the bus strategy to Priority One Improve infrastructure and housing to support a growing, low-carbon economy.

In particular the Strategy will contribute to the following Pledges -

Pledge 7

Build new affordable homes including 200 new council homes and 66 units through the Affordable Housing Development programme at sites including the Hawthorns, the Royal British Legion site in Penhill, Townsend House in Old Town and the former refuge in Park South.

Pledge 8

Complete the redevelopment of Sussex Square.

Pledge 10

As part of the town's regeneration:

Re-develop the former Aspen House site/Granville Street area, to extend on the successful Regent Circus development.

Make Havelock Square an attractive, safe open space to complement local shops.

Pledge 11

Replace the current bus station with a new and modern facility.

Pledge 13

Improve highway linkages to the Eastern Villages, particularly around the White Hart roundabout.

Pledge 14

With Barratt Homes we will build up to 3,500 homes in Wichelstowe including the development of a district centre.

The bus strategy will help achieve this pledge by :

Ensuring that each main area of Swindon has a commercial bus service that allows residents without a car to access a wide range of employment, education and training opportunities across the Borough.

It is important for a successful transport network to have a central interchange in the town to enable passengers to make swift connections between fast and frequent bus services in a safe, secure and friendly environment. The concessionary travel scheme funded bus passenger is a key factor for the town centre economy as we have younger, fitter plus 60 generation with more disposable income than previous generations of a similar age. It is therefore important to encourage this income to be spent in Swindon and support local businesses.

What this will mean:

- This will mean a Monday to Friday bus service from each main area of Swindon to the town centre arriving by 8am and another leaving after 5.30pm to allow access to employment, shopping and leisure facilities either in the town centre or by changing onto connecting buses to other parts of Swindon.
- This will mean that evening and Sunday services only where funding is available will provide a supporting priority to the core commercial network to ensure facilities are in place to enable people to travel to and from work outside traditional work patterns e.g nine to five.

- This will mean that services in rural or social need areas for leisure or recreation purposes or during the middle of the day for shopping or visiting friends or relatives will need to be part of this priority.
- The community link bus service (possibly branded BusLink or Linkabus) would be introduced to meet social needs and demand where a conventional bus service is not a viable solution. As part of this process the Council will work with town/parish councils and/or local groups/organisations to seek a suitable solution.

Priority Two - Offer education opportunities that lead to the right skills and right jobs, in the right places.

Pledge 16

Improve the reputation and image of Swindon to attract inward investment.

We have chosen to link the bus strategy to this priority around providing access to employment, education and training because:

- To maintain Swindon's economic prosperity we must develop and retain existing businesses whilst attracting new ones. We can help by freeing up the local labour market so that business has access to a good pool of local staff which is not hindered by lack of adequate public transport.
- In terms of skills & qualifications, Swindon's performance at GCSE and Levels 2-4 is below average and the gap widens at higher qualification levels. This is reflected in residents' salary levels being lower than commuters into Swindon. We need to ensure that young people are able to access education and training opportunities without facing difficulties due to lack of adequate public transport.
- Swindon's rate of economic inactivity is above average and yet many do want to work. The number of our young people not in work is higher than average. We need to ensure that young people are able to access employment opportunities without facing difficulties due to lack of adequate public transport.

The bus strategy will help achieve this priority by:

- Ensuring that each main area of Swindon has a commercial bus service that allows residents without a car to access a wide range of employment, education and training opportunities across the Borough.

What this will mean:

- This will mean a Monday to Friday bus service from each main area of Swindon to the town centre arriving by 8am and another leaving after 5.30pm to allow access to employment, education and training facilities either in the town centre or by changing onto connecting buses to other parts of Swindon.
- This will mean that evening and Sunday services only where funding is available will provide a supporting priority to the core commercial network to

ensure facilities are in place to enable people to travel to and from work outside traditional work patterns e.g nine to five.

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- The community link bus service (possibly branded BusLink or Linkabus) would be introduced to meet social needs and demand in rural areas where a conventional bus service is not a viable solution and provide a transport link to a transport hub to make a connection with commercial bus services. As part of this process the Council will work with town/parish councils and/or local groups/organisations to seek a suitable solution.

Priority Four - Help people to help themselves while always protecting our most vulnerable children and adults.

Pledge 25

Deliver a borough – wide approach to increase the impact of volunteering, enabling more people to be active citizens in their communities.

Pledge 27

Ensure that more people and their carers are supported to live as independently as possible and reduce the length of time people need to spend in residential care.

We have chosen to link the bus strategy to this priority around providing access to services and facilities to enable people to live independent lives because:

- Spend is skewed to the provision of high cost specialist services rather than preventing future problems arising.
- Demand for all care services continues to rise, with large and unsustainable rises expected in the long term.
- We must identify and take opportunities to reduce spend through early intervention.
- We must promote independence as people want to be in control of their own lives and our way of working needs to support people so they can support themselves.

The bus strategy will help achieve this priority by:

- Ensuring that each main area of Swindon has a bus service (a social safety net service) that allows residents without a car to access the wide range of services and facilities that allow them to live independent lives, in their own homes, while reducing demand on other public services.
- Allowing individuals to access services and facilities in order to support them in improving their own well-being.
-

What this will mean:

- This will mean an off peak Monday to Friday bus service from each main area of Swindon to the town centre to allow access to services and facilities in the town centre or by changing onto connecting buses to other parts of Swindon.
- This will mean that evening and Sunday bus services will provide a supporting priority only where funding is available to the core commercial network to ensure facilities are in place to enable people to travel to and from them and maintain their independence.
-
- This will mean provision of the BusLink or Linkabus branded community transport bus service in some areas rather than conventional bus services.
- Delivering bus services in the most cost effective way that meet the needs of users so that, for example, by using the community link bus service (possibly branded BusLink or Linkabus) would be introduced to meet social needs and demand in rural areas where a conventional bus service is not a viable solution and provide a transport link to a transport hub to make a connection with commercial bus services. As part of this process the Council will work with town/parish councils and/or local groups/organisations to seek a suitable solution.
 - Provide a community bus service, for example that is tailored to meet the needs of individuals who are unable due to health reasons to access conventional local bus services.

The Bus Network Partnership Board will at its formation be clear on the requirements of the local bus strategy and will work with and review them each year.

Prioritisation

The withdrawal of revenue support funding may mean that further prioritisation is required within these principles.

Priority will be given to locations that would otherwise be isolated from alternative bus services i.e. there would be no alternative service within practical walking distance. This would be primarily the rural areas and rural communities. Walking to another location that has a bus service or completing a journey on foot or bike is more realistic within the urban areas of Swindon. Levels of use may however be less in rural areas so value for money will need to be considered along with alternative forms of transport assistance.

Where demand exceeds available funding levels it may not be possible to address both priority areas equally. priority will be given to maintaining a safety net for the vulnerable to allow them to access goods and services to maintain independence in their own homes above the desire to maintaining access to employment, education and training for those of working age.

The new Bus Network Partnership Board will act as a framework that allows decisions to be made in a forum where the full consequences of decisions are known and annual reviews can be undertaken on a regular basis.

Balancing Needs

In times of less conducive economic conditions affecting the public finance, there will be an inevitable tension between demands for service provision and availability of funding. There will also be tension between the requests for services by people in different parts of Swindon and the overall availability of funding. A “balanced” approach will therefore be taken in order to ensure that resources, and therefore service provision, are shared equally across the Borough so that one area does not receive a higher level of service support than another (after taking into account a test of “value for money”).

Application of guidelines

- Subsidy per passenger trip will be calculated for all services (or estimated for new service/contract until actual data is available).
- Services will be ranked according to subsidy per passenger trip.
- Services above the maximum subsidy per passenger guideline will be reviewed (£4.00 per passenger) and either revised or withdrawn unless there are reasons for continuing support, or alternative lower cost provision can be identified (within the available budget). At all times any decision will be mindful of the economic priorities.
- Services that have the highest subsidy per passenger will be subject to review if funding is under pressure (particularly if a need arises to consider provision of services in other areas).
- If necessary because of budget pressures, the overall network of supported services will be reviewed in order to maintain the widest coverage of provision as possible and alternative service provision will be discussed with parish/town councils.
- Final decisions about which services to reduce or withdraw will be taken by Members, following consultation, balancing the priority of the needs in each category and the impacts of withdrawal against the availability of funding.



Appendix 2 Public Transport Contracts 2016-17

1	2	3	4		Total Passengers Carried 2015- 16	Cost per passenger 2015-16 (£)				
Contract No	Route	Days	Journeys	Contractor			Notes	Area Served	Parish / Town Councils	Review Action
D1640	6	Mon - Sat	evening service (hrly)	Stagecoach S & D	14695	1.83		Manchester Road, County Road, Cricklade Road, Headlands Grove, Greenlands Road, Green Road, Meadowcroft, Beechcroft Road, Hyde Road, Ridgeway Road and Hathaway Road to KINGSDDOWN	Stratton St Margaret	Withdraw 2016/17 both evening and Sunday supported journeys approx. October 2016
D1641	7	Mon - Sat	evening service (hrly)	Stagecoach S & D	46290	0.34	Normal route is via Shrivenham Road but due to rail works the service 7 runs via Bridge End Road and 7A to Greenbridge Retail Park only	Manchester Road, County Road, Ocotal Way, Shrivenham Road, Stratton Road, Swindon Road, Grange Drive, Ermin Street, Highworth Road, Stirling Road, Highworth Road, Swindon Road, Swindon Street, Lechlade Road, St. Michael's Avenue, Grove Hill, Lechlade Road and Roundhills Mead to HIGHWORTH	Stratton St Margaret, Highworth	Withdraw 2016/17 approx. October 2016
D1642	8	Mon - Sat	evening service (hrly)	Stagecoach S & D	23327	0.81		CHISELDON via The Ridgeway, Draycot Road, New Road, May's Lane, Station Road, New Road, Marlborough Road, Common Head, Great Western Hospital, Marlborough Road, Queen's Drive, Fleming Way, Holbrook Way, Farington Road, Emlyn Square, Bristol Street, Church Place, Rodbourne Road, Penzance Drive, Wootton Bassett Road, Tewkesbury Way, Bodiam Drive North, Dunwich Drive, Flint Hill, Idovers Drive, Stokesay Drive, Pevensey Way, Ashington Way, Corton Crescent, Link Avenue, Whitehill Way, Gainsborough Way, Rowton Heath Way, Worsley Road, Liskeard Way and Gainsborough Way to FRESHBROOK	Chiseldon	Withdraw 2016/17 approx. October 2016
D1645	9	Mon - Sat	evening service (hrly)	Stagecoach S & D	14211	1.27		WROUGHTON via Kellsborough Avenue, Maunsell Way, Wharf Road, Wroughton High Street, Devizes Road, Moormead Road, Swindon Road, Croft Road, Devizes Road, Victoria Road, Regent Circus, Princes Street, Fleming Way, Holbrook Way, Farington Road, Emlyn Square, Bristol Street, Church Place, Rodbourne Road, Penzance Drive, Wootton Bassett Road, Great Western Way, Bodiam Drive North, Dunwich Drive, Flint Hill, Idovers Drive, Stokesay Drive, Pevensey Way, Ashington Way, Corton Crescent, Link Avenue, Whitehill Way, Gainsborough Way, Liskeard Way and Worsley Road to FRESHBROOK	Wroughton	Withdraw 2016/17 approx. October 2016
D1638	11A / 19	Sun	Sunday (hrly)	Stagecoach S & D	34544	0.30		Service 11A - FLEMING WAY - PINEHURST - HAYDON WICK - ST ANDREW'S RIDGE - via Greenmeadow	Haydon Wick / Blunsdon (St Andrews Ridge)	Retain service depending upon review
								Service 19 - FLEMING WAY via Holbrook Way, Farington Road, Emlyn Square, Bristol Street, Church Place, Rodbourne Road, Penzance Drive, Paddington Drive, Mead Way, Whitehill Way, Link Avenue, Whitehill Way, Eastleaze Road, Chelmsford Road, Shaw Road, Cartwright Drive, Sandacre Road, Swinley Drive and Purton Road to SPARCELLS		
D1638	12	Mon - Sat	am & pm to Blunsdon	Thamesdown Transport	23662	0.97		BLUNSDON via High Street, Ermin Street, Lady Lane, Salzgitter Drive, Thamesdown Drive, Elstree Way, Shepperton Way, Elstree Way, Ealing Way, Mazurek Way, Torun Way, Westfield Way, Purton Road, Akers Way, Beech Avenue, Northern Road, Ferndale Road, North Star Avenue, Polaris Way, Whitehouse Road, Corporation Street, Manchester Road, Milford Street, Fleming Way, Princes Street, Clarence Street, Victoria Road, Devizes Road, Newport Street, Marlborough Road, Windsor Road, Queens Drive and Marlborough Road to GREAT WESTERN HOSPITAL	Blunsdon	Retain service or review as part of BusLink hub service
D1644 / D1638	71	Mon - Sat		Stagecoach S & D	51292	2.04	0840 Bus station via Croft Campus to Burderop Farm, Hodson Road, New Road, May's Lane and Station Road to CHISELDON	SWINDON via Milford Street, Fleming Way, Princes Street, Clarence Street, Victoria Road, Devizes Road, Croft Road, Swindon Road, Perry's Lane, Inverary Road, Dunbar Road, Boness Road, Beaufort Road, Kears Way, Wharf Road, Wroughton (High Street), Devizes Road, Marlborough Road, Brimble Hill, Burderop Farm, Thorney Park	Wroughton / Chiseldon	Discuss with Stagecoach what could be done if only education budget element funded and also consider using BusLink hub arrangement to go to Wroughton or fund through Section 106 as request to run via Waitrose.
D1652 / D1657	15	Mon - Fri & Sat, Eve & Sun	whole service	Thamesdown	769597	0.10	Journeys: Monday to Friday – 0700 to 1800 entire daytime service extension from Wroughton Park & Ride To East Wichel (£34446.32). Journeys: Saturday service extension from Wroughton Park & Ride To East Wichel (£12141.87). Journeys: Evening & Sunday service (£26638.86)	HAYDON WICK (Asda Walmart), Thamesdown Drive, Eastbury Way, Millgrove Street, Redhouse Way, Oakhurst Way, Garsington Drive, Queen Elizabeth Drive, Thamesdown Drive, Purton Road, Akers Way, Beech Avenue, Northern Road, Ferndale Road, North Star Avenue, Polaris Way, Whitehouse Road, Corporation Street, Manchester Road, Milford Street, Fleming Way, Princes Street, Clarence Street, Victoria Road, Devizes Road, Newport Street, Marlborough Road, Pipers Way, East Wichel Way and Foxham Way to MIDDLE WICHEL	Haydon Wick (commercial service), funding S106 Wichelstowe	No change runs until Section 106 funding runs out.
D1646	19	Mon - Sat	evening service	Thamesdown Transport	12404	2.06		FLEMING WAY via Holbrook Way, Farington Road, Emlyn Square, Bristol Street, Church Place, Rodbourne Road, Penzance Drive, Paddington Drive, Mead Way, Whitehill Way, Link Avenue, Whitehill Way, Eastleaze Road, Chelmsford Road, Shaw Road, Cartwright Drive, Sandacre Road, Swinley Drive and Purton Road to SPARCELLS		Withdraw 2016/17 approx. September 2016
D1647	21, 23, 25	Mon - Sat	whole service	Thamesdown Transport	46332	0.54		Service 21, FLEMING WAY via Holbrook Way, Cheltenham Street, Station Road, Rail Station, Wellington Street, Manchester Road, County Road, Ocotal Way, Cricklade Road, Ferndale Road, St Mary's Grove, Pinehurst Road, Chestnut Avenue, Cricklade Road, Penhill Drive and Downton Road to PENHIL		Withdraw and replace with BusLink hub service.
								Service 23: FLEMING WAY via Fleming Way, Queens Drive, Drakes Way, Dorcan Way, Covingham Drive, Sywell Road, Towcester Road, Nythe Road and Oxford Road to STRATTON PARK	Covingham, Stratton St Margaret	
								Service 25: FLEMING WAY via Princes Street, Clarence Street, Victoria Road, Bath Road, Kingshill Road and Wootton Bassett Road to MANNINGTON		
D1638	25	Mon - Sat		Thamesdown Transport	3599	2.28	Additional journey to Kingshill	as above		Withdraw and replace with BusLink hub service.
D1638	51	Mon - Sat	2 journeys (am) from Blunsdon	Stagecoach S&D	299	12.54	0628 & 0728 Blunsdon (Holdcroft Close)	CIRENCESTER via Siddington, South Cerney, Latton, Cricklade, Ermin Street, Cricklade Road, County Road and Manchester Road to SWINDON	Blunsdon	Review, retain if needed and or add to BusLink hub service.
D1638	Bishopstone / Wanborough	Mon, Tue & Fri	Shopper bus - start date tbc	Swindon Dial a Ride	No Data Available					If required would form part of a BusLink hub service.
D1648 / D1651 / D1638	22	Mon - Sat	evening service / S106 Monday to Sunday	Thamesdown Transport	11294	7.93		BARNFIELD via Barnfield Road, Great Western Way, Paddington Drive, Penzance Drive, Rodbourne Road, Church Place, Bristol Street, Emlyn Square, London Street, Sheppard Street, Station Road, Rail Station, Wellington Street, Milford Street, Fleming Way, Princes Street, Clarence Street, Victoria Road, Devizes Road, Springfield Road, Westlecot Road, Goddard Avenue and Okus Road to OKUS		Withdraw evening service 22 approx. October 2016. Withdraw town centre to B&Q Section 106 funded service following end of Section 106 this year.
D1649	24	Mon - Sat	whole service	Thamesdown Transport	36177	0.53		BUS STATION via Manchester Road, County Road, Cirencester Way, Cricklade Road, Whitworth Road, Thames Avenue, Westfield Way, Ealing Way, Elstree Way, Shepperton Way, Elstree Way, Thamesdown Drive, Thresher Drive, Thamesdown Drive, Cricklade Road, Highworth Road, Sams Lane and High Street to BLUNSDON	Haydon Wick, Blunsdon	Withdraw and replace with BusLink hub service.
D1660	65	Mon, Wed & Fri	whole service	Swindon Dial a Ride	No Data Available		1030 from South Marston & 1330 return from Swindon Town Centre	South Marston to Sainsbury's at Stratton and Swindon Town Centre	South Marston	Withdraw and replace with BusLink hub service if needed
Cross Boundary	46, 48, 70A, 72A			Thamesdown Transport	No Data Available			Service 70A SWINDON via Milford Street, Fleming Way, Princes Street, Clarence Street, Victoria Road, Devizes Road, Newport Street, Marlborough Road, Great Western Hospital, Common Head, Marlborough Road, Station Road, May's Lane, New Road, Draycot Road, Draycot Foliat, Ogbourne St George, Southend, Ogbourne St Andrew, Port Hill, Swindon Road, Herd Street, Barn Street and New Road to MARLBOROUGH	Chiseldon	Withdraw Evening Service 70A and 72A2016/17 approx. September 2016.
								Service 72A SWINDON via Milford Street, Fleming Way, Princes Street, Clarence Street, Victoria Road, Devizes Road, Croft Road, Swindon Road, Perry's Lane, Wharf Road, Kellsboro Avenue, Maunsell Way, Wharf Road, High Street, Devizes Road, Marlborough Road, Brimble Hill, Thorney Park, Hodson Road, Draycot Road, Draycot Foliat, Ogbourne St George, Southend, Ogbourne St Andrew, Port Hill, Swindon Road, Herd Street, Barn Street and New Road to MARLBOROUGH	Wroughton , Chiseldon	
								Service 46 SWINDON via Milford Street, Fleming Way, Queens Drive, Marlborough Road, Great Western Hospital, Liddington, Foxhill, Baydon, Aldbourne, Ramsbury and Chilton Foliat to HUNGERFORD	Liddington,	retain or consider adding to Bus Link hub service
								Service 48 SWINDON via Milford Street, Fleming Way, Queens Drive, Marlborough Road, Great Western Hospital, Liddington, Foxhill, Baydon, Aldbourne, Ramsbury, Axford and Mildenhall to MARLBOROUGH	Liddington,	retain or consider adding to BusLink hub service
Cross Boundary	46A, 48A			Thamesdown Transport	No Data Available			Service 46A SWINDON via Milford Street, Fleming Way, Queens Drive, Marlborough Road, Great Western Hospital, Pack Hill, The Marsh, Burycroft, Wanborough (High Street), Kite Hill, Liddington, Foxhill, Baydon, Aldbourne, Ramsbury and Chilton Foliat to HUNGERFORD	Wanborough, Liddington,	retain or consider adding to BusLink hub service
								Service 48A SWINDON via Milford Street, Fleming Way, Queens Drive, Marlborough Road, Great Western Hospital, Pack Hill, The Marsh, Burycroft, Wanborough (High Street), Kite Hill, Liddington, Foxhill, Baydon, Aldbourne, Ramsbury, Axford and Mildenhall to MARLBOROUGH	Wanborough, Liddington,	
D1639	90	Mon - Sat		GoRide CIC	No Data Available			SWINDON - Wanborough, Bishopstone, Ashbury, Lambourn, Hungerford	Wanborough, Bishopstone	Add to BusLink hub service and or link with West Berkshire proposal.
	Swindon bus map									Retain proposal but add other publicity proposals
	Bishopstone, Wanborough to Stratton Sainsbury's	Mon - Fri	one return journey	Swindon Dial a Ride				Bishopstone, Wanborough	Bishopstone, Wanborough	Incorporate if demand into BusLink hub service.
	Electronic timetable information or maintenance of real time information									Do not proceed and only provide funding for real time information if needed.
	Bus Promotion activities or Kickstart projects									Do not proceed and use for BusLink hub services or retain less amount for promotion/publicity initiatives

Appendix 3 Examples of Proposed BusLink Community Transport Hub Services

Flat fare £2.50

North Swindon proposed BusLink Hub

Great Western Hospital		0825	1125	1325	1525	1735
Oxford Road		0840	1140	1340	1540	1750
Upper Ermin Street	0650	0848	1148	1348	1548	1758
Penhill Valley	0705	0856	1156	1356	1556	1806
Blunsdon	0717	0908	1208	1408	1608	1818
ASDA Walmart	0726	0917	1217	1415	1617	1827
ASDA Walmart	0728	0930	1230	1420	1619	1830
Blunsdon	0737	0939	1239	1429	1628	1839
Penhill Valley	0749	0951	1251	1441	1640	1851
Upper Ermin Street	0757	0959	1259	1449	1648	1859
Oxford Road (Rat Trap)	0805	1007	1307	1447	1656	1907
Great Western Hospital	0820	1022	1322	1502	1711	

South Swindon proposed BusLink Hub

Thorney Park	0653	0755	1032	1232	1432	1550	1720
Alexandra Park	0700	0802	1039	1239	1439	1557	1727
Wroughton	0707	0809	1046	1246	1445	1604	1734
Old Town	0714	0816	1053	1253	1453	1611	1741
Kingshill	0718	0820	1057	1257	1457	1615	1745
Mannington Roundabout	0722	0824	1101	1301	1501	1619	1749
Mannington Roundabout	0724	0826	1103	1303	1503	1621	1751
Kingshill	0728	0830	1107	1307	1507	1625	1755
Old Town	0732	0834	1111	1311	1511	1629	1759

Wroughton	0739	0841	1118	1318	1518	1636	1806
Alexandra Park	0746	0848	1125	1325	1525	1640	1813
Thorney Park	0753	0855	1132	1332	1532	1644	1820

East Swindon proposed BusLink Hub

Bourton (The Hill)	0705	0934	1204	1434	1704
Sainsburys Stratton	0713	0942	1212	1442	1712
Coleview (Nythe Road Shops)	0717	0947	1217	1447	1717
Covingham (St Paul's Church)	0722	0952	1222	1452	1722
Nythe (Tregantle Walk)	0725	0955	1225	1455	1725
Eldene (Centre)	0730	1000	1230	1500	1730
Liden (Tyron Close)	0734	1004	1234	1504	1734
Liddington (Village Inn)	0744	1014	1244	1514	1744
Wanborough (Beanlands)	0754	1024	1254	1524	1754
Bishopstone	0804	1034	1304	1534	1804
Great Western Hospital	0816	1046	1316	1546	1816

Great Western Hospital	0818	1048	1318	1548	1818
Liddington (Village Inn)	0824	1054	1324	1554	1824
Wanborough (Beanlands)	0834	1104	1334	1604	1834
Bishopstone	0844	1114	1344	1614	1844
Bourton (The Hill)	0852	1122	1352	1622	1852
Sainsburys Stratton	0856	1126	1356	1626	1856
Coleview (Nythe Road Shops)	0901	1131	1401	1631	1901
Covingham (St Paul's Church)	0904	1134	1404	1634	1904
Nythe (Tregantle Walk)	0909	1139	1409	1639	1909
Eldene (Centre)	0913	1143	1413	1643	1913
Liden (Tyron Close)	0919	1149	1419	1649	1919

East Swindon proposed BusLink Hub (alternative version showing route split into two routes)

Bishopstone	0750	1000	1200	1330	1530	1710	
Wanborough	0800	1010	1210	1340	1540	1720	
Liddington	0805	1015	1215	1345	1545	1725	
Great Western Hospital	0810	1020	1220	1350	1550	1730	

Great Western Hospital		1022	1222	1352	1552	1732	1805
Liddington		1027	1227	1357	1557	1737	1810
Wanborough		1032	1232	1402	1602	1742	1820
Bishopstone		1042	1242	1412	1612	1752	1830

Bourton (The Hill)	0720	0822	1030	1230	1430	1640	
Sainsburys Stratton	0728	0830	1038	1238	1438	1648	1800
Coleview (Nythe Road Shops)	0732	0834	1042	1242	1442	1652	1804
Covingham (St Paul's Church)	0737	0839	1047	1247	1447	1657	1809
Nythe (Tregantle Walk)	0740	0841	1050	1250	1450	1700	1812
Eldene (Centre)	0745	0846	1055	1255	1455	1705	1817
Liden (Tryon Close)	0749	0850	1059	1259	1459	1709	1821
Great Western Hospital	0755	0856	1105	1305	1505	1715	1827

Great Western Hospital	0757	0900	1107	1307	1507	1720	1830
Liden (Tryon Close)	0803	0906	1113	1313	1513	1726	1836
Eldene (Centre)	0807	0910	1117	1317	1517	1730	1840
Nythe	0810	0915	1122	1322	1522	1735	1845
Covingham	0813	0918	1125	1325	1525	1738	1848
Coleview	0808	0923	1130	1330	1530	1742	1853
Sainsburys	0812	0927	1134	1334	1534	1744	1857
Bourton	0820	0935	1142	1342	1542	1752	1905

East Swindon proposed BusLink Hub (alternative version showing alternative single route)

Bourton (The Hill)	0719	0912	1056	1302	1510	1704
Bishopstone	0728	0911	1105	1311	1519	1713
Wanborough	0736	0919	1113	1319	1527	1721
Liddington	0742	0925	1119	1325	1533	1727
Great Western Hospital	0748	0931	1125	1331	1539	1733
Liden (Tryon Close)	0754	0935	1131	1337	1545	1739
Eldene (Centre)	0758	0939	1135	1341	1549	1743
Nythe	0802	0943	1139	1345	1553	1747
Covingham	0806	0947	1143	1349	1557	1751
Coleview	0810	0951	1147	1353	1601	1755
Sainsburys	0815	0956	1202	1357	1606	1759
Sainsburys	0817	0958	1204	1400	1608	1802
Coleview	0821	1003	1209	1405	1611	1807
Covingham	0825	1007	1213	1409	1615	1811
Nythe	0829	1011	1217	1413	1619	1815
Eldene (Centre)	0833	1015	1221	1417	1623	1819
Liden (Tryon Close)	0835	1019	1225	1423	1627	1825
Great Western Hospital	0841	1025	1231	1429	1633	1831
Liddington	0847	1031	1237	1435	1639	1837
Wanborough	0853	1037	1243	1441	1645	1845
Bishopstone	0901	1045	1251	1449	1653	1853
Bourton (The Hill)	0910	1054	1300	1508	1702	1902