

Prioritisation and Summary Scoring Matrix

	Total	categorisation	Impact on targets 3 = high impact; 2 = medium impact; 1 = low impact				Full impact relies on measures implemented by another LTA 1 = heavy reliance; 2 = some reliance; 3 = can be implemented by SBC independently	Will impact positively on bus journeys made by Slough residents 1 = minimal; 2 = a bit; 3 = a lot	Technical Feasibility 1 = difficult; 2 = medium; 3 = straightforward	Current Legal Position 1 = not clear; 3 clear	Ongoing costs beyond 2024/25 1 = high; 2 = medium; 3 = low			
			2022/23 - 2024/25		2025/26 - 2028/29									
			capex	opex	capex	opex								
Bus Service Enhancements														
First 7	19	M	£0	£3,180,000	£0	£3,350,000	1	1	3	3	3	3	1	1
First 12 / 13	18	L	£0	£530,000	£0	£460,000	1	1	2	3	3	3	1	2
Redline WP1	17	L	£0	£330,000	£0	£350,000	1	1	2	3	3	3	1	1
702 / 703	13	L	£0	£180,000	£0	£220,000	1	1	2	2	1	1	1	1
Additional services at Heathrow shift-change times	18	L	£0	£410,000	£0	£550,000	1	1	2	3	3	3	1	2
Min 60 min headways eves and weekends	16	L	£0	£650,000	£0	£870,000	1	1	1	2	3	2	3	2
Bus Priority and other Highway Measures														
Bus lanes - Windsor Road (no carriageway widening)	17	L	£730,000	£0	£0	£150,000	2	2	1	1	1	1	3	3
Bus lanes - A4 (no carriageway widening)	24	H	£750,000	£0	£0	£150,000	3	3	2	2	3	3	3	3
Bus lanes - A4, Sutton Lane, Colnbrook Bath Road (carriageway widening)	24	H	£4,740,000	£0	£0	£950,000	3	3	2	2	3	2	3	3
Bus lanes - A355 (carriageway widening)	22	H	£1,670,000	£0	£0	£330,000	3	3	2	2	2	1	3	3
SVD - routes 12 / 13 corridor	20	M	£260,000	£0	£0	£50,000	2	2	1	1	3	2	3	3
SVD - Langley corridor	20	M	£110,000	£0	£0	£20,000	2	2	1	1	3	2	3	3
SVD - route 6 corridor	20	M	£50,000	£0	£0	£10,000	2	2	1	1	3	2	3	3
Stoke Road bus gate	24	H	£280,000	£0	£0	£60,000	3	3	2	2	3	3	3	3
review traffic calming route 7 corridor in Langley	19	M	£150,000	£0	£0	£30,000	1	1	1	2	3	2	3	3
review traffic calming route 12/13 corridor	19	M	£190,000	£0	£0	£40,000	1	1	1	2	3	2	3	3
review bus lane operation times	21	H	£30,000	£0	£0	£10,000	2	2	1	2	3	2	3	3
route reviews 3, 4, 5, 6, 7, 12/13, WP1/53 - TRO reviews and minor schemes	21	H	£400,000	£0	£0	£80,000	2	2	1	2	3	2	3	3
fill in bus stop laybys	19	M	£720,000	£0	£0	£140,000	1	2	1	1	3	2	3	3
Integrate bus services with other transport modes														
wayfinding Slough Bus Station	19	M	£150,000	£0	£0	£30,000	1	1	1	2	3	2	3	3
Higher specification buses														
USB chargers on buses	17	L	£150,000	£0	£0	£30,000	1	1	2	2	2	2	3	1
air con and double glazing on core network	16	L	£300,000	£0	£0	£60,000	1	1	1	2	2	2	3	1
Simpler ticketing														
Multi-operator scheme (start up and running costs)	20	M	£0	£50,000	£0	£40,000	1	1	2	2	2	3	3	3
Single-operator ABT TOTO	19	M	£0	£50,000	£0	£0	1	1	2	2	2	3	3	3
Second card readers	19	M	£150,000	£0	£0	£30,000	1	1	2	2	2	2	3	3
Multi-operator ABT TOTO	18	L	£0	£200,000	£0	£20,000	1	1	2	2	1	2	3	3
Reduced fares														
15% to 20% fares reduction	16	L	£0	£1,140,000	£0	£1,520,000	1	1	2	3	2	2	3	1
standardise on <19 young persons fare	17	L	£0	£1,080,000	£0	£1,440,000	1	1	2	2	2	2	3	1
Passenger engagement														
Passenger charter	18	L	£0	£50,000	£0	£60,000	1	1	1	2	2	2	3	3
eink displays	19	M	£6,750,000	£0	£0	£1,350,000	1	1	2	3	3	3	3	1
Accessibility and Inclusion														
next stop announcements	20	M	£500,000	£0	£0	£100,000	1	1	2	2	3	3	3	2
bus stop upgrades	20	M	£1,500,000	£0	£0	£150,000	1	1	2	2	3	2	3	3
Passenger Safety														
CCTV capex	19	M	£120,000	£0	£0	£0	1	1	1	2	3	2	3	3
CCTV opex	19	M	£0	£240,000	£0	£320,000	1	1	1	2	3	2	3	3
Review footways to bus stops	19	M	£500,000	£0	£0	£100,000	1	1	1	2	3	2	3	3
Local Authority Capability														
		H	£0	£320,000	£0	£420,000								

	2022/23 - 2024/25		2025/26 - 2028/29		total
	capex	opex	capex	opex	
L	£1,180,000	£4,570,000	£0	£5,730,000	£11,480,000
M	£11,150,000	£3,520,000	£0	£5,760,000	£20,430,000
H	£7,870,000	£320,000	£0	£2,000,000	£10,190,000
	£28,610,000		£13,490,000		£42,100,000

Score Criteria

L	19
M	19
H	21