

Enhanced Partnership Statutory Consultations

Organisations/groups in guidance	Organisation	Contact	Notes	Summary of the Response	SBC comment
All operators of local bus services that would be affected by any of the proposals	Bear Buses	Glenn Massiah		No response	
	Carousel Buses	Luke Marion, Edmund Tresham		No response	
	First in Berkshire & The Thames Valley	Marc Reddy, Jonathan Lewis		No response	
	Metroline	Stephen Cahill	As an operator (Contractor to Transport for London only - made clear that all contact has been with TfL to date)	No response	
	Reading Buses	Robert Williams		No response	
	Red Eagle Buses	Riz Khan, Ali Khan		No response	
	Redline Buses	Riz Khan, Ali Khan		No response	
	Stewarts Coaches	Matt Hobbs		No response	
	Thames Valley Buses	Simon Fisher		No response	
	Transport for London*	Fergus McGhee, Carol Smales	* (As an operator) (also see below for (As a local authority))	No response	
Organisations that represent local passengers (e.g.. bus user groups)	Bus Users UK	(Not known)		No response	
	London Travelwatch	(Not known)		No response	
Other local authorities that would be affected by the proposals (e.g.. neighbouring local authorities)	Bracknell Forest Council	Phil Burke		Supportive. Good summary and detail on Governance. Comprehensive coverage of Facilities, Measures and Requirements, but will need more detail post any Government funding announcements. Supportive and encouraging re cross-boundary coordination.	Noted. Pan Berkshire coordination fully expected to increase and be more effective.
	Buckinghamshire Council	Andy Clarke		No response	
	Surrey County Council	Paul Millin		Supportive. Reference to the need for cross-boundary coordination and collaboration, especially on measures and communications involving ticketing and timetable information.	Noted. Pan Berkshire coordination fully expected to increase and be more effective.
	The Royal Borough of Windsor and Maidenhead	Tim Golabek		No response	
	Transport for London*	Carol Smales	* (As a local authority) (also see above for (As an operator))	No response	
The Traffic Commissioners	The Traffic Commissioner, West of England	Kevin Rooney		No response	

The chief officer of police for each area to which the plan relates	Thames Valley Police	John Campbell	Email address not confirmed	Request for exemptions in Traffic Regulation Orders for new bus lanes.	TVP to continue to be consulted as standard, as one of the statutory consultees on all TRO proposals. Exemptions already apply to all Emergency Services in bus lane TROs (include those for the recently installed A4 bus lane).
Transport Focus	Transport Focus	(Not known)		<i>Extensive response. Full details available on request (4 page document). Summary of main points:</i> Support for the objectives and key proposals in the EPPS. This includes the key targets to improved journey frequency, reliability, patronage and passenger experience, and specifically the proposals relating to fare changes. Transport Focus consider the proposed consultation process weak, and that the interaction with bus user groups is not extensive enough. The proposed change mechanism for the EP requires more extensive consultation with Transport Focus prior to amending the plan or scheme.	The Council considers that the consultation proposals in place are satisfactory. These include our commitment to an annual survey (to gauge ongoing public opinion). There is a robust change control process, based on the use of appendices for the plan and scheme elements. This is in line with DfT guidance. The Council welcomes the offer of support from Transport Focus to monitor performance and to assistance with the ongoing development of the plan and scheme where helpful and appropriate.
The Competition and Markets Authority (CMA)	The Competition and Markets Authority (CMA)	(Not known)		Request for further explanation on why SBC has stated in the EPPS that implementation of the full plan will or is likely to have a significant adverse effect on competition. Also, request for further information about the Competition Test applied by SBC in developing the EPPS. In addition, a page of comments provided for the attention of all local authorities developing EPs.	The CMA appears not to have noted fully the supporting information to this statement. The gist of this is that the proposals relating to multi-ticketing and other fare related measures are by nature intended to limit the ability of operators to seek commercial advantage through ticketing. The EPPS also explains that the anti-competitive element is justified on the grounds of securing overall improvements on the network and in the services. Obliging the operators to share commercial information with other operators is also considered anti-competitive. This is considered justifiable for the same reasons. The CMA has asked for more information on the competition test applied by the Council. The Transport team will be providing a full explanation to the CMA and will address any further points that they may raise.
Such other persons as the authority thinks fit	Heathrow Airport	Matthew Woolf	Sent as they have a role in commissioning / funding bus services	No response	
	Tan Dhesi MP	Tan Dhesi MP		No response	
	Adam Afriyie MP	Adam Afriyie MP		No response	
	NHS Wexham Park Hospital	Richard Hilson	First email address not confirmed Sent as they have a role in commissioning / funding bus services	Recommends a non-Council / non-operator representative member of the Forum to attend the Board on rotation.	Potentially possible, but this would be expected to be as an observer only. No governance role available or considered appropriate for this purpose. Also, due to frequency of board meetings proposed, this would mean practically no continuity.

	SEGRO	Yin Bowers Rowan Harper Dan Holford Katie Dunn	Sent as they have a role in commissioning / funding bus services	Generally supportive. Notes that the Trading Estate is an area of change. Welcomes and agrees the overall approach. Recommends regular review. Calls for a focus on Value for Money and solutions that are attractive, workable and viable for employees and visitors to Slough / Trading Estate. Reference to the importance of new housing development and bus requirements. Stresses the need for innovation and alternative approaches.	This focus on a key area of business and activity is endorsed, and will continue to inform potential specific schemes, as well as travel planning more widely. The reference to the need for services to new housing areas and also the importance of innovation are also valued, with shared commitment to covering these aspects via the EP.
	Bath Road Central	Kanika Edwards	Sent as they have a role in commissioning / funding bus services	No response	
	AEW	Sam Archer Charles Royle	Sent as they have may a role in commissioning / funding bus services	No response (referred to SEGRO)	