

Buckinghamshire Council Bus Service Improvement Delivery Plan 2025-26

Category of scheme/measure	Name of scheme/measure	Additional description of scheme/measure (including intended beneficial outcomes)
Bus service support/network development	Funding and support for services which were previously commercial to maintain, replace or protect services	Continuation of scheme from 24/25 for another year. BSIP 3.3-3.6
Bus service support/network development	Additional funding for contracted services to manage inflationary pressure	Continuation of scheme from 24/25 for another year. BSIP 3.3-3.6
Bus service support/network development	Investment in Sunday services between Aylesbury and Buckingham; and Aylesbury and Ivinghoe; within High Wycombe and the Chalfonts and between High Wycombe and Chesham	Continuation of scheme from 24/25 for another year. BSIP 3.9, table 10; BSIP 2024 section 6 submission
Bus service support/network development	Increased level of service in High Wycombe town on the commercial network following withdrawal of previous operator	Continuation of scheme from 24/25 for another year BSIP 4.14, table 14
Bus service support/network development	Increased level of service in High Wycombe for the non-commercial network (e.g. 27/34/39) service to provide more frequent services and new cross-town opportunities	Continuation of scheme from 24/25 for another year BSIP 4.14, table 14, Section 6 line 5
Bus service support/network development	Doubled frequency and extension of service 31 to Beaconsfield	Continuation of scheme from 24/25 for another year BSIP 4.14, table 14; BSIP section 6 line 4
Bus service support/network development	Increased frequency of service between Henley and High Wycombe	Continuation of scheme from 24/25 for another year BSIP 4.14, table 14; BSIP section 6 line 4
Bus service support/network development	Restoration of link between Beaconsfield and Slough; and extension of service to Windsor	Continuation of scheme from 24/25 for another year. BSIP 3.9, table 10; BSIP 2024 section 6 submission
Bus service support/network development	Extension of service 41 from Great Missenden to Amersham to provide a new connection opportunity	Continuation of scheme from 24/25 for another year. BSIP 3.9, table 10; BSIP 2024 section 6 submission

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Bus service support/network development	Reduction of duplicated mileage in the Amersham and Chesham area resulting in more frequent services for Chartridge, Penn Street, Chesham Bois and Little Chalfont	Continuation of scheme from 24/25 for another year. BSIP 3.9, table 10; BSIP 2024 section 6 submission
Bus service support/network development	Increased frequency of service between High Wycombe and Chesham to every 15 minutes	Continuation of scheme from 24/25 for another year. BSIP 3.9, table 10; BSIP 2024 section 6 submission
Bus service support/network development	Maintenance of increased evening service levels within Aylesbury	Continuation of scheme from 24/25 for another year. BSIP 3.9, table 10; 4.16 table 14, BSIP section 6 line 4
Bus service support/network development	Increase in level of service between Aylesbury, Winslow and Buckingham to connect with new East West Rail service	Service enhancements as required to match train services. This will meet the one-off chance to influence travel habits to the new station, and increase bus use on the existing corridor BSIP section 6, line 3; BSIP 4.25
Bus service support/network development	Increase in level of service from Pitstone and Cheddington to Tring Station to connect with London train services	The current 90-minute frequency will be supplemented with a section 106-funded peak hour enhancement and the diversion of additional journeys during the day where possible. This will increase passenger journeys taken to the station and improve the commerciality of the service BSIP 4.24
Bus service support/network development	Increase in multi-modal interchange possibilities	To provide a greater number of peak hour journeys and some later evening journeys to facilitate multi-modal connectivity; BSIP 4.24; Section 6 line 4

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Bus service support/network development	Extension of service 34 to Marlow to increase frequency of Marlow town service	This will increase the town bus to feed more connections to longer distance services and employment in Booker/Marlow. This will also facilitate more school children using the public buses, with the benefit of more passenger journeys taken on this and connecting services BSIP table 10 (reduction of duplicate mileage); 3.9; Section 6 Line 5
Bus service support/network development	Increase of frequency of service to Bedgrove, Aylesbury to every 20 minutes from every 40-60 minutes currently	Restores a more frequent service which was lost during the COVID pandemic. This will increase the passenger journeys taken and have a positive impact on congestion in this area BSIP section 6 line 4; BSIP 4.14, table 14
Bus service support/network development	Restore lost links or frequencies	Aims to restore links lost during the COVID pandemic and build upon enhancements funded through BSIP phase 2, with the aim of increasing passenger journeys taken and improving access to bus services BSIP section 6 line 3; BSIP 4.14, table 14
Bus service support/network development	Additional Sunday levels of service in Aylesbury	Provision of an "always open" bus service within the Aylesbury town area where frequencies on a Sunday are often lower, if services run at all, and have early finish times. This, in connection with a weekend family ticket, will influence the relationship with bus services for users who may also choose to use the service during the week BSIP section 6 line 4; 4.14 table 14

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Bus service support/network development	Last mile connectivity pilot in Chesham/Amersham	On-demand accessible 'last mile' evening service from a pick up point to a destination, or to onward connections to existing bus and/or rail services BSIP 3.13
Ticketing equipment/systems	Roll out app-based ticketing for Buckinghamshire	A ticketing and promotional platform to provide a single source of ticketing and better information for passengers BSIP 4.35
Simpler/more affordable fares	Family weekend ticket	Work within the confines of Wycombe Smart Zone and commercial development elsewhere in the County to require a route-by-route weekend ticket which caps the cost of family leisure travel and encourages bus use Concept to expand on aims in BSIP table 12
Improved information, marketing	Marketing of the services to be enhanced	Commission work to ensure maximum uptake BSIP 4.52, section 6 line 52
Bus stops/stations/interchanges	Replace life expired real time information screens	Prioritise, identify and replace real time displays that are either beyond economical repair or lack modern functionality following a review of suitability of existing locations BSIP section 6 lines 22/27; 4.46

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Safety and security	Add additional real time information displays	Identify and introduce real time displays (including motion activated and solar powered) in new locations where this is deemed to be of benefit for public information, gender accessibility and personal safety BSIP section 6 lines 22/27; 4.46
Safety and security	Provision of solar courtesy lighting and amenities at rural stops	Identify and introduce new rural lighting (motion activated) where this is deemed to be of benefit for public information, gender accessibility and personal safety. List of 30 stops intended BSIP 4.48/4.49/4.50; Section 6 lines 27/28; BSIP 2.85/2.86
Bus stops/stations/interchanges	Accessibility and capacity improvements at existing stops or where localities require additional stopping points	Upgrade programme to improve accessibility at targeted bus stops. This could include additional hard standing or crossing points, parking measures or relocation if required. Includes survey to establish condition of bus stops on key corridors. BSIP section 6 lines 22/27; 4.46
Bus priority infrastructure	Traffic light priority at key junctions	Introduce traffic signal priority at key junctions where this is deemed to be of economic benefit and will support the introduction of new or increased service levels. To improve reliability and therefore usage, along with the management of impacts of congestion BSIP Section 6, lines 8-9; 4.6-4.11

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Bus priority infrastructure	Feasibility work for bus lanes and built infrastructure for bus priority	The Council has an aim to improve journey speeds and journey time reliability. This study will identify opportunities where the allocation of road space would be desirable BSIP Section 6, lines 8-11; 4.6-4.11
Vehicles	Readiness for fleet electrification	The Council has an aim to support the conversion to zero emission buses (ZEBs) and this study will work with operators to become ready for future funding bids or opportunities to use other funding for this purpose. BSIP section 6 line 24; BSIP 4.40; Buckinghamshire Council Climate Change Strategy
Bus stops/stations/interchanges	Relocation of Aylesbury Bus Station and creation of a rail/bus travel interchange	The Council has an aim to relocate and replace Aylesbury bus station creating a rail/bus travel interchange linked to wider town centre regeneration plans. Next stage design work will build on previous feasibility work undertaken, providing a foundation for future capital funding spend (if available). BSIP section 6; BSIP 3.10; Aylesbury Garden Town Masterplan
Bus stops/stations/interchanges	Infrastructure improvements at key hubs, destinations or employment areas	Place making at key destinations within Buckinghamshire, including the improvement of interchange facilities, quality of shelters or provision of better terminus environment for buses BSIP lines 27/28

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Bus priority infrastructure	Redesign and replace bus stop flags and information	Redesign and replacement of bus stop flags used to identify stops to align with Buckinghamshire brand/place BSIP section 6 lines 22/27; 4.46