

Witney and Chipping Norton Area Review

New contracts to commence June 2014

A: Contracts under review in Witney and Woodstock area

ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
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F	213/214/ 215	W3	Witney town services	Mon-Sat	Stagecoach	10
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B: Contracts under review in Chipping Norton area

ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
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C: Contracts under review elsewhere

ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
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Notes

Parishes served: Where a parish is listed in [square brackets], the service passes through the parish but does not serve the main area of population.

ITEM A**Service 11****Contract W11: Witney – Freeland – Oxford**

Hourly peak/off-peak service

Operator Stagecoach

Days of operation Monday to Saturday

Frequency Hourly

Parishes served Cumnor (serves Farmoor), Eynsham, Hanborough, Freeland, Oxford City, North Hinksey, North Leigh, Witney

Alternative services

- Stagecoach service 242 (Woodstock – Witney: see Item I) also serves Long Hanborough, Freeland (certain journeys only), North Leigh and Witney
- Stagecoach S1 Witney – Oxford also serves Eynsham, North Hinksey and Oxford City up to every 10 minutes daily
- Spareacre Lane in Eynsham has no other regular bus service
- Church Hanborough has no other bus service

Current subsidy per annum £71,522

Average passengers per day 447

Cost per passenger journey £0.52

Comments from consultation

Retain hourly service by turning at Eynsham if necessary (Bus Users UK).

Retain at current hourly frequency and as through service to Oxford: used to access nursing homes in Freeland and Cassington (Eynsham PC)

Retain service. Later buses to/from Oxford and Witney. Run S1 evening journeys via Freeland. (Freeland PC)

Requests for Sunday and evening service, filling gaps in peak services and a service to Kidlington,

Retain service at current frequency and as 'through' service (Hanborough PC)

Add more journeys via Madley Park (Madley Park residents)

Retain for few local residents which use service (North Hinksey PC)

Extend 1635 11 beyond Freeland to North Leigh (North Leigh PC)

Retention supported (West Oxfordshire DC)

Retain 11 at current frequency and operational pattern (Witney PTR)

Comments from portal

Run earlier and later and via Hanborough Station/Long Hanborough/Church Hanborough/Freeland.

Retain via Spareacre Lane/Dovehouse Close

Run 11 to Eynsham only connecting with S1, and divert 11 via New Yatt. Run 242 alternately Hanborough Station to Woodstock and Witney/Burford

Remove evening peak journeys via Spareacre Lane (as per 0752 ex-Freeland)

Terminate at Eynsham supported.

New journey requested at 0730 Madley Park to Oxford.

Enhance to half hourly with evening and Sunday service if possible.

Additional morning peak 11 or 242 into Witney requested from Freeland

Many requests for retention of current service

Options tendered

W11A Current frequency and timetable

W11B Revised timetable

W11C Revised timetable with single evening journey serving Hanborough Station

W11D Revised timetable with reduced frequency off-peak service and single evening journey serving Hanborough Station

ITEM B**Service 18****Contract W4: Bampton – Standlake – Oxford**

Offers guaranteed connections with service 19 at Bampton (also contract W4: see Item C)

Operator Stagecoach

Days of operation Monday to Saturday

Frequency 18: Hourly, with alternate journeys operating via Northmoor/Bablockhythe

Parishes served Oxford City, Cassington, Eynsham, Stanton Harcourt, Northmoor, Standlake, Aston Cote Shifford & Chimney, Bampton, Clanfield

Alternative services

- Stagecoach service 19 (Witney – Bampton – Carterton: see Item C) serves Aston, Bampton, Standlake (Brighthampton) and Clanfield
- Stagecoach service X15 (Standlake-Witney: see Item J) serves Standlake and Witney two-hourly Monday to Saturday
- Stagecoach Service S1 (Witney – Oxford) links Eynsham and Oxford up to every 10 minutes daily
- Northmoor has no other bus services

Current subsidy per annum £188,200 (approximate cost calculated from combined contract price for services 18 and 19)

Average passengers per day 161

Cost per passenger journey £3.83

Comments from consultation

Support for retention of current services (Aston Cote Shifford and Chimney PC)

Maintain at hourly frequency. Add Sunday services. Run via Botley not A40 (Bus Users UK)

Maintain service via A40. Ensure buses are equipped with RTI equipment. Services provide access for nearby villages to Eynsham surgery. Eynsham impractical as interchange (Eynsham PC)

Some support for connections at Eynsham for onward travel/two-hourly 18 service (latter off-peak only). Request for additional 18 between 0715 and 0800, and later bus back from Oxford (Standlake PC)

Retention supported (West Oxfordshire DC)

Reduce 18 to two-hourly rather than 19 (Witney PTR)

Comments from portal

Retain via A40

Retain for travel from Standlake to Eynsham, Northmoor, Oxford and Bampton for shopping, social and medical purposes

Retain through service at all times, even if off-peak reduction to two-hourly is necessary

Retain service via Spareacre Lane (only bus service via this point)

Advance 0820 from Oxford to give earlier arrival in Standlake

Allow passengers to change at Eynsham. Run 0700 and 0800 from Stanton Harcourt, not 0730.

Retain service via Sutton at current frequency for travel to/from work in Oxford

Cater for travel to Bartholemew School?

Several requests for retention of current level of peak service to allow flexibility of travel home for students/schoolchildren.

Retain service via North Oxford for quicker access to hospitals

Requests for evening services

Retain service for Stanton Harcourt's many users: only bus service

Many requests for retention of current service

Options tendered

Current service

- W2A Existing service (approximately hourly)
- W2B Enhanced service
- W2C Hourly peak and two-hourly off-peak service

Additional early morning journeys

- W1A Additional journeys from Bampton at 0605 and 0755 and from Oxford at 0705 and 0905

ITEM C**Service 19****Contract W4: Witney – Bampton – Carterton**

Offers guaranteed connections with service 18 at Bampton (also contract W4: see Item B) for onward travel to Standlake/Eynsham/Oxford.

Operator Stagecoach

Days of operation Monday to Saturday

Frequency Hourly

Parishes served Carterton, Alvescot, Black Bourton, Clanfield, Bampton, Aston Cote Shifford & Chimney, Ducklington, Witney, Standlake (Brighthampton only)

Alternative services

- Stagecoach Service 18 (Bampton – Oxford: see Item B) serves Bampton and Aston, and also extends to Clanfield in peak hours
- Stagecoach Service X15 (Standlake-Witney: see Item J) serves Standlake and Witney two-hourly Monday to Saturday
- Ducklington Village benefits from no other bus service
- There are no regular alternative services to Alvescot or Black Bourton

Current subsidy per annum £166,440 (approximate cost taken from combined contract price for services 18 and 19)

Average passengers per day 232

Cost per passenger journey £2.35

Comments from consultation

Retain service 19, possibly at lower frequency if peak journeys to school and work can be maintained (Alvescot PC)

Retain 19, possibly at reduced frequency off-peak (Black Bourton PC)

Retain hourly frequency, adding Sunday service (Bus Users UK)

Retain service (Clanfield PC/Ducklington PC)

Retention supported (West Oxfordshire DC)

Retain hourly service. Extend some journeys to Cotswold Wildlife Park (Witney PTR)

Comments from portal

Adjust times to enable travel to school in Witney

Retain and run later in evening

Various calls for retention of hourly service, particularly for travel to work

Options tendered**Existing route**

W5A Existing service (hourly including peaks)

W5B Hourly service from Bampton to Witney only with morning peak hour journey extended to and from Carterton

W5C Hourly service with morning and evening peak hour journeys extended to and from Carterton

W5D Two-hourly service

W5E Two-hourly service with enhanced morning and evening peak provision

Carterton-Bampton service only (connections at Bampton with services to Oxford and Witney)

W7A Morning and evening peak service plus three-hourly off-peak service

W7B Morning peak service and three-hourly off-peak service

ITEM D**Service 64****Contract W10: Carterton – Swindon**

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Two-hourly
Parishes served	Witney, [Minster Lovell], Curbridge and Lew, Carterton, [Alvescot], Kencot, Filkins, Langford, Broadwell, Little Faringdon, Buscot, Coleshill

Alternative services

- There are no alternative services to Kencot, Filkins, Langford, Coleshill or Little Faringdon
- No other direct services exist between Carterton and Swindon
- Gloucestershire C.C contributes towards peak journeys from Lechlade to Swindon.
- Swindon B.C currently contributes towards route in/out of Swindon via Gorse Hill, Elgin and Lower Stratton, but this contribution will cease in late October 2013. The Kingsdown area of Swindon is also served without contribution from Swindon.

Current subsidy per annum	£88,512 (includes £25,137 contribution from Gloucestershire County Council and £6,107 from Swindon Borough Council)
Average passengers per day	121 (includes non-Oxfordshire passengers) Passengers boarding in Oxfordshire: 40 Passengers boarding in Gloucestershire or Swindon: 81
Cost per passenger journey	£1.56 (includes external contributions from Swindon and Gloucestershire) £2.41 (full tender price)

Comments from consultation

Run fast hourly service between Witney, Carterton and Swindon (Bus Users UK)
 Retain link to Swindon. Through travel via existing service 74 not practical (Filkins PC)
 Retention supported (West Oxfordshire DC)
 Retain service: vital link to Swindon and Carterton for villages served. Reduce number of off-peak journeys to reduce cost (Witney PTR)

Comments from Portal

Retain for monthly shopping trips to Swindon
Retain Swindon – Lechlade link

Options tendered

- W10A Existing service (Two hourly including peaks)
- W10B Existing through service with reduced off-peak service
- W10C Existing through service with further reduced off-peak service
- W10D Peak/off-peak service with off-peak journeys terminating at Highworth
- W10E Peak/off-peak service with all journeys terminating at Highworth

ITEM E**Service 113****Contract W12: Fulbrook – Burford – Carterton – Faringdon**

Includes north-east Carterton local service (Shilbrook Avenue/York Avenue)

Operator	Pulhams
Days of operation	Thursday only
Frequency	Three journeys to Faringdon (two a.m, one p.m), two back
Parishes served	Carterton, Shilton, Burford, Fulbrook, Alvescot, Clanfield, Faringdon

Alternative services

- Stagecoach service 233 (Milton-u-Wychwood-Witney: see Item G) serves Burford and Fulbrook
- Swanbrook service 853 (Cheltenham - Witney - Oxford) serves Burford Roundabout: three journeys daily in each direction
- Villager also runs a shopping journey via Fulbrook and Burford on Wednesdays
- Stagecoach 19 (Carterton-Witney: see Item C) links Broadshires Health Centre with Carterton town centre hourly Mon-Sat
- Service 66 links Faringdon with Swindon and Oxford broadly half-hourly for much of the day Monday to Saturday and hourly on Sundays

Current subsidy per annum £7,395

Average passengers per day 28

Cost per passenger journey £5.10

Comments from consultation

Withdrawal of service 113 will make travel to Faringdon difficult (Alvescot PC)

Service may not be sustainable (Witney PTR)

Withdraw if absolutely necessary for financial/usage reasons (Cllr Judith Heathcoat)

Retention supported (West Oxfordshire DC)

Options tendered

Villager now provides commercial service from Fulbrook and Burford to Carterton (continues to Witney) on Wednesdays

W12A: Fulbrook-Faringdon and direct Faringdon-Witney service

ITEM F**Service 213: Town Centre – Farmers Close – Madley Park – Cogges Estate – Town Centre****Service 214: Town Centre – Cogges Estate – Madley Park – Farmers Close – Town Centre****Service 215: Town Centre – Apley Way – Springfield Oval – Town Centre****Contract W3 – Witney Town Services**

Operator Stagecoach**Days of operation** Monday to Saturday**Frequency** Broadly hourly**Parishes served** Witney**Alternative services** There are no alternative services to the estates served by these routes**Current subsidy per annum** £36,444**Average passengers per day** 218 Mon-Fri
254 Sat**Cost per passenger journey** £0.66**Comments from consultation**

Retain unchanged (Bus Users UK/Witney PTR)

Retention supported (West Oxfordshire DC)

Comment from portal*Retain service via Madley Park, including last journey at 1745***Options tendered**

Tenders not invited: service to be provided commercially by Go Ride from June 2014

ITEM G**Service 233****Contract W6: Milton-u-Wychwood – Witney**

This contract is currently combined with a Home to School contract and carries pupils to Burford School from Milton and Shipton: the school journey is run as a public service.

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Broadly every 90 minutes
Parishes served	Witney, [Curbridge], Minster Lovell, [Asthall], [Swinbrook], Burford, Fulbrook, Shipton-u-Wychwood, Ascott-u-Wychwood, Milton-u-Wychwood

Alternative services

- Swanbrook service 853 (Cheltenham - Witney - Oxford) serves Burford Roundabout and Minster Lovell, three journeys daily in each direction
- Stagecoach service S2 (Carterton – Witney – Oxford) serves Minster Lovell every 30 minutes Monday to Saturday
- Pulhams service 113 (Fulbrook – Carterton: see Item E) serves Fulbrook and Burford on Thursday only
- Pulhams 806 Thursday shopping journey to Banbury serves Ascott, Shipton and Milton-u-Wychwood
- Pulhams 811 Saturday shopping journey to Cheltenham serves Ascott, Shipton and Milton-u-Wychwood
- Go-Ride service C1 ('Charlbury Railbus': see Item Q) links Ascott and Shipton-u-Wychwood with Charlbury (peak only)
- Go-Ride service X8A (Ascott – Kingham Station: see Item N) links Ascott, Shipton and Milton-u-Wychwood with Chipping Norton
- Villager also run shopping journeys via Ascott, Shipton and Milton-u-Wychwood, Fulbrook and Burford on various weekdays (See Item K)

Current subsidy per annum	£41,939
Average passengers per day	202
Cost per passenger journey	£0.70

Comments from consultation

Retain Monday to Saturday service for access to Witney (Burford PC)

Request for service to operate to Witney via Carterton (Milton-u-Wychwood/Shipton-u-Wychwood PC)

Retention supported (West Oxfordshire DC)

Combine with X8 service and possibly extend to Rissingtons with funding from Gloucestershire C.C (Witney PTR)

Comments from portal

Retain service via Deer Park

Add additional evening journeys

Options tendered

Tenders not invited: service to be provided commercially by Go Ride from June 2014

ITEM H**Service 233****Contract W44: Chipping Norton-Kingham-Fifield-Milton-Shipton-Burford-Witney**

Sunday leisure/rail feeder service

Operator	Stagecoach
Days of operation	Sundays and Bank Holidays
Frequency	Four trips in each direction, with most timed to connect with trains at Kingham Station
Parishes served	[Asthal], [Bledington (Gloucs)], Burford, Chipping Norton, Churchill, Fifield, Idbury, Kingham, Milton-u-Wychwood, Minster Lovell, Shipton-u-Wychwood, Witney
Alternative services	No alternative Sunday service links Chipping Norton and Kingham Station with Burford and Witney. All the other communities served have no other Sunday bus service except Minster Lovell, which is linked with Witney and Oxford by Swanbrook service 853 (although at a time inconvenient to suit most needs).
Current subsidy per annum	£18,077
Average passengers per day	51
Cost per passenger journey	£6.21

Comments from consultation

Retention supported (West Oxfordshire DC)

Withdrawal seems inevitable, but if possible secure continuation via funding from rail operator (Witney PTR)

Options tendered

Tenders not invited: 'de minimis' price submitted by Go Ride for Sunday 233 service from June 2014.

ITEM I**Service 242****Contract W28: Witney – Long Hanborough – Bladon – Woodstock**

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Hourly
Parishes served	Woodstock, Blenheim, Bladon, Hanborough, Freeland, North Leigh, [Hailey], Witney

Alternative services

- Stagecoach service 11 (Witney – Freeland – Oxford: see Item A) also serves Hanborough, Freeland, North Leigh and Witney
- Stagecoach service S3 (Chipping Norton – Woodstock – Oxford) also serves Woodstock every 30 minutes (off-peak) and every 10 minutes (peak)
- Heyfordian service 242A (Bladon (Heath Lane) – Woodstock: see Item M) also serves Bladon and Woodstock: single a.m. daily return trip Monday to Friday
- New Yatt has no other bus service
- North Leigh (Windmill Road) has no other bus service

Current subsidy per annum £21,584

Average passengers per day 234

Cost per passenger journey £0.30

Comments from consultation

Later buses from Witney. Enhanced frequency (though some acceptance that 90 minute service would improve punctuality: also significant adverse reaction to this suggestion, however) and improved punctuality desirable. Several requests for direct services to Oxford and hospitals, later buses, better connections with train services at Hanborough and extension to Water Eaton Park and Ride (Bladon PC)

Maintain hourly service or enhance peak service to half-hourly to connect with trains, and add Sunday service (Bus Users UK)

Run all 242s via Freeland. Connect with trains at Hanborough (Freeland PC)

Service could reduce to 90 minute frequency off-peak (Hailey PC)

Requests for Sunday and evening service, filling gaps in peak service and a service to Kidlington, Retain service at current frequency (Hanborough PC)

Retain hourly service to benefit commuters and transport integration (Railfuture)

Retention and improved rail connections supported (West Oxfordshire DC)

Reduce to 90-minute frequency and extend some journeys to Old Woodstock (Witney PTR)

Improve connections with trains at Hanborough. Serve Old Woodstock. Direct service to hospitals. (Woodstock TC)

Comments from portal

Reduction in frequency supported, perhaps to two-hourly to give hourly service at Witney end in conjunction with 242.

Additional morning peak 11 or 242 into Witney requested from Freeland.

Improved service for New Yatt (inclusion in early journeys for train connections, later journeys for social reasons)

Options tendered

W28A Broadly hourly peak and off-peak service – existing timetable

- W28B Broadly hourly peak and off-peak service with mildly revised times to facilitate improved connections peak with trains
- W28C Single bus timetable
- W28D Reduced frequency service

ITEM J**Service X15****Contract W21: Witney – Southmoor – Abingdon**

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Broadly two-hourly off-peak, hourly peak.
Parishes served	Witney, Ducklington, Hardwick with Yelford, Standlake, Kingston Bagpuize & Southmoor, Frilford, Marcham, Abingdon

Alternative services

- Witney is linked with Ducklington by hourly peak/off-peak service 19 (Carterton – Witney: see Item C)
- Standlake (High Street) is linked with Oxford by broadly hourly peak/off-peak service 18 (contract W4: see Item B)
- Service 66 links Faringdon with Swindon and Oxford broadly half-hourly for much of the day on Monday to Saturday and hourly on Sundays
- Frilford and Marcham are linked with Wantage and Abingdon by daily peak/off-peak service 31
- Frilford is also linked with Wantage and Oxford by daily peak/off-peak service X30

Current subsidy per annum £102,877

Average passengers per day 173

Cost per passenger journey £1.95

Comments from consultation

Serve Howard Cornish Road and retime to give better spread of service with service 31 (Marcham PC)

Enhance to hourly, reducing Millets Farm stops and serving Howard Cornish Road, Marcham (Bus Users UK)

Serve Ducklington village (Ducklington PC)

Run college journeys in College holidays. Enhance to hourly. Run until 19.00. Enhance service with Section 106 funds. Retain Millets Farm journeys (Kingston Bagpuize/Southmoor PC)

Retention supported (West Oxfordshire DC)

Run College journeys in school holidays. Provide adequate stops on main road if not serving Millets Farm. Run via Ducklington Village if 19 frequency reduced (Witney PTR)

Comments from portal

Improve frequency. Run via Longworth village rather than A420. Run college journeys daily.

Revise bus stop locations in Ducklington or serve village

Options tendered**Existing service**

W22A Current level of service

W22B Enhanced level of service: hourly frequency

W22C Enhanced level of service: hourly peak frequency, two-hourly off-peak

W22D Enhanced level of service: hourly frequency with additional evening journeys

Early morning journeys

W22A Two early morning round trips

W22B Single early morning round trip

ITEM K**Services 14, 20, 21, 23 and 24****Contract W14****Various shopping services to Witney from rural north-west Oxfordshire**

Operator	Villager Community Bus
Days of operation	14: Tuesday a.m only <i>Asthall-Asthall Leigh-Leafield-Crawley-Witney</i>
	20/23: Thursday a.m only <i>Kingham-Shipton-Leafield-Crawley-Minster Lovell-South Leigh-Witney</i>
Burford-	21: Wednesday a.m only <i>Idbury-Fifield-Taynton-Fulbrook-Swinbrook-Asthall-Asthall Leigh-Fordwells-Leafield-Crawley-Witney</i>
	24: Thursday p.m only <i>Swinbrook-Asthall-Asthall Leigh-Fordwells-Leafield-Minster Lovell-Ascott-Witney</i>
Frequency	One return journey on each route
Parishes served	Witney, Minster Lovell, Crawley, Swinbrook, Asthall, Leafield, Ascott-u-Wychwood, Shipton-u-Wychwood, Milton-u-Wychwood, Taynton, Fifield, Idbury, Chipping Norton, Lyneham, Churchill, Kingham, Burford, Fulbrook, South Leigh

Alternative services

The majority of the villages served by Villager's routes have few or no other links to nearby towns.

Current subsidy per annum	£10,864
Average passengers per year	4,300 approx.
Cost per passenger journey	£2.52 approx.

Comments from consultation

General support for continuation, with gratitude expressed by many consultees for service provided by Villager.

Options tendered

Price negotiated for continuation of current services with minor operational revisions to reflect observed usage

ITEM L**Services 223/224/224A****Service 223: Kidlington Town service****Service 224: Yarnton – Begbroke – Kidlington circular: off-peak plus evening peak journeys****Service 224A: Glympton – Wootton – Woodstock – Begbroke – Yarnton – Kidlington peak plus single Saturday journey****Contract C60: Kidlington local services**

Operator Heyfordian Travel**Days of operation** Monday to Saturday**Frequency**
Service 223: 5 journeys
Service 224: 5 off-peak journeys plus 3 evening peak journeys
Service 224A: 3 morning peak journeys plus single Saturday journey**Parishes served** Glympton, Wootton, Woodstock, Begbroke, Kidlington, Yarnton**Alternative services**

- Begbroke and Yarnton are served by Stagecoach service S3 (to Oxford, Woodstock and Chipping Norton: stops on main road at Begbroke). Kidlington has many other services, but none serve the areas covered by services 223
- No alternative peak/off-peak service links the communities served by routes 224/224A with Kidlington, although service S3 links Woodstock with Oxford every fifteen minutes during peak hours and every 30 minutes off-peak

Current subsidy per annum £72,510**Average passengers per day** Peak services: 15
Off-peak services: 172**Cost per passenger journey** £1.29**Comments from consultation**

Retain 223/224/224A services (Begbroke PC/Kidlington PC/Yarnton PC)

Retention supported (West Oxfordshire DC)

Options tendered

C60A Existing routes, current frequency

C60B Existing routes with reduced peak service

C60C Existing routes with no peak service

ITEM M**Services 203/220/242****Service 203: Kidlington – Shipton-on-Cherwell – Tackley – Woodstock****Service 220: Wootton – Glympton – Woodstock****Service 242A: Bladon (Heath Lane) – Woodstock****Contract W47: ‘Woodstock Wanderer’**

Operator	Heyfordian Travel
Days of operation	Monday to Friday
Frequency	203: 4 round trips plus one ‘short’ from Tackley to Woodstock 220: 5 round trips Mon-Fri plus single Saturday 242A: 2 round trips
Parishes served	Bladon, Blenheim, Kidlington, Shipton-on-Cherwell & Thrupp, Tackley, Woodstock, Wootton, Glympton

Alternative services

- Bladon village is served by Stagecoach service 242 (Woodstock – Witney: see Item I) every hour.
- Tackley, Shipton-on-Cherwell and Thrupp are served by Stagecoach service S4 (stopping on the A4260) to Oxford, Kidlington and Banbury hourly Monday to Saturday and two-hourly on Sunday.
- Kidlington has frequent services to Oxford and hourly Stagecoach S4 to Banbury, but no other service to Woodstock.
- Woodstock has a high-frequency peak service and a half-hourly off-peak service to/from Oxford via Stagecoach S3, but no other service to Kidlington.
- This is the only service to Heath Lane in Bladon (approximately ¼ mile uphill from the main road served by Stagecoach service 242)
- Service 220 provides five journeys each way on Monday to Friday linking Wootton, Glympton and Old Woodstock with Woodstock town centre and Kidlington. These journeys are designed to also connect with Stagecoach S3 journeys to and from Oxford.

Current subsidy per annum £54,210

Average passengers per day 203: 24
220: 9
242A: 6
Total: 39

Cost per passenger journey £5.49

Comments from consultation

203/220/242A: Retain service 242A (Bladon PC)

Retain Woodstock Wanderer via Glympton (Bus Users UK)

Retain 203 to Woodstock. Return at 1100, not 1200. Request for additional 5pm service (Tackley PC)

Retain services to Woodstock with connections for onward travel to/from Witney and Oxford (Wootton PC)

Improved service to Kidlington (Woodstock TC)

Retention supported (West Oxfordshire DC)

Many individual letters and e-mails supporting retention of service via Wootton and Glympton

Options tendered**Monday to Friday**

W47A Current level of service

W47B Revised service with additional afternoon 242A journey

W47C Revised service with journeys extended to Water Eaton Park and Ride and additional afternoon 242A journey

W47D Revised service with journeys extended to Water Eaton Park and Ride, additional afternoon 242A journey and gap in afternoon service to enable interworking with Home-to-School contract

W47E Revised service with journeys extended to Water Eaton Park and Ride, additional afternoon 242A journey and peak service

Saturday

W46A Timetable as currently operated on Monday to Friday

W46B Revised service with additional afternoon 242A journey

W46C Revised service with journeys extended to Water Eaton Park and Ride and additional afternoon 242A journey

W46D Revised service with journeys extended to Water Eaton Park and Ride, additional afternoon 242A journey and gap in afternoon service to enable interworking with Home-to-School contract

W46E Revised service with journeys extended to Water Eaton Park and Ride, additional afternoon 242A journey and peak service

ITEM N**Service 23A****Contract W43: Steeple Aston – Tews – Chipping Norton (Wednesdays)**

Operator	Heyfordian Travel
Days of operation	Wednesday only
Frequency	Single round trip
Parishes served	Chipping Norton, Great Tew, Heythrop, Little Tew, Sandford St Martin, Steeple Aston (Cherwell), Steeple Barton, Swerford, Westcot Barton

Alternative services

- None of the communities served have other direct links with Chipping Norton
- Great Tew, Little Tew and Swerford have no other bus service
- Sandford St Martin is linked with Banbury on Thursdays by Oxfordshire County Council service 90 (single return trip). This also serves Middle Barton, which also benefits from Stagecoach service S4 to Oxford and Banbury (Monday to Saturday: am/eve peak service to Oxford and Banbury, plus three/four off-peak journeys each way)
- Steeple Aston has an hourly S4 service to Banbury and Oxford, along with a two-hourly Sunday service

Current subsidy per annum £6,630

Average passengers per day 14

Cost per passenger journey £9.14

Comments from consultation

Retain service (Chipping Norton TC/Sandford St Martin PC/Steeple Barton PC/Swerford PC).

Many individual letters supporting retention

Retention supported (West Oxfordshire DC)

Options tendered

Tenders not invited: price negotiated with Villager Community Minibus for continuation of current service at broadly existing times

ITEM O**Service 243****Contract W48: Combe – Leaffield – Witney**

Operator	Pulhams Coaches
Days of operation	Tuesday and Friday
Frequency	Three round trips
Parishes served	Combe, Crawley, Fawler, Finstock, Leaffield, Stonesfield, Witney

Alternative services

- No alternative direct services link Combe and Stonesfield with Witney at any time, though both communities and Fawler are linked with Woodstock and Oxford by broadly hourly peak/off-peak service S3
- Crawley is linked with Witney by Villager services 14, 21 and 23 (See Item K) on Tuesday, Wednesday and Thursday mornings

Finstock has the following additional services:

- Witney and Chipping Norton (Stagecoach service X9: see Item T): broadly hourly peak/off-peak service Mon-Sat with evening service on Friday and Saturday only
- Charlbury (Go-Ride services C1/T1: see Item Q): peak hour 'railbus' service and off-peak demand responsive 'taxibus'

Leaffield has the following additional services:

- Charlbury (Go-Ride services C1/T1: see Item Q): peak hour 'railbus' service and off-peak demand responsive 'taxibus'
- Witney: single shoppers round trip on Tuesday, Wednesday and Thursday mornings and Thursday afternoon (Villager services 14/20/21/23: see Item K)

Current subsidy per annum £20,800

Average passengers per day 21

Cost per passenger journey £9.67

Comments from consultation

Support for continuation of service and reduction of trips in return for additional operating days (Bus Users UK/Combe PC/Leaffield PC/Portal/individual correspondence)

Retention supported (West Oxfordshire DC)

Options tendered

Tenders not invited: price negotiated with Villager Community Minibus for provision of single round trip to and from Witney with additional service on Monday

ITEM P**Service 811****Contract W49: Salford-Chipping Norton-Wychwoods-Idbury-Cheltenham (Saturday)**

Operator Pulham's**Days of operation** Saturday only**Frequency** Single round trip**Parishes served** Bruern, Chipping Norton, Churchill and Sarsden, Fifield, Idbury, Kingham, Lyneham, Milton-u-Wychwood, Salford, Shipton-u-Wychwood

Alternative services This service provides a shopping and leisure link between the Oxfordshire villages listed above and Cheltenham. The service was improved when last reviewed in 2012 by adding a morning return journey from Salford to Chipping Norton and from Chipping Norton to Bourton on the Water from where there is a connection via Pulham's commercial 801 services to/from Cheltenham. The new journeys have established an additional morning round trip to Chipping Norton from Salford, and a similar facility for the villages of Fifield, Idbury, Milton, Shipton, Kingham and Churchill (although all of these villages are currently linked with Chipping Norton by hourly Monday to Saturday services X8 or X8A: see Items R and S). Lyneham is also linked with Chipping Norton by a single Thursday afternoon round trip on Villager service 24.

Current subsidy per annum £14,076**Average passengers per day** 37 (travelling to/from Oxfordshire towns and villages)**Cost per passenger journey** £7.35**Comments from consultation**

Service expendable from Churchill perspective (Churchill PC)

Retain service (Chipping Norton TC/Salford PC)

Retain afternoon journeys (Kingham PC)

Retention supported (West Oxfordshire DC)

Comments from portal*Several calls for retention.**Little used morning journeys are expendable to save money***Options tendered**

W49A: Existing service (one return trip to Bourton and one to Cheltenham: Saturday only)

W49B: Existing service (two return trips to Cheltenham: Saturday only)

W49C: Reduced service (single return trip to Cheltenham: Saturday only)

ITEM Q**Services C1/T1****Contract W39: Charlbury-Finstock-Leaffield-Ascott-Shipton (C1: peak service)****Leaffield-Ramsden-Finstock-Charlbury (T1: off-peak service)**

Service C1 provides peak hour links to Charlbury Station, with arrivals and departures timed to connect with trains to and from London. Off-peak service T1 caters for social need, linking Leaffield with Charlbury: Ramsden and Finstock are also served by the off-peak service, but these are also catered for by the hourly X9 service (see Item T).

Operator	Go-Ride
Days of operation	C1: Monday to Friday peak hours T1: 'demand-responsive' off-peak service
Frequency	C1 connects with train arrivals/departures from Charlbury. T1 connects with some trains, but is broadly designed to fulfil social need rather than facilitate rail travel.
Parishes served	C1: Ascott-under-Wychwood, Charlbury, Finstock, Leaffield, Milton-u-Wychwood, Shipton-u-Wychwood T1: Charlbury, Finstock, Leaffield, Ramsden

Alternative services**C1**

No alternative services link the villages served by service C1 and Charlbury to the rail network during the morning and evening peak, although a single morning departure and evening arrival serves Ascott and Shipton halts. This train is timed to get passengers to work in Oxford or for onward travel from there, but it does not facilitate commuting to or from London to fulfil 'traditional' working hours.

T1

No alternative services link Leaffield with Charlbury during off-peak hours, although it is linked with Witney by single shoppers round trips on Tuesday, Wednesday and Thursday mornings and Thursday afternoon (Villager services 14/20/21/23/24 – contract W14: see Item K), plus Pulham's service 243 (contract W48: see Item O) on Tuesday and Friday.

Finstock has the following additional services:

Witney and Chipping Norton (Stagecoach service X9 – contracts W45/W56: see Item T): broadly hourly peak/off-peak service Mon-Sat with evening service on Friday and Saturday only

Witney (Pulham's service 243 – contract W48: see Item O): Tuesday and Friday shoppers' service

Ramsden has the following additional service:

Witney and Chipping Norton (Stagecoach service X9 – contract W45/W56: see Item T): broadly two-hourly off-peak service Mon-Sat from village, plus limited evening service on Friday and Saturday. Hourly service operates along main road.

Current subsidy per annum C1: £38,240
T1: £24,191

Average passengers per day C1: 27
T1: 5

Cost per passenger journey C1: £5.59
T1: £9.81

Comments from consultation

Requests for retention of C1 from CLPG, Railfuture, Charlbury TC, Finstock PC, Leaffield PC, Milton PC and Shipton PC.

Include Chadlington (Chadlington PC)

If service cannot be retained consider alternatives like liftshare (Shipton PC)

Retention supported (West Oxfordshire DC)

General acceptance of potential T1 withdrawal, with some suggestions of combined 243/T1/X8A replacement.

Comments from portal

General support for retention from all communities served.

Call for higher fares to reduce need for subsidy.

Leaffield children over 16 cannot get to Witney for College.

Add evening services and connections at Minster Lovell for Carterton, Burford and Cheltenham

Options tendered

W40A Peak hour service, Monday to Friday only

W40B Peak hour service without current final morning journey to enable interworking with Home-to-School contract in Charlbury area

W40C Peak hour service with additional morning journey to Kingham Station to enable interworking with Home-to-School contract in the Kingham area

W41A Monday to Friday off-peak service to replace services T1 and X8A

W41B Monday to Saturday off-peak service to replace services T1 and X8A

W41C Monday to Friday revised off-peak service to replace services T1 and X8A

W41D Monday to Saturday revised off-peak service to replace services T1 and X8A

ITEM R**Service X8**

Contract W50: Kingham Railbus (off-peak extensions to Wychwoods via Idbury now provided by service X8A: see Item S)

Operator Pulham's Coaches

Days of operation Monday to Saturday

Frequency Broadly hourly with enhanced peak frequency

Parishes served Chipping Norton, Churchill, Kingham

Alternative services

No alternative direct links are provided to the rail network from Chipping Norton except on Sunday by service 233 (see Item H).

Chipping Norton has the following additional bus services:

- Woodstock and Oxford (Stagecoach service S3): hourly peak/off-peak with limited Mon-Sat evening service and hourly Sunday daytime service
- Charlbury, Woodstock and Oxford (Stagecoach service S3): limited peak hour service only
- Shipston-on-Stour and Stratford (Stagecoach service 50: one morning and evening peak journey in each direction, plus two off-peak journeys each way Mon-Sat. 4 return journeys on Sundays.
- Charlbury and Witney (Stagecoach service X9 - contracts W45/W56: see Item T): broadly hourly peak/off-peak service Mon-Sat.
- Bloxham and Banbury (Stagecoach service 488/489): hourly service Mon-Sat daytime.

Churchill has the following additional services:

- Chipping Norton: (Pulhams service 811 – Contract W45: see item P): single Saturday morning shoppers' round trip
- Chipping Norton (Villager service 9/12/24): one round trip on Thursday p.m and one round trip on Friday a.m and p.m
- Cheltenham (Pulhams service 811 – Contract W45: see item P): two Saturday return trips
- Witney (Villager service 24): single Thursday p.m return trip

Kingham has the following additional services:

- Cheltenham (Pulhams service 811: see item P): two Saturday return trips plus single return trip to Chipping Norton
- Chipping Norton (Villager services 9/12: not under review): single Friday morning and afternoon round trip
- Stow-on-the-Wold (Villager service 6: not under review): single round trip on Thursday only
- Witney (Villager services 14/20/24: see Item K): single round trip on Tuesday morning, Thursday morning and Thursday afternoon

Current subsidy per annum £99,424

Average passengers per day 138

Cost per passenger journey £2.36

Comments from consultation

Retain service (Chipping Norton TC/Churchill PC)

Run 0835 bus to Chipping Norton Health Centre. Retain current operating day (Kingham PC)

Retain hourly service to benefit commuters and transport integration (Railfuture)

If reducing consider reduction in middle of day rather than evening (Bus Users UK)

Retention supported (West Oxfordshire DC)

Comments from portal

Retain Monday to Friday operating day length, but perhaps consider shortening on Saturday evening.

Retain service to Health Centre.

Improve connections with other services if possible.

Earlier bus to surgery.

Many calls for retention as parking for additional car users generated will be impossible at Kingham Station.

Add slightly later bus if possible.

Implement train/bus ticketing.

Ensure availability of multi-journey tickets.

Options tendered

W50A Existing service

W50B Existing service with additional evening train connection

W50C Revised timetable to facilitate school contract work

W50D Revised timetable to facilitate school contract work with additional evening train connection

ITEM S**Service X8A**

Contract W52: Kingham Station – Ascott-u-Wychwood (through service to Chipping Norton achieved via connection with service X8: see Item R)

Operator Go-Ride

Days of operation Monday to Saturday (off-peak only)

Frequency Broadly hourly

Parishes served Ascott-u-Wychwood, Fifield, Idbury, [Kingham: station only], Milton-u-Wychwood, Shipton-u-Wychwood

Alternative services

Ascott-u-Wychwood has the following additional services:

- Charlbury (Go Ride service C1: see Item Q): peak hour service
- Villager service 24 to Witney (See Item K): single Thursday afternoon shoppers' service

Fifield and Idbury have the following additional services:

- Cheltenham (Pulhams service 811: see Item P): two Saturday return trips plus single return trip to Chipping Norton
- Chipping Norton (Villager service 9: not subsidised): single Friday afternoon return trip
- Witney (Villager service 21: see Item K): single Wednesday morning return trip

Milton-u-Wychwood has the following additional services:

- Charlbury (Go Ride service C1: see Item Q): peak hour service
- Chipping Norton (Pulhams services 806 and 811: see Item P): single Thursday and Saturday return trip
- Banbury (Pulhams service 806): single Thursday return trip
- Cheltenham (Pulhams service 811: see Item P): two Saturday return trips
- Witney (Stagecoach service 233: see Items G/H): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday
- Some Villager services also link Milton-u-Wychwood with Witney on Thursday only, but service 233 (see Item G) provides the same service every 90 minutes on Monday to Saturday

Shipton-u-Wychwood has the following additional services:

- Chipping Norton (Pulhams service 806): single Thursday return trip
- Chipping Norton (Villager service 13): single Friday return trip
- Cheltenham (Pulhams service 811): single Saturday return trip
- Witney (Stagecoach service 233: see Items G/H): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday
- Charlbury (Go Ride service C1 – contract W40: see Item Q): peak hour service
- Witney (Villager services 14/20/23/24): single Tuesday return trip, and one Thursday a.m and one Thursday p.m return trip

Current subsidy per annum £62,194

Average passengers per day 29

Cost per passenger journey £6.95

Comments from consultation

Retain service (Chipping Norton TC)
Rural bus services must be maintained (Fifield PC)
Support 'targeted' service. Buses too large for roads and often empty (Idbury PC)
Improved connections at Chipping Norton, and prefer not to change at Kingham. Long journey to Oxford hospitals (Milton-u-Wychwood PC)
Extend service to Charlbury Station (Shipton-u-Wychwood PC)
Retention supported (West Oxfordshire DC)

Options tendered

- W52A Existing service and timetable
- W52B Amended timetable to facilitate interworking with Option C of Service C1 (Charlbury Railbus: contract PT/W40) and to operate on Monday to Saturday
- W52C Amended timetable to facilitate interworking with Option C of Service C1 (Charlbury Railbus: contract PT/W40) and to operate on Monday to Friday

ITEM T**Service X9****Contract W56: Chipping Norton-Charlbury-Witney**

Operator	Stagecoach
Days of operation	Monday to Saturday peak and off-peak service, with two late night journeys provided in each direction on Friday and Saturday
Frequency	Broadly hourly overall
Parishes served	Chadlington, Charlbury, Chipping Norton, Finstock, Hailey, Ramsden, Spelsbury, Witney

Alternative services

Chipping Norton has the following additional services:

- Woodstock and Oxford (Stagecoach service S3): hourly peak/off-peak with limited Mon-Sat evening service and hourly Sunday service
- Charlbury, Woodstock and Oxford (Stagecoach service S3): limited peak hour service only
- Shipston-on-Stour and Stratford (Stagecoach service 50): one morning and evening peak journey in each direction, plus three off-peak journeys each way Mon-Sat
- Kingham and Wychwoods (Pulhams service X8 - contract W50: see Item R): broadly hourly peak/off-peak service Mon-Sat. Connections at Kingham Station for service to Wychwoods via Go-Ride service X8A (see Item S)
- Bloxham and Banbury (Stagecoach service 488/489): hourly peak/off-peak service

Chadlington and Spelsbury have the following additional services:

- Charlbury, Woodstock and Oxford (Stagecoach service S3): limited peak hour service only

Charlbury has the following additional services:

- Woodstock and Oxford (Stagecoach service S3): broadly hourly peak/off-peak service Mon-Sat
- Routes C1 and T1 serve Charlbury, but are largely designed to get people to get residents of Leaffield **to** the town and rail station during off-peak hours, and residents of Leaffield, the Wychwoods and Finstock to the station for peak travel to and from Oxford/London.

Finstock has the following additional services:

- Charlbury (Go-Ride services C1/T1: see Item Q): peak hour 'railbus' service and off-peak demand responsive 'taxibus'
- Witney (Pulhams service 243: see Item O): Tuesday and Friday shoppers' service

Hailey has no other bus service

Ramsden is currently also served by Go-Ride service T1 (contract W40: see Item Q): off-peak demand responsive 'taxibus'.

Witney has a high-frequency service to Eynsham and Oxford, along with hourly services to Burford and Woodstock and many nearby villages.

Current subsidy per annum

Contract W56: £149,986

Contract W45: £13,583 (Fri/Sat evening service)

Average passengers per day**Contract W56:** 365**Contract W45:** 12**Cost per passenger journey****Contract W56:** £1.35**Contract W45:** £10.09**Comments from consultation**

Retain X9 via Ramsden (Bus Users UK)

Retain service (Chadlington PC)

Retain service but adjust timings slightly to connect with X8/488 (Chipping Norton TC)

Retain daytime service, but Fri/Sat evening service expendable (Charlbury PC/Finstock PC)

Continue X9 Friday/Saturday evening service if possible (though priority to retain daytime service). 'Late peak' evening bus from Witney for commuters. Additional capacity desirable on Thursday shoppers' buses to Witney (Hailey PC)

Requests for retention of existing bus service and Sunday services, plus support for service from Witney to hospitals (Ramsden PC)

Serve Leafield on some journeys (Witney PTR)

Retention supported (West Oxfordshire DC)

Comments from portal*Retard departure from Chipping Norton by a few minutes to improve connections with other services.**Extend to Chipping Norton Health Centre**Run all journeys via Ramsden Village.***Options tendered**

W45A Single evening return trip (Friday and Saturday except Bank Holidays)

W45B Two evening return trips (Friday and Saturday except Bank Holidays)

W56A Hourly frequency (Monday to Saturday)

W56B Hourly frequency with revised service via Ramsden Village (Monday to Saturday)

W56C As Option B without peak journeys via Ramsden Village

ITEM U**Service 98****Contract S79: Didcot – Great Western Park**

Section 106-subsidised service that requires re-tendering due to opening of spine road through development and resulting need for revised route

Operator	Thames Travel
Days of operation	Monday to Saturday
Frequency	Broadly every 30 minutes peak and off-peak, every 15 minutes evening peak
Parishes served	Didcot

Alternative services

No alternative services link Great Western Park with Didcot

Current subsidy per annum: £96,959 (entirely funded by Section 106 agreement for Great Western Park development)

Average passengers per day: 38

Cost per passenger journey: £8.81 (indicative figure: Section 106-funded service)

Comments from consultation

Retain service (Cllr Nick Hards/OXTRAG)

Retain service and expand to include Milton Park and Ladygrove (Didcot TC PTR)

Options tendered

S98A: Existing service with extended operating day

ITEM V**Service 8****Contract C39: Brackley – Cottisford – Hethe – Fringford – Stratton Audley – Bicester**

Northamptonshire County Council contract, to which Oxfordshire contributes for serving the villages listed above. Their contract expires in September 2014, and officers anticipate continued contribution to this service unless Northamptonshire's plans dictate otherwise.

Operator Stagecoach

Days of operation Monday to Saturday

Frequency Broadly two-hourly off-peak service

Parishes served Cottisford, Hethe, Fringford, Stratton Audley, Bicester

Alternative services The villages served by this service have no other public transport provision at any time **except** Hethe and Fringford which are served by service 37 on Tuesday only.

Current subsidy per annum £24,100

Comments from consultation

Comment from portal

Retain and add extra evening peak departure from Bicester

Options tendered

Tenders not invited: Northamptonshire County Council contract extended until mid-2015.
Existing arrangement expected to continue until then: further consultation in Autumn 2014.