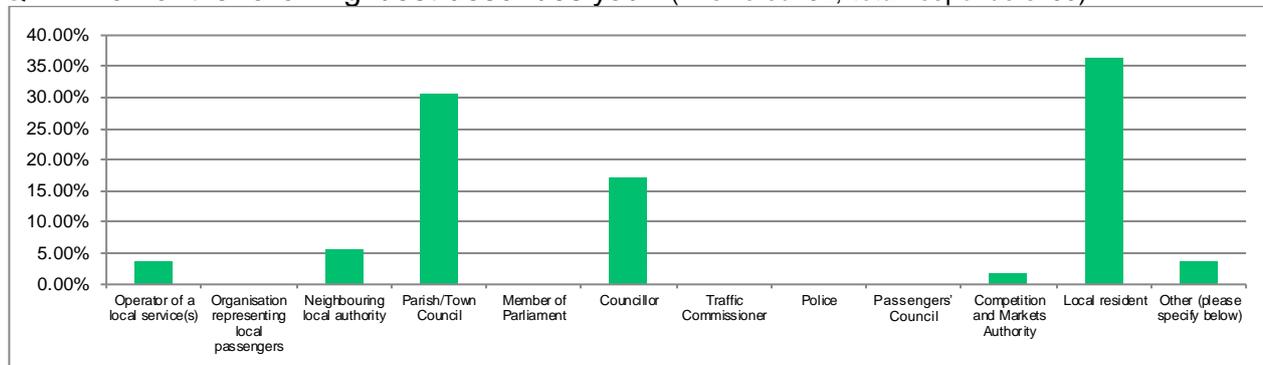
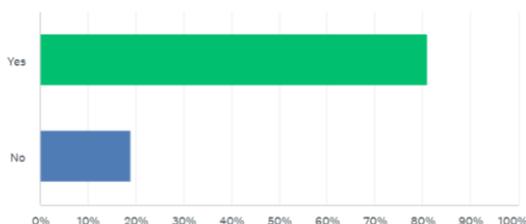


Summary of Consultation Responses

Q1 Which of the following best describes you? (Answered 52; total responders 53)



Q2 Do you think the West Berkshire Enhanced Partnership Plan and Scheme (EPPS) accurately reflect the priorities of the council's approved Bus Service Improvement Plan (BSIP)? (Answered 21)

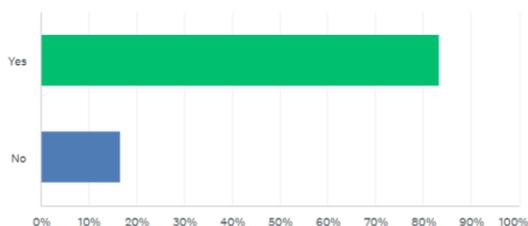


- The Plan lays out some admirable objectives but lacks specific targets. There are references to infrequent bus service as being one of the main reasons found in the survey for people not using buses, so plan is to increase frequency but no targets on how many more buses and on which routes. The online map also incorrectly identifies the A340 through Aldermaston Parish having a 2-hourly service. According to the schedule on the WBC website the no. 44 route has just two services DAILY heading north (stopping in Aldermaston village at 11:41 and 16:58) and in a southerly direction the timetable is variable depending on the day of the week (Mon & Tues three buses, Fri four buses, Wed two buses and Thursday 1 bus). I'm not sure if this is accurate but it is definitely not a two hourly service and not regular or frequent enough to be used for the purpose of commuting to work.
- Thatcham Town Council welcomes the opportunity to comment on the West Berkshire Enhanced Partnership Plan and Scheme (EPPS) and to respond to the consultation. The Council's Planning & Highways Working Party met on the 1st February 2022 to discuss the EPPS and wish to submit their comments below. Thatcham Town Council support the objectives of the Bus Service Improvement Plan and the Enhanced Partnership Plan and Scheme reflects these objectives. The Town Council, however, would like to emphasise the importance that every attempt be made to improve the bus services between Newbury and Thatcham, being the two largest towns in West Berkshire. Specifically, regarding frequency, particularly in the evenings and at weekends, the feedback from the Bus Service Improvement Plan detailed in the EPPS (Passenger Views section 4.4) reflects this need. The ambition should be to encourage less reliance on the car and a more sustainable travel option between the two towns.
- Seems to be much the same
- This is a lengthy document and for people living in small hamlets is not appropriate to wade through only to find that it does not apply to them. However, it has to be applauded that WBC are trying to improve public transport.
- What is needed
- It recognises current realities of population and levels of bus service but with the provision of funding could provide a suitable basis for improvements to service and higher levels of bus use.

West Berkshire Enhanced Partnership Plan and Scheme (for buses)

- Cursory mention of some villages without public transport, some not mentioned at all. No indication of any plan to improve this.
- Meet the requirements for the community.

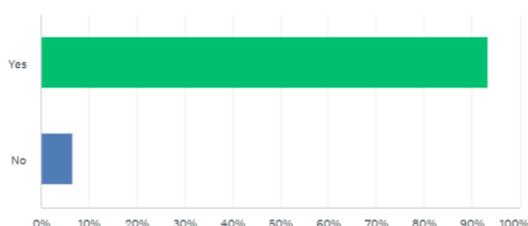
Q3 Do you think the EPPS gives sufficient oversight of the Enhanced Partnership?
(Answered 18)



Q4 Do you have any suggestions on how this could be improved? (Answered 1)

- A shorter document would be more helpful. The survey work is good, but it does not seem to ask as simple question such as what would make you use public transport

Q5 Do you think the EPPS allows for genuine improvements for bus passengers? (Answered 15)



Q6 Do you have any suggestion on how genuine improvements can be assured? (Answered 1)

- A bit lopsided - concentrates on existing service improvement rather than extending the service.

Q7 Do you have any other comments that are critical to the adoption of the EPPS?
(Answered 8)

- I would like to see more targets with which to measure success against and more to help outlying areas. As ever, investment and emphasis is on the main hubs of Newbury and Thatcham. There is no mention of improvement to more rural services.
- Tidmarsh currently has no bus service so the EPPS is irrelevant to our parishioners unless the Demand Responsive Service is implemented
- We recognise the key issue in rural services is the economic viability of routes. Services passing through this parish have been reduced for that reason. We accept increasing current frequency is unlikely but would like to discuss some sort of "feeder" to enable our residents to get to and from the A4 at Woolhampton, where there is a faster and more frequent service available both to Newbury and Reading.
- Use of smaller, electric vehicles could offer a more frequent service to rural areas for less cost.
- No.
- Reading Borough Council would be keen to work with West Berkshire to develop the proposed multi operator ticketing for the eastern area and with all Berkshire authorities to develop the proposed passenger charter.
- No
- None