



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

***Thursday, 19 March 2015 at 10.30 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 27 March 2015 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in black ink that reads "Peter G. Clark." with a horizontal line underneath.

Peter G. Clark
County Solicitor

March 2015

Contact Officer: **Graham Warrington**
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graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 30 April 2015

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

4. Cutteslowe & Wolvercote Junction Improvements (Pages 1 - 28)

Forward Plan Ref: 2014/160

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 815083

Report by Deputy Director for Environment & Economy - Commercial & Delivery (CMDE4).

The report considers objections and comments received as a result of formal consultation on proposals to introduce permanent traffic orders as part of the scheme proposals for the improvement schemes at Wolvercote and Cutteslowe junctions.

The Cabinet Member for Environment is RECOMMENDED to approve:

- (a) ***the proposed amendment to the TRO for 30mph speed limit on A44 north of Wolvercote junction;***
- (b) ***the proposed amendment to the TRO for 40mph speed limit on A40 west of Wolvercote junction;***
- (c) ***the proposed amendment to the TRO for 40mph speed limit on A40 east of Cutteslowe junction;***
- (d) ***the proposed amendment to the TRO for 30mph speed limit on A40***

North Way between Wolvercote and Cutteslowe junctions;

- (e) ***the proposed TRO for prohibition of right turn movements out of the garages (BP and BMW) on A40 west of Wolvercote junction;***
- (f) ***the proposed new off carriageway cycle route at Wolvercote from A44 Woodstock Road (N) to A40 North Way;***
- (g) ***the proposed new off carriageway cycle routes on A40 Elsfield Way from Cutteslowe junction to Jackson Road;***
- (h) ***the removal of the 2 existing pedestrian crossings on A40 North Way between Wolvercote and Cutteslowe junctions;***

5. Witney Road, Eynsham - Proposed Zebra Crossing (Pages 29 - 36)

Forward Plan Ref: 2014/194

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 815083

Report by Deputy Director for Environment & Economy – Commercial & Delivery (CMDE5).

This report considers responses to a consultation for a proposed zebra crossing on Witney Road, Eynsham.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed zebra crossing on Witney Road.

6. Exempt Item

It is RECOMMENDED that the public be excluded for the duration of item 7E since it is likely that if they were present during that item there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and specified below in relation to that item and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information on the grounds set out in that item.

NOTE: The main report relating to item 7E does not itself contain exempt information and is thus available to the public. The exempt information is contained either in an Annex which has been circulated only to members and officers entitled to receive it, or will be reported orally at the meeting.

MEMBERS AND OFFICERS ARE REMINDED THAT THE EXEMPT FINANCIAL INFORMATION RELATING TO SUBSIDY AGREEMENTS REPORTED AT THE MEETING (WHETHER IN WRITING OR ORALLY) MUST NOT BE DIVULGED TO ANY THIRD PARTY

7. Bus Service Subsidies Review (Pages 37 - 104)

Forward Plan Ref: 2014/164

Contact: Andrew Pau, Strategic Manager, Waste & Transport Tel: (01865) 815867

Report by Deputy Director for Environment & Economy – Commercial & Delivery
(**CMDE7E**).

This report and the associated Annexes deals with:

- (A) Contract awards following the review of subsidised bus services in the Vale of White Horse area
- (B) Contract awards following the review of subsidised bus services in the South Oxfordshire area
- (C) Contract awards following the review of subsidised bus services elsewhere in Oxfordshire (which for technical reasons include some additional services which operate in the Vale of White Horse and South Oxfordshire areas)

The Cabinet Member is RECOMMENDED to:

- a) make decisions on subsidy for the services described in this report on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2;***
- b) record that in the opinion of the Cabinet Member for Transport the decisions made in (a) above are urgent in that any delay likely to be caused by the call in process would result in service discontinuity and in accordance with the requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process, and;***
- c) delegate authority to the Deputy Director for Environment & Economy (Commercial) in consultation with the Cabinet Member for Environment to negotiate an appropriate level of ongoing contribution toward service 8 (Brackley – Hethe – Fringford – Stratton Audley – Bicester: Item AK) and service 90 (Lambourn – Ashbury – Swindon: Item L) with each contracting authority.***
- d) delegate authority to the Deputy Director for Environment & Economy (Commercial) in consultation with the Cabinet Member for Environment to award contracts relating to the items below which are subject to a delayed competitive tendering exercise. Where the contracts being awarded are substantially different to those laid out in Annex 2 local County Council Members will also be consulted.***

ITEM C: Service 38

ITEM D: Services 40, 41, 42, 44 and 218

ITEM G: Service 63

ITEM J: Services 67/67A/67B

ITEM M: Services 94/95

ITEM Q: Service X47

ITEM U: Services 97/114/135

ITEM W: Service 134

ITEM Y: Services 120, 121, 123 and 124

ITEM Z: Services 125, 126 and 131

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Division(s): Summertown & Wolvercote

CABINET MEMBER FOR ENVIRONMENT DELEGATED DECISION MEETING 19 MARCH 2015

CUTTESLOWE & WOLVERCOTE JUNCTION IMPROVEMENTS

**Report by Deputy Director for Environment & Economy
(Commercial)**

Introduction

1. This report considers objections and comments received as a result of formal consultation on proposals to introduce permanent traffic orders as part of the scheme proposals for the improvement schemes at Wolvercote and Cutteslowe junctions.

Background

2. City Deal funding was awarded in January 2014 to help deliver the following schemes, which taken together, will support housing and jobs growth, ease congestion and help to better manage and coordinate the flow of traffic through the junctions and along the wider A40 and A44 corridors:
 - Wolvercote roundabout improvements
 - Cutteslowe roundabout improvements
 - A40-A44 Strategic Link Road (via Loop Farm)
3. The package of schemes noted above are a priority for both the county council and the Local Enterprise Partnership, and following a Cabinet meeting on 15 April 2014, were approved for inclusion into the Capital Programme.
4. The need for capacity enhancements at Cutteslowe and Wolvercote roundabouts were first identified during the Access to Oxford project undertaken in 2007. Following this, technical work for the recent City Deal bid confirmed there is a strong economic case for improvement schemes at these junctions, which as part of a wider package of measures will help reduce congestion and benefit the local community through improved air quality and the potential for reduced trip redistribution through local residential streets.
5. Design work for the Wolvercote and Cutteslowe improvements schemes are well advanced and it is anticipated that construction works will commence in summer 2015. Proposals for the A44-A40 Strategic Link Road are not as advanced and hence did not form part of the consultation or this report.

6. Scheme proposals for Wolvercote include:
- Signalisation of the roundabout junction: the A40 Northern By Pass Road, A40 North Way, A44 Woodstock Road and A4144 Woodstock Road arms are to be signal controlled; Five Mile Drive and Godstow Road arms will not be controlled by signals and will remain as give-way operation
 - Widening within the highway boundary on the A40 Northern By Pass Road and A44 approaches to the junction
 - Provision of pedestrian and cycle crossing facilities across all arms; crossing facilities on Five Mile Drive and Godstow Road not to be signalised; all other crossings will be toucan (pedestrian and cyclist) signal controlled
 - New off carriageway shared use footway/cycleway from A44 Woodstock Road to A40 North Way
 - Introduction of new and amendments to existing speed limits on A40 Northern By Pass Road, A44 and A40 North Way
 - Associated works such as resurfacing, street lighting, drainage etc.
7. Scheme proposals for Cutteslowe include:
- Signalisation of the roundabout junction: the A40 Elsfield Way, A40 North Way, A4165 Banbury Road (N) arms are to be signal controlled; A4165 Banbury Road (S) will not be controlled by signals and will remain as give-way operation
 - Widening within the highway boundary on the A40 Elsfield Way and A40 North Way approaches to the junction
 - Provision of toucan signal controlled pedestrian and cycle crossing facilities across A40 North Way and A4165 Banbury Road (N), and uncontrolled crossing facility across A4165 Banbury Road (S)
 - New off carriageway shared use footway/cycleway on both north and south sides of A40 Elsfield Way to replace existing footways
 - Amendments to existing speed limits on A40 Elsfield Way and A40 North Way
 - Remarking of A40 North Way to provide 2 eastbound lanes and 1 westbound lane
 - Associated works such as resurfacing, street lighting, drainage etc.
8. Copies of the scheme drawings are at Annex 1.

Consultation on initial proposals

9. In July 2014, the county council consulted on initial proposals to improve the Cutteslowe and Wolvercote roundabouts. The consultation was held throughout July and a number of exhibitions took place within north Oxford (see below). Consultation plans and feedback forms were also made available online via the county council's consultation webpage.

10. The following were the most common issues raised during the consultation:
- Closure of Five Mile Drive at the Wolvercote end. The significant majority of concerns related to this proposal. The majority of those who commented on the Wolvercote roundabout proposals were strongly against this, whilst those who appeared to be neither for or against were concerned about the potential re-routing of traffic to other residential streets and the inconvenience/increased journey time this closure might cause.
 - Pedestrian and cycle access through the junctions. The initial scheme proposed controlled crossing facilities through the roundabout islands at both junctions. Concerns were raised about the additional time required and inconvenience of negotiating multiple crossing points.
 - Access from Harefields, Harbord Road and Five Mile Drive. Local residents were considered with being able to access to/from these side roads as a result of congestion along Banbury Road.

Design changes following initial consultation

11. Following the consultation on initial proposals, further design and traffic modelling were undertaken which resulted in a number of key design changes being made. These have addressed some of the concerns highlighted above, as follows:
- The amended proposal is to leave access to Five Mile Drive unchanged, enabling two-way access at the Wolvercote roundabout. There will be some minor changes to ensure pedestrian and cycle access across the junction is more convenient and safer. Access onto the Wolvercote roundabout for traffic entering from Five Mile Drive will remain uncontrolled, but traffic signals on other arms including controlled pedestrian and cycle crossings means there will be more gaps for vehicles to enter the roundabout.
 - The locations of controlled crossings for pedestrians and cyclists have been changed to the major arms of both junctions. The new proposals will mean that crossing points are more direct, comfortable and safe.
 - The amended proposals include 'Keep Clear' markings for traffic leaving both Five Mile Drive and Harbord Road and yellow box markings for traffic leaving Harefields.

Formal Traffic Regulation Order (TRO) consultation

12. The remainder of this report considers the outcome of formal consultation held in January 2015 on the following amended or new permanent Traffic Regulation Orders (TRO) that are required to implement the above schemes:

Speed Limits

- Extension of the existing 30mph speed limit on A44 north of Wolvercote junction to a point further north
- Reduction of the existing 60mph speed limit on A40 west of Wolvercote junction to 40mph

- Reduction of the existing 50mph speed limit on A40 Elsfield Way east of Cutteslowe junction to 40mph
- Reduction of the existing 40mph speed limit on A40 North Way, between Wolvercote and Cutteslowe junctions, to 30mph

Turn Prohibitions

- Prohibition of right turn movements out of the garages (BP and BMW) on A40 west of Wolvercote junction
13. Formal consultation on the proposals was carried out between 8 January and 6 February 2015. The proposals were advertised in the local press, on the council's website, notices were erected on site and posted to affected frontagers, and plans deposited at County Hall, Oxford. Copies of the notices and plans were emailed to all statutory consultees.
14. In addition to the TRO proposals, notice was also given regarding the following scheme proposals:
- Provision of new off carriageway shared use footway/cycleway facility at the Wolvercote junction from A44 Woodstock Road to A40 North Way
 - Provision of new off carriageway shared use footway/cycleway facilities on both north and south sides of A40 Elsfield Way from the Cutteslowe junction to Jackson Road
 - Removal of the two (2) existing pedestrian crossings on A40 North Way in lieu of new toucan signal controlled crossings at the Wolvercote and Cutteslowe junctions
15. A total of 56 responses were received regarding the proposals for Wolvercote and Cutteslowe junctions, of which 3 respondents submitted formal objections to the proposed TROs.

Brief summary of objections received to TROs

16. Annex 2 contains details of the objections received to the proposed TROs, together with officer comments.
17. The majority of objections received pertained to the speed limit related TROs.
18. *A resident of Yarnton objected to the extension of the existing 30mph speed limit zone on A44 Woodstock Road.*

This extension covers the length of the proposed works where narrow lanes and central reserve are required to accommodate the additional southbound traffic lane. This section will also see traffic changing lanes on the approach to the junction to align themselves in the correct lane based on intended destination. Hence, the 30mph speed limit is considered appropriate for this section of A44. It is anticipated that speed limits in the area will be reviewed in the future in connection with the Northern Gateway development. Therefore, officers recommend the approval of this amended speed limit TRO as advertised.

19. *Cyclox and CTC objected to the proposed reduction in speed limits (to 40mph) on the A40 approaches to the Wolvercote and Cutteslowe junctions, suggesting that the speed limits be lowered further to 30mph instead.*

Discussions with Thames Valley Police early during the design process determined that 40mph speed limits would be appropriate on both approaches. Therefore, officers recommend the approval of this amended speed limit TRO as advertised.

20. *Thames Valley Police objected to the proposed reduction in speed limit along A40 North Way, between the two roundabouts, as a recent speed survey has shown current 85th percentile speeds to be relatively high and they believe that the proposals will do little to naturally reduce speeds.* Scheme proposals for A40 North Way include changing the central section of this road from 2 lanes existing to 3 lanes proposed, consisting of 2 lanes eastbound and 1 lane westbound. Since no carriageway widening can be undertaken in this section of the road due to protected trees on both sides, the number of lanes will be increased by road marking changes only. This will result in relatively narrow lanes and hence reduced speeds will be of benefit. It is also anticipated that average peak flows and speeds might increase slightly due to the expected reduction in congestion at the two junctions, but off-peak speeds are likely to be lower due to the reduced lane widths.

This section of road also has a slightly different character to A40 Northern By Pass to the west and A40 Elsfield Way to the east, in that whilst there is limited direct frontage access, the road is flanked by the Sunderland Avenue service roads on both north and south sides, which serve multiple residential properties giving this section a very residential environment. Therefore, officers recommend the approval of this amended speed limit TRO as advertised.

21. *Thames Valley Police also objected to the proposed TRO prohibiting right turns out of the BP/BMW garage forecourt on the grounds that the proposed layout does not physically prevent vehicles from turning right out of the western access and could lead to additional calls for police enforcement.*

Scheme proposals have been discussed and agreed with the garage owners/operators. Due to the proposed widening of the eastbound A40 Northern By Pass Road approach to Wolvercote from a single wide lane to 3 lanes, right turns out of the garage forecourt will become dangerous. Hence, the scheme proposes to make the eastern access (from BP) left turn out only, with right turns into and out of the access physically prohibited.

Whilst not ideal, right turns into the western access will be retained. Allowing this movement means it is not possible to physically prevent right turns out of this access, although all other means, including appropriate signage and road markings, will be incorporated into the proposals. With the removal of the right turn into the eastern access, all vehicles entering the garages from the A40 will do so at the western access and would likely continue to exit at the eastern access towards the Wolvercote junction, rather than effectively U-turning within the constrained forecourt to attempt to exit and turn right from the western access. Therefore, officers recommend the approval of this TRO as advertised.

Brief summary of objections received to proposals not related to TROs

22. Annex 3 contains details of other objections received, together with officer comments, on scheme proposals that are not related to the proposed TROs but for which formal notice was given as part of the TRO consultation.
23. All objections received on non-TRO consultation items pertained to the removal of the two (2) existing pedestrian crossings along A40 North Way. No objections were received on the proposed provision of new shared use footway/cycleway facilities in the schemes.
24. *Three residents of Sunderland Avenue and Rothafield Road, and groups Cycloxx/CTC and Guide Dogs objected to the removal of the existing crossings on the grounds that their removal will sever pedestrian access for residents living on either side of A40 North Way and remove gaps in traffic that residents use to exit the Sunderland Avenue service roads.*

Some also suggested the provision of an additional crossing midway along A40 North Way. Scheme proposals will remove the existing crossing facilities that are located away from the Wolvercote and Cutteslowe junctions and replace them with new signal controlled crossings at the junctions, where they will better serve the dominant north-south pedestrian and cycle movements. It is worth noting that while the existing crossings are pelican (pedestrians only), the new facilities at both junctions will be toucan (pedestrians and cyclists). Traffic signals at both junctions will better regulate the flow of traffic along A40 North Way and will provide periodic gaps in traffic to allow vehicles from Sunderland Avenue to enter the roadway.

Scheme proposals do not include the provision of an additional crossing midway on A40 North Way, although this is something that could be considered at a later date if conditions require. Officers recommend approval of the proposal to remove the 2 existing crossings as advertised.

25. Officers also recommend the approval of the proposals to provide new shared use footway/cycleway facilities as advertised.

Brief summary of other general comments received

26. Annex 4 contains other general comments received, together with officer comments, on other scheme features which were shown in the general arrangement drawings, but for which formal notice was not given. These are summarized in the titles below, followed by officer responses/comments:

Why is Five Mile Drive remaining open, contrary to the initial proposals?

A large number of respondents (27) commented that they would prefer that Five Mile Drive was closed. The original informal consultation undertaken in July 2014 included proposals to close Five Mile Drive permanently. However, there was strong opposition received to this proposal during that consultation. Further modelling and design work indicated that leaving Five Mile Drive open did not have a detrimental effect on the operation of the junction and consequently the proposal to close this road was removed from the scheme. It is suggested that the effects of the junction improvements included in this scheme as well as other transport changes in the area are monitored. A smaller number of respondents (5) indicated support for Five Mile Drive remaining open.

Inadequate provision for vulnerable road users:

27. The scheme seeks to improve conditions for all road users. There is currently no controlled provision for cyclists and pedestrians to cross the busy A40 and A44 at the Wolvercote roundabout and the A40 and Banbury Road at the Cutteslowe roundabout. The provision of controlled crossings on the major arms of each roundabout is therefore considered to be a significant improvement and will mean both pedestrians and cyclists can cross the A40 and A44 more safely. Providing signal control at the junctions will also remove some of the dangerous conflict points between motorists and cyclists.
28. New off carriageway cycle routes are being provided linking A44 Woodstock Road and A40 North Way at Wolvercote and on both sides of A40 Elsfield Way linking the corridor to the existing cycling facilities further east (beginning at Jackson Road and continuing on the south side of A40 towards Headington).

Request for additional road markings and alignment of Banbury Road (S) approach:

29. Directional arrows and text will be provided to aid lane discipline.
30. The Banbury Road (S) approach has been reviewed and changes made to improve its alignment.

What is the need for 4 westbound lanes on Elsfield Way:

31. Traffic modelling has indicated that 4 lanes on the A40 Elsfield Way approach are required. The right turning volumes into A4165 Banbury Road (N) are relatively high and therefore 2 lanes are needed for this movement, in addition to the 2 lanes for through traffic.

Need to provide a new ring road/bypass:

32. The provision of a new ring road/bypass is outside the scope and available funding for this project.

Inadequate width of footway/cycleway on North Way approaching Cutteslowe junction:

33. The widening on the A40 North Way approach to Cutteslowe does reduce the current width of verge and footway/cycleway. However, limited highway land in this area means that without acquiring private land, a maximum 3m wide footway/cycleway can be provided here, which is considered acceptable width for a shared footway/cycleway.

Conclusion

34. Whilst a number of objections were received to the proposed new and amended TROs, officers recommend that the proposals should be implemented as advertised.

Financial and Staff Implications (including Revenue)

35. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose. Future costs, both capital and revenue to be robustly examined during detailed design and be reported at stage 2 business case.

RECOMMENDATIONS

36. **The Cabinet Member for Environment is RECOMMENDED to approve:**
- (a) **the proposed amendment to the TRO for 30mph speed limit on A44 north of Wolvercote junction;**
 - (b) **the proposed amendment to the TRO for 40mph speed limit on A40 west of Wolvercote junction;**
 - (c) **the proposed amendment to the TRO for 40mph speed limit on A40 east of Cutteslowe junction;**
 - (d) **the proposed amendment to the TRO for 30mph speed limit on A40 North Way between Wolvercote and Cutteslowe junctions;**
 - (e) **the proposed TRO for prohibition of right turn movements out of the garages (BP and BMW) on A40 west of Wolvercote junction;**
 - (f) **the proposed new off carriageway cycle route at Wolvercote from A44 Woodstock Road (N) to A40 North Way;**
 - (g) **the proposed new off carriageway cycle routes on A40 Elsfield Way from Cutteslowe junction to Jackson Road;**
 - (h) **the removal of the 2 existing pedestrian crossings on A40 North Way between Wolvercote and Cutteslowe junctions;**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

CMDE4

Contact Officers: Paul Durham 01865 815803



Table 1: Objections to Traffic Regulations Orders (TRO)

Respondent	Summarised Comments	Officer Response
Resident of Yarnton	Disagrees with the proposed 30mph speed limit on the A44 at the Wolvercote Roundabout. Feels that the traffic is self regulating and will only result in more aggressive driving with those who see no need to follow the law.	The extension to the existing 30mph speed limit on Woodstock Road covers the length of the proposed works where narrow lanes and central reserve are required to accommodate the additional southbound traffic lane. This section will also see traffic changing lanes on the approach to the junction to align themselves in the correct lane based on intended destination. Hence, the 30mph speed limit is considered appropriate for this section of A44. It is anticipated that speed limits in the area will be reviewed in the future in connection with the Northern Gateway development.
Cyclox and CTC	Questions why the A40 west of the Wolvercote Roundabout and A40 east of the Cutteslowe roundabout have 40mph for a short distance, suggests that the speed limit be lowered to 30mph.	Scheme proposals include providing additional traffic lanes on the A40 eastbound approach to Wolvercote and A40 westbound approach to Cutteslowe; these lanes will be narrow and will be subject to traffic changing lanes to align themselves in the correct lane based on intended destination. Discussions with Thames Valley Police early during the design process determined that 40mph speed limits would be appropriate on both approaches.
Thames Valley Police	Sees no justification for the change of speed limit from 40 to 30 on A40 Sunderland Avenue. Believes the existing 40/30 arrangement on A40 Sunderland Avenue is appropriate to the environment and should remain.	Scheme proposals for A40 North Way include changing the central section of this road from 2 lanes existing to 3 lanes proposed, consisting of 2 lanes eastbound and 1 lane westbound. Since no carriageway widening can be undertaken in this section of the road due to protected trees on both sides, the number of lanes will be increased by road marking changes only. This will result in relatively narrow lanes and hence reduced speeds will be of benefit. It is also anticipated that average peak flows and speeds might increase slightly due to the expected reduction in congestion at the two junctions, but off-peak speeds are likely to be lower due to the reduced lane widths. This section of road also has a slightly different character to A40 Northern By Pass to the west and A40 Elsfield Way to the east, in that whilst there is limited direct frontage access, the road is flanked by the Sunderland Avenue service roads on both north and south sides, which serve multiple residential properties giving this section a very residential environment.

Respondent	Summarised Comments	Officer Response
Thames Valley Police	Strongly objects to the prohibition of right turns from the garage forecourt. Currently layout does not support the change and should be reengineered to prevent unwelcome calls for police enforcement.	Scheme proposals have been discussed and agreed with the garage owners/operators. Due to the proposed widening of the eastbound A40 Northern By Pass Road approach to Wolvercote from a single wide lane to 3 lanes, right turns out of the garage forecourt will become dangerous. Hence, the scheme proposes to make the eastern access (from BP) left turn out only, with right turns into and out of the access physically prohibited. Whilst not ideal, right turns into the western access will be retained. Allowing this movement means it is not possible to physically prevent right turns out of this access, although all other means, including appropriate signage and road markings, will be incorporated into the proposals. With the removal of the right turn into the eastern access, all vehicles entering the garages from the A40 will do so at the western access and would likely continue to exit at the eastern access towards the Wolvercote junction, rather than effectively U-turning within the constrained forecourt to attempt to exit and turn right from the western access.

Table 2: Objections to other consultation items

Respondent	Summarised Comments	Officer Response
Resident of Sunderland Avenue	Feels strongly about the proposal to remove the pedestrian traffic lights at the Wolvercote roundabout end of the A40 (Sunderland Avenue) by-pass. The proposed Toucan crossing phase situated closer to the improved roundabout will be an insufficient measure to ensure cars stop in time.	Scheme proposals will remove the existing crossing facilities that are located away from the Wolvercote and Cutteslowe junctions and replace them with new signal controlled crossings at the junctions, where they will better serve the dominant north-south pedestrian and cycle movements. Traffic signals at both junctions will better regulate the flow of traffic along A40 North Way and will provide periodic gaps in traffic to allow vehicles from Sunderland Avenue to enter the roadway.
Resident of Rothafield Road	Does not want the 2 pedestrian crossings on Sunderland Avenue removed, further cutting off those who live on the north of the ring road. Feels these crossing help to assist traffic flow particular those joining from the slip road as it creates a gap in traffic. Feels the crossings work well and should be left as they are	See response above
Cyclox and CTC	If the Toucan Crossings on Sunderland Avenue are removed there should be one central crossing.	See response above. Scheme proposals do not include the provision of an additional crossing midway on A40 North Way, although this is something that could be considered at a later date if conditions require.
Resident of Sunderland Avenue	Does not support the removal of the 2 existing signalised mid-block pedestrian crossings across Sunderland Avenue/A40 North Way. This ignores the residents of Sunderland Avenue. Feels there should be an additional crossing provided at or near the mid-point of Sunderland Avenue.	See response above. Scheme proposals do not include the provision of an additional crossing midway on A40 North Way, although this is something that could be considered at a later date if conditions require.
Guide Dogs	Concerned about the removal of the controlled crossings on Sunderland Avenue and feels it should be further explored.	See response above

Table 3: General comments received

Respondent	Summarised Comments	Officer Response
Resident of Eynsham	Would like to see a slip road from the A40 either just before or after the A34 bridge to give access to the Peartree junction and so avoid the Wolvercote roundabout. Believes that if a slip road existed traffic eastbound would decrease by 50%.	The county council is developing a scheme for a new link road connecting the A40-A44 west of the A34. This is currently at preliminary design stage and subject to funding and approval is expected to be completed by 2019.
Residents of Southdale Road	Would like to see provision made for cycling and walking from the Peartree Park & Ride	Provision of an improved cycling and walking route from Peartree Park and Ride sits outside of the scope of this project. The county's emerging Oxford Transport Strategy shows how a route to Peartree Park & Ride could be provided. Subject to the strategy being approved and more detail design the county would seek funding for this route to be improved.
Residents of Southdale Road	Would like to see a bridge for cyclists and pedestrians over Cutteslowe Roundabout, which would allow traffic to be more free flowing	Provision of a cycle/pedestrian bridge at Cutteslowe Roundabout would add significant additional costs to the project, beyond available funding.
Resident of Alma Lane	Feels that the scheme does not consider the most vulnerable users on the road (cyclists and pedestrians). The whole scheme needs to be rethought and more thought needs to go into the idea of having raised dedicated sections for cyclists and pedestrians, separated and well identified lanes for cyclists, and safe crossings at all exits on both roundabouts.	<p>The scheme seeks to improve conditions for all road users. There is currently no controlled provision for cyclists and pedestrians to cross the busy A40 and A44 at the Wolvercote roundabout and the A40 and Banbury Road at the Cutteslowe roundabout. The provision of controlled crossings on the major arms of each roundabout is therefore considered to be a significant improvement and will mean both pedestrians and cyclists can cross the A40 and A44 more safely. Providing signal control at the junctions will also remove some of the dangerous conflict points between motorists and cyclists. Design of uncontrolled crossings will be carefully considered.</p> <p>New off carriageway shared use pedestrian/cycle routes are being provided linking A44 Woodstock Road and A40 North Way at Wolvercote and on both sides of A40 Elsfield Way linking the corridor to the existing cycling facilities further east (beginning at Jackson Road and continuing on the south side of A40 towards Headington). Segregated pedestrian and cycle provisions cannot be provided due to limited highway land available.</p>
Resident of Elsfield Way	Doesn't want the road to be closer to their residence.	Some widening is necessary to ensure the junctions can provide sufficient capacity and to provide the pedestrian/cycle crossings without causing additional delay. We have tried to keep any widening to a minimum and all works will be undertaken within the existing highway boundary.
Resident of Elsfield Way	Would also like to see the speed limit on Elsfield Way be brought down to 30mph in line with Sunderland Avenue	Following initial discussions with Thames Valley Police it was determined that 40mph speed limits would be appropriate on the Elsfield Road section

Respondent	Summarised Comments	Officer Response
Commuter from Shilton-on-Cherwell	Feels that the scheme improves the approach to the Cutteslowe Roundabout from Banbury Road north. Suggests that the scheme could be improved by putting directional arrow road markings on the approach to the roundabout to improve safety. Feels that the southern approach is poorly designed, this alignment creates the same issue that have only now been partly solved on the northern approach with an even worse alignment and complete lack of lane markings.	Directional arrows and text will be provided to aid lane discipline. The Banbury Road (S) approach has been reviewed and changes made to improve its alignment.
Resident of Yarnton	Would like to see traffic lights at the Pear Tree Roundabout as those approaching from Yarnton cannot get onto the roundabout causing congestion.	Pear Tree Roundabout is not within the scope of this project. An improvement scheme at the junction was announced in the Autumn Statement. This would be delivered by the Highways Agency and is expected to be completed by 2021.
Resident of Sunderland Avenue	Concerned that the close location of the traffic lights to the roundabout may cause frequent blockages on the roundabouts during rush hour.	The signal phasing and timings will be linked to enable better coordination between the junctions and to minimise the potential for queuing traffic to block back. The current unsignalised arrangement does not allow for this control so traffic does block back.
Resident of Park Close	Believes it is a mistake not to use lights to control the Banbury Road northbound at the roundabout, vehicles will block the roundabout because of the poor flow of traffic towards Kidlington. If lights are not going to be used there should be measures to address the issue in the proposed scheme.	The majority of traffic going to Banbury Road north of Cutteslowe roundabout is from Elsfield Way which will be signalised. A number of measures are being taken to keep traffic flowing on Banbury Road north of Cutteslowe roundabout including Keep Clear markings on the junctions with Five Mile Drive and Harbord Road.
Resident of Elsfield Way	Does not see the need for 4 lanes on westbound A40; feels that 3 would be sufficient.	Traffic modelling has indicated that 4 lanes on the A40 Elsfield Way approach are required. The right turning volumes into A4165 Banbury Road (N) are relatively high and therefore 2 lanes are needed for this movement, in addition to the 2 lanes for through traffic.
Resident of Templar Road	In favour of the scheme	Comment noted.
Resident of Field Road	Feels that Five Mile Drive should be closed	The original informal consultation undertaken in July 2014 included proposals to close Five Mile Drive permanently. However, there was strong opposition received to this proposal during that consultation. Further modelling and design work indicated that leaving Five Mile Drive open did not have a detrimental effect on the operation of the junction and consequently the proposal to close this road was removed from the scheme. It is suggested that the effects of the junction improvements included in this scheme as well as other transport changes in the area are monitored.
Resident of Linkside Avenue	Is concerned that Five Mile Drive is not being closed and it is a safety issue.	See previous response to a similar query about Five Mile Drive
Resident of Talbot Road	Would like to see the KEEP CLEAR markings on both sides of Banbury Road to enable vehicles to turn both ways out of Harbord Road.	Request for KEEP CLEAR markings at Harbord Road has been noted and will be considered by the designers.

Respondent	Summarised Comments	Officer Response
Resident of Talbot Road	The works should take place in the summer which would minimise disruption as there is a lighter traffic flow. The good weather would also encourage residents to use alternative forms of transport.	A full construction schedule for the project has not yet been completed, however it is anticipated that work will start in Summer 2015. Due to the scale of the project it is envisaged that it will not be possible to complete the whole project over the summer period. Every effort will be made where reasonably possible to minimise disruption.
Resident of Five Mile Drive	Concerned with leaving Five Mile Drive connected to the Wolvercote Roundabout. Should be made into a cul de sac to prevent through traffic on a narrow road which does not have the infrastructure that Sunderland Avenue has.	See previous response to a similar query about Five Mile Drive. A peak period traffic survey undertaken in October 2014 confirms there were 190 two-way vehicles movements along Five Mile Drive in the peak (5-6pm). This is not considered to be significant given the type of road and will include local traffic accessing residential areas.
Resident of Five Mile Drive	Would like the access to Five Mile Drive to the Wolvercote roundabout to be closed to general traffic as most drivers use the road as a shortcut and drive at speeds well over 30mph.	See previous response to a similar query about Five Mile Drive. A speed survey carried out in October 2014 along Five Mile Drive indicates average speeds are well below 30 MPH, with the 85th Percentile speeds just below 30 MPH as well.
Resident of Five Mile Drive	Would like the access to Five Mile Drive to the Wolvercote roundabout to be closed	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Pleased to see that Five Mile Drive will not be closed as was proposed in earlier plans	Comment noted.
Resident of Five Mile Drive	Glad to see that Five Mile Drive will not be shut off, as well as the pedestrian crossings on both the A44 and A40.	Comment noted.
Resident of Five Mile Drive	Feels that there could be a compromised solution reached by blocking off Five Mile Drive just beyond the right hand turn onto Rotha Field Road with a mini roundabout with a straight on block, would facilitate both a turning circle and the right turn on to Rotha Field Road. Feels this would curtail rat running, traffic would be reduced to residents only, only 21 residences would need to use the eastern end T junction on to Banbury Road for both entry and exit, would improve traffic flow on Wolvercote roundabout and Cutteslowe roundabout.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Feels that closing Five Mile Drive at the junction with the Wolvercote Roundabout is the best option to deal with the heavy traffic using it as a rat run. If this is to happen there would need to be traffic lights on Banbury to allow access and not cut them off completely.	See previous response to a similar query about Five Mile Drive. A peak period traffic survey undertaken in October 2014 confirms there were 190 two-way vehicles movements along Five Mile Drive in the peak (5-6pm). This is not considered to be significant given the type of road and will include local traffic accessing residential areas.

Respondent	Summarised Comments	Officer Response
Resident of Five Mile Drive	Feels that if Five Mile Drive remains open traffic lights are still needed at the junction as further development will increase traffic further causing even more issues at the junction with Banbury Road.	The installation of KEEP CLEAR markings at the junction of Five Mile Drive and Banbury Road will ensure traffic from Five Mile Drive has adequate access to Banbury Road. Furthermore, increased capacity and signalisation of Wolvercote and Cutteslowe roundabouts should improve journey times along the A40 reducing the potential for traffic to re-route to Five Mile Drive.
Resident of Five Mile Drive	Does not understand what is meant by "traffic lights installed at roundabout" but the Banbury Road junction is to remain "un-signalized".	Traffic lights will be installed for the A40 North Way, A40 Elsfield Way, and A4144 Banbury Road (North) approaches to the roundabout. Traffic lights will also be installed for the circulatory carriageway within the roundabout. However, the A4144 Banbury Road (South) approach to the roundabout will remain unsignalized, and will continue to function as a 'give-way' operation.
Resident of The Habord Road Area Residents Association	Concerned with the timing of the works and whether all arms of the roundabout would be able to flow equally (would not like to see the A40 given preference over the traffic on Banbury Road). Believes that the works should be done in the summer when the traffic is the lightest as well as make it possible for local residents to use other means of transport (bikes and walking) due to the good weather.	Traffic signal timings will be carefully selected, monitored and adjusted to ensure an optimum flow of traffic at the roundabout. A full construction schedule for the project has not yet been completed, however it is anticipated that work will start in Summer 2015. Due to the scale of the project it is envisaged that it will not be possible to complete the whole project over the summer period. Every effort will be made where reasonably possible to minimise disruption.
Resident of Five Mile Drive	Feels that with the new rail station opening soon more consideration should be made to preventing Five Mile Drive from becoming a rat run. Suggests speed humps and chicanes along the whole of Five Mile Drive, No entry from Wolvercote Roundabout into Five Mile Drive, enforcement of the 20mph limit at all times, and consideration of closing all access to and from the Wolvercote Roundabout.	See previous response to a similar query about Five Mile Drive. A peak period traffic survey undertaken in October 2014 confirms there were 190 two-way vehicles movements along Five Mile Drive in the peak (5-6pm). This is not considered to be significant given the type of road and will include local traffic accessing residential areas. If there is an increase in traffic using Five Mile Drive following the opening of Oxford Parkway Station for example, and this is considered to be a safety or traffic problem, then appropriate mitigation could be considered at a later date
Resident of Five Mile Drive	Pleased that the proposal to close the west end of Five Mile Drive has been dropped. In the long term traffic calming should be considered.	Comment noted.
Resident of Five Mile Drive	Would like to see the closure of Five Mile Drive at the Wolvercote Junction	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Has safety concerns about the traffic around Wolvercote Roundabout and the access to Five Mile Drive.	The proposals have and will continue to be subject to detailed Road Safety Audits.
Resident of Five Mile Drive	Hugely disappointed that the exit to Five Mile Drive is not being blocked off from the roundabout. Feels that this will get increasingly dangerous once the new station and business park are open.	See previous response to a similar query about Five Mile Drive. If there is an increase in traffic using Five Mile Drive following the opening of Oxford Parkway Station for example, and this is considered to be a safety or traffic problem, then appropriate mitigation could be considered at a later date

Respondent	Summarised Comments	Officer Response
Resident of Five Mile Drive	Feels there is a safety requirement to close or reduce access to Five Mile Drive from the Roundabout. Will continue to encourage the use of Five Mile Drive as a rat run which is a safety concern for the residents. At worst allow traffic onto the roundabout from Five Mile Drive not both ways.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Would like the option to close off Five Mile Drive at the Wolvercote Roundabout reinstated. Safety concerns with allowing traffic to use it as a cut through. Closing it at one end would alleviate the problem and it would become more locally residential traffic.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Gathers that the council has amended its plan to close off one end of Five Mile Drive. Will become increasingly busy due to the new volume of traffic generated by the Northern Gateway Development. This will make it a dangerous road to live on.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Commented on the original proposal to close off Five Mile Drive to support it with an additional suggestion to put a No Right Turn sign at Banbury Road end of Five Mile Drive. Hopes that the County Council will revisit the decision to retain access to/from Five Mile Drive.	See previous response to a similar query about Five Mile Drive. The installation of KEEP CLEAR markings at the junction of Five Mile Drive and Banbury Road will ensure traffic from Five Mile Drive has adequate access to Banbury Road. Furthermore, increased capacity and signalisation of Wolvercote and Cutteslowe roundabouts should improve journey times along the A40 reducing the potential for traffic to re-route to Five Mile Drive.
Resident of Five Mile Drive	Would prefer the Wolvercote Roundabout exit from Five Mile Drive to be closed to discourage through traffic	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	The Wolvercote end of Five Mile Drive needs to be closed off permanently as access is not a problem as all routes can be accessed via Banbury Road or Rotha Field Road.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Concerned about the council's change of plan as it was understood that the end of Five Mile Drive would be closed to the Wolvercote Roundabout. Worried about the huge increase in travel levels with the introduction of the new station and to road safety issues in the area. Does not understand how this could have been reversed without full consultation with those who live in the street	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	If any further development in this area is considered then this will create traffic that will be unbearable for the residents. Urges to close the road [Five Mile Drive] before any further development takes place.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Would like to protest against the plan to leave Five Mile Drive as a potential cut through. Keen to maintain access from Five Mile Drive onto the Wolvercote Roundabout, thinks that access from the roundabout on to Five Mile Drive should be closed. Alternatively the road could be blocked off completely in the middle, preventing it being used as a cut through.	See previous response to a similar query about Five Mile Drive.

Respondent	Summarised Comments	Officer Response
Resident of Talbot Road	Assumes that the traffic island on Banbury Road between Five Mile Drive and Harbord Road will be retained. Thinks it would be beneficial to close the west entry to Sunderland Avenue eastbound, to prevent rat running.	The traffic island on Banbury Road between Five Mile Drive and Harbord Road will be retained. Potential changes to the operation of the Sunderland Avenue do not form part of the proposals.
Resident of Five Mile Drive	Demands that Five Mile Drive be closed off from the Wolvercote Roundabout as previously suggested due to safety concerns and past accidents involving cyclists. The increase in traffic would become unbearable for residents on the road as there would be even more traffic trying to cut through.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Hoped for some sort of integrated solution for pedestrians and cyclists to pass from the northern side of the roundabout to the south and vice versa.	The scheme seeks to improve conditions for all road users. There is currently no controlled provision for cyclists and pedestrians to cross the busy A40 and A44 at the Wolvercote roundabout and the A40 and Banbury Road at the Cutteslowe roundabout. The provision of controlled crossings on the major arms of each roundabout is therefore considered to be a significant improvement and will mean both pedestrians and cyclists can cross the A40 and A44 more safely. Providing signal control at the junctions will also remove some of the dangerous conflict points between motorists and cyclists. Design of uncontrolled crossings will be carefully considered. New off carriageway shared use pedestrian/cycle routes are being provided linking A44 Woodstock Road and A40 North Way at Wolvercote and on both sides of A40 Elsfield Way linking the corridor to the existing cycling facilities further east (beginning at Jackson Road and continuing on the south side of A40 towards Headington). Segregated pedestrian and cycle provisions cannot be provided due to limited highway land available.
Resident of Five Mile Drive	Main source of disappointment is the reversal of the decision to close the Five Mile Drive entrance. The road is a rat run with estimated speeds at 50mph. believes the increase of traffic from future developments will make the situation worse.	See previous response to a similar query about Five Mile Drive.
Resident of Linkside Avenue	View is to reinstate the plan to close off Five Mile Drive and allow it to become a quiet residential road and not provide a rat run for the increase in motorists for the new Oxford Parkway rail station.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	In favour of Five Mile Drive remaining open to Wolvercote roundabout.	Comment noted.
Resident of Five Mile Drive	The new scheme needs to provide a safe way for cyclists to cross the roundabout without having to stop at numerous pedestrian crossings.	See previous response to a similar query about pedestrian/cyclist crossings.

Respondent	Summarised Comments	Officer Response
Resident of Five Mile Drive	Would like to oppose the current plan if it does not shut Five Mile Drive at the roundabout. Concerned that Five Mile Drive will become a rat run to the new station.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Understands that the council has now changed their plan to close off Five Mile Drive at the Wolvercote roundabout, feels this is a serious mistake.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Extremely disappointed that the proposed closure of Five Mile Drive at Wolvercote Roundabout has been withdrawn from the plans and is deeply concerned that there has not been a considered and effective alternative offered. Worried about the increased volume of traffic as a consequence of the Northern Gateway development, which will poses safety concerns.	See previous response to a similar query about Five Mile Drive.
Resident of Five Mile Drive	Feels they were not properly informed about the change to the plans and that a few residents were not informed and have not given an opinion on the matter.	Relevant TRO consultation notices were provided in the local media, on the County Councils Website and via site notices.
Resident of Five Mile Drive	Concerned about the proposed non-closure of Five Mile Drive at the Wolvercote roundabout. The new station will only add to the amount of traffic using Five Mile Drive as a cut through. Residents will have no problem if it is closed because there are 2 other exits that they can use.	See previous response to a similar query about Five Mile Drive.
Summerfields School	Concerned about the impact of the roadwork's for contingency plans and finding the right travel solution that is able to cope with the inevitable delays. Query: Confirm the details of planned disruption to traffic flow from the North, Confirm bus lanes will remain open throughout construction.	A full construction schedule for the project has not yet been completed, however it is anticipated that work will start in Summer 2015. Every effort will be made where reasonably possible to minimise disruption and maintain the existing bus lanes throughout construction.
Cyclox and CTC	Wishes to see grade separated crossing for cyclists and pedestrians, with access ramps from each of the major feeder roads onto a high level bridge in the middle of the roundabout.	There is currently no controlled provision for cyclists and pedestrians to cross the busy A40 and A44 at both Cutteslowe and Wolvercote roundabouts. The provision of controlled crossings on the major arms of each roundabout is therefore considered to be a significant improvement and will mean both pedestrians and cyclists can cross the A40 and A44 more safely. Provision of grade separation for cyclists and pedestrians and or the provision of a cycle/ pedestrian bridge would increase costs significantly beyond available funding.
Cyclox and CTC	Would like to see advanced stop lines on the entrances to the roundabouts.	Due to limited highway land available, narrow traffic lanes are being proposed. Narrow lanes on the approaches will make it difficult for cyclists to bypass stationary traffic to access advanced stop lines. Hence, advanced stop lines are not included in the scheme proposals.

Respondent	Summarised Comments	Officer Response
Cyclox and CTC	Would like to see a Toucan crossing on the turning into Godstow Road.	Provision of Toucan crossings on all arms of the roundabouts would significantly compromise overall traffic flows at both roundabouts and across the wider area. Flows on Godstow Road and Five Mile Drive are relatively low, when compared to the major A40 and A44 movements. Hence, uncontrolled crossings are considered adequate here.
Cyclox and CTC	Concerned about existing vehicle overrunning on the northwest corner of the Wolvercote roundabout, suggests that on the corner, the cycle track/footway take a direct shortcut, cutting out the corner and leading straight from one toucan to the next.	The proposals have been designed to accommodate this turning manoeuvre so overrunning should not be a problem.
Cyclox and CTC	Would like to see a Toucan across Five Mile Drive as well as the access to be narrowed.	Provision of Toucan crossings on all arms of the roundabouts would significantly compromise overall traffic flows at both roundabouts and across the wider area. Flows on Godstow Road and Five Mile Drive are relatively low, when compared to the major A40 and A44 movements. Hence, uncontrolled crossings are considered adequate here.
Cyclox and CTC	Would like to see kerb build outs where cyclists are to re-join the carriageway to protect them against traffic.	Carriageway width is restricted and it is not possible to provide kerb build outs.
Cyclox and CTC	Would like to see cycle lane priority on both the A40 and A44 entrances and exits to the BMW/BP garage, so that cyclists do not have to stop at each access.	Turning movements in and out of the BMW/BP accesses are not considered significant enough to justify cycle priority at the accesses.
Cyclox and CTC	On Cutteslowe roundabout there needs to be a Toucan crossing at the eastern exit/entrance to the roundabout as the diversion that cyclists and pedestrians have to follow to get from the north to south of the junction is not acceptable. Wants to see a Toucan crossing at the southbound exit of the Cutteslowe Roundabout onto the Banbury Road. Feels that there should be a Toucan Crossing on A40 Eastern Arm of the Cutteslowe Roundabout.	Scheme proposals are trying to balance improving access for pedestrians and cyclists with the impact this would have on traffic delay. New controlled crossings (Toucans) are being provided on the major arms, and additional Toucans at the locations mentioned would significantly increase vehicle delay resulting in buses in particular being held up and traffic potentially re-routing inappropriately.
Thames Valley Police	The current banned turning manoeuvres at Jackson Road are the subject of constant complaint during times of queuing at the roundabout. This junction should be reengineered to prevent the left turning manoeuvre from the A40 into Jackson Road.	The proposals include works to further physically restrict the banned turns at Jackson Road.
Thames Valley Police	Does not see the justification for removing the existing crossing approaching the Cutteslowe Roundabout.	As part of the proposals, the existing crossing facilities on A40 North Way are being relocated to the junctions where they better serve the dominant north-south pedestrian and cycle movements.

Respondent	Summarised Comments	Officer Response
Thames Valley Police	On the A44 Woodstock Road the speed limit is being reduced from 70 to 30 and would like to know what measures are included to achieve driver compliance when traffic flows are light?	The extension to the existing 30mph speed limit on Woodstock Road covers the length of the proposed works where narrow lanes and central reserve are required to accommodate the additional southbound traffic lane. This section will also see traffic changing lanes on the approach to the junction to align themselves in the correct lane based on intended destination. Hence, the 30mph speed limit is considered appropriate for this section of A44. It is anticipated that speed limits in the area will be reviewed in the future in connection with the Northern Gateway development.
Resident of Sunderland Avenue	Suggests that a ring road/by pass is needed to take the substantial number of through traffic as outlined in the Oxford Transport Strategy. There should be no delay period for pedestrians or cyclists at signalised crossings. Questions whether the A40 Northway at the approach to the Cutteslowe roundabout will impact negatively on the width of the current cycleway/footway. This is already narrow and any widening will render it useless.	The provision of a new ring road/bypass is outside the scope and available funding for this project. The widening on the A40 North Way approach to Cutteslowe does reduce the current width of verge and footway/cycleway. However, limited highway land in this area means that without acquiring private land, a maximum 3m wide footway/cycleway can be provided here, which is considered acceptable width for a shared footway/cycleway.
Resident of Sunderland Avenue	Feels the cycle and pedestrian crossing facilities are inadequate at the roundabouts.	There is currently no controlled provision for cyclists and pedestrians to cross the busy A40 and A44 at both Cutteslowe and Wolvercote roundabouts. The provision of controlled crossings on the major arms of each roundabout is therefore considered to be a significant improvement and will mean both pedestrians and cyclists can cross the A40 and A44 more safely.
Resident of Sunderland Avenue	Controlled Toucans, as in Wolvercote Roundabout are needed at all arms of the roundabouts.	Provision of Toucan crossings on all arms of the roundabouts would significantly compromise overall traffic flows at both roundabouts and across the wider area. Flows on Godstow Road and Five Mile Drive are relatively low, when compared to the major A40 and A44 movements. Hence, uncontrolled crossings are considered adequate here.
Resident of Sunderland Avenue	Would like to see better signage of the 20mph signs on Sunderland Avenue as well as traffic calming.	Comment noted. This is outside the scope of this project.
Resident of Sunderland Avenue	Does support the changes in speed limit particularly the proposed 30mph limit along the A40 between the Wolvercote and Cutteslowe Roundabout.	Comment noted.
Resident of Sunderland Avenue	The eastern end of the A40 Northway, just west of Cutteslowe roundabout, has a right turn lane for westbound traffic that wishes to enter Sunderland Avenue North side, a similar right turn lane is needed at the Western end of the A40 North Way.	Provision of a right turn lane at the western end of the A40 North Way would compromise the traffic flows at Wolvercote roundabout. Traffic signals at Wolvercote roundabout will ensure there are sufficient gaps in the traffic to allow right turners to enter Sunderland Avenue
OPP	Query: Please can you advise if these works are confirmed to go ahead and what will be happening?	Construction of these schemes is planned to begin in Summer 2015. More details of the schemes will be made available to the public on the council's website.

Respondent	Summarised Comments	Officer Response
OPP	Heard on the radio that the budget has been approved to improve the Botley and Peartree exits from the A34, When will these works commence and how long will they take?	Improvements to Botley and Peartree exits off the A34, will be delivered by the Highways Agency, with input from the Oxfordshire County Council. Since these schemes are in their infancy (they were just announced in the DfT's Autumn Statement), at this point in time there is no additional information.
OXTRAG	The location of the controlled crossings on Wolvercote roundabout need to be checked in accordance with Chapter 5 of Volume 6 Section 2 Part 3 TD 16/07 to ensure that there is no conflicts with the signals for the Toucans and those of the circulatory signals. On Cutteslowe this check needs to be done for the 2 Toucans on the exits from the roundabout.	The signals and crossings are designed in accordance with current standards and guidance. The signals for the toucan crossings are integral to the junction operation and not a separate provision.
OXTRAG	Thinks that the number of right turners does not warrant 2 right turn lanes, suggests one right turn lane, 2 straight on and one left turning lane. Has this option been checked in the traffic modelling	Traffic modelling has indicated that 4 lanes on the A40 Elsfield Way approach are required. The right turning volumes into A4165 Banbury Road (N) are relatively high and therefore 2 lanes are needed for this movement, in addition to the 2 lanes for through traffic.
Guide Dogs	Would have a problem whether the shared footways would be segregated. Would like to a central delineator on all shared use paths. Query: Concerned that there would be no blister paving at the toucan crossing? Will there be audible signals? Can you confirm if this area is one level surface or a traditional road as there is no mention of a kerb or kerb edge? Is the cycle route along Sunderland Avenue separated from the carriageway with a grass verge or trees or is this another side road? If the Sunderland Avenue route is a separate route for cyclists then the pedestrian route alongside is fine but is there a delineation? Can it be confirmed that toucan crossings are accessible?	The existing shared use footway/cycleways are a mixture of segregated and unsegregated facilities. New provisions will generally be for off carriageway unsegregated shared use footway/cycleway facilities. Tactile paving will be provided at the crossing points.
Summertown and Wolvercote Conservatives	Happy that Five Mile Drive will remain open for access to and from Wolvercote Roundabout. Retaining the Give Way for this and for Godstow Road while controlling the main access road with traffic lights makes sense as this will give local residents a better chance of getting onto the roundabout compared to the current unsatisfactory system. Believes that the revised plans for Cutteslowe Roundabout are far more realistic.	Comment noted.
Summertown and Wolvercote Conservatives	Feels that the cycling and pedestrian routes should be better defined and all long all approaches and as far north as the Peartree and Kidlington Roundabouts.	The county's emerging Oxford Transport Strategy shows how cycle and pedestrian routes would link to Peartree Interchange and Kidlington roundabout and beyond. Subject to the strategy being approved and further detail work being undertaken the county would seek funding for these routes to be improved.

Respondent	Summarised Comments	Officer Response
Summertown and Wolvercote Conservatives	The access onto the roundabout from Five Mile Drive and Godstow Road should be doubled to allow for more vehicles to exit.	Modelled traffic flows of the roundabouts determine that no additional exit capacity is required at either Five Mile Drive or Godstow Road.
Summertown and Wolvercote Conservatives	There should be an additional toucan crossing Elsfield Way to enable pedestrians and cyclists to travel south.	Scheme proposals are trying to balance improving access for pedestrians and cyclists with the impact this would have on traffic delay. New controlled crossings (Toucans) are being provided on the major arms, and additional Toucans at the locations mentioned would significantly increase vehicle delay resulting in buses in particular being held up and traffic potentially re-routing inappropriately.
Summertown and Wolvercote Conservatives	Believes that there should a full duelling on Sunderland Avenue should be considered to reduce confusion and absorb more vehicles at busy times.	Dualling Sunderland Avenue does not form part of the project scope. Proposals to signalise the Cutteslowe and Wolvercote roundabouts and widening of the A40 and A44 approaches will provide additional capacity required and improve the regulation of traffic flows and journey times along the A40 corridor.
Summertown and Wolvercote Conservatives	Bus stops opposite and adjacent to Harefields junction should be set back and moved a little.	The provision of a bus layby was considered as part of the design process but is not feasible without landtake or compromising footway and cycleway widths.
Summertown and Wolvercote Conservatives	The junction at Jordan Hill needs to be improved to make access to and from Banbury Road safer.	Improvements at the Banbury Road/Jordan Hill junction are outside the scope of this project.
Resident of Woodstock Road	Signals at entries to the Wolvercote roundabout would encourage excessive speed, suggests removing all proposed signal control at the roundabout then the length of three-lane approach on the north and west arms could be reduced, provide signal controlled crossing of the south and west arms about 30 metres away from the roundabout, and do not provide any signal-controlled crossings of the north arm. Approach/ entry of Woodstock Road (south) and A40 (east) should have 2 lanes for at least 10 metres back from the stop line. On Woodstock Road approach there should be 2 lanes extending back at least a further 50 metres.	The signals and crossings are designed in accordance with current standards and guidance. The signals for the toucan crossings are integral the junction operation and not a separate provision. Crossing at the junction better serves the pedestrian/cyclist desire lines. Traffic modelling carried out on the scheme proposal shows that signalising the Wolvercote roundabout is essential to better managing demand at the roundabout.
Resident of Woodstock Road	On Cutteslowe roundabout concerned about the number of traffic lanes on the circulatory carriageway and the number of traffic lanes on East approach feels that 3 should be sufficient.	Traffic modelling has indicated that 4 lanes on the A40 Elsfield Way approach are required. The right turning volumes into A4165 Banbury Road (N) are relatively high and therefore 2 lanes are needed for this movement, in addition to the 2 lanes for through traffic.
Resident of Woodstock Road	On the south arm there should be a toucan crossing as an uncontrolled crossing will be hazardous. On the west arm, it would be better not to have crossings at the roundabout entry/exit.	The signals and crossings are designed in accordance with current standards and guidance. The signals for the toucan crossings are integral to the junction operation and not a separate provision.
Resident of Woodstock Road	The cycle/footway will be too narrow for a Toucan crossing. The existing crossing on the west arm should be left as they are.	The footway/cycleways are designed in accordance with current standards and guidance.

Respondent	Summarised Comments	Officer Response
Resident of Salisbury Crescent	Query: Has there been a destination survey carried out at the approaches to the Wolvercote Roundabout and Thornhill P&R at peak times?	Turning counts were undertaken at a number of junction in North Oxford including at Wolvercote and Cutteslowe roundabouts. The surveys were undertaken in November 2013 and have been used for the design and modelling work undertaken on this project.
Resident of Salisbury Crescent	Has not seen any proposals for Park and Rides on the A40 easterly and A44 southerly approaches. Would these not reduce congestion on routes into the city and encourage use of public transport?	Long term proposals for Park and Ride sites on the A40 and A44 form part of the draft Oxford Transport Strategy, which is currently out to consultations. In addition, the Oxfordshire LEP has been provisionally awarded £35m from the government's Local Growth Fund to "expand the integrated public transport system ... delivering major enhancements to the A40 strategic route between Oxford, Northern Gateway and Witney".
Resident of Salisbury Crescent	Can see no wide sweep at the Wolvercote roundabout for large lorries turning north, is it possible to improve the radius here?	The proposals have been designed to accommodate this turning manoeuvre.
Resident of Salisbury Crescent	Comments: Feels there is a new road needed from the commencement of queues on the A40 west of the Wolvercote roundabout swinging north to the A34 would take traffic to the M40.	The county council is developing a scheme for a new link road connecting the A40-A44 west of the A34. This is currently at preliminary design stage and subject to funding and approval is expected to be completed by 2019.
Resident of Salisbury Crescent	Can see no provision for bus lay-bys in Banbury Road North to and from Kidlington, hence stopping buses will hinder flow. Feels the traffic lights at both roundabouts will hinder traffic flow.	The provision of a bus layby was considered as part of the design process but is not feasible without landtake or compromising footway and cycleway widths.
Resident of Salisbury Crescent	Feels that the markings for the three lanes at the northerly approach at Cutteslowe roundabout at the Banbury Road there is insufficient room for these to work properly.	The additional lane provides increased capacity at the junction. The layout is constrained by the extents of the highway boundaries and also not impacting on the avenue of trees along North Way.

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Divisions: Eynsham

CABINET MEMBER FOR ENVIRONMENT– 19 MARCH 2015

PROPOSED ZEBRA CROSSING – WITNEY ROAD, EYNSHAM

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers responses to a consultation for a proposed zebra crossing on Witney Road, Eynsham.

Background

2. Witney Road, Eynsham is an unclassified road linking the centre of Eynsham to the A40. As well as several housing estates bordering it, Bartholomew School (a large secondary academy school with 1200 plus pupils) is accessed off Witney Road. Traffic surveys show that the road carries approximately 4000 vehicles per day, with approximately 475 vehicles during the morning peak hour.
3. Approximately 170 pupils commute by bus from the Oxford direction, alighting on the north bound side of the carriageway, needing to cross Witney Road to access the school. In addition up to 150 pupils have to cross Witney Road daily to access the sports field on the west side of the road. The need for a crossing at this point to give some control to the way children cross and then access the school has been reported in the local media.
4. The location of the proposed crossing is shown in Annex 1.

Consultation

5. In January 2015 formal consultation took place on the proposal. As part of the consultation the Council wrote to local residents and businesses directly affected by the proposal and public notices were displayed on site. Twenty six responses were received of which sixteen are in support of the crossing, with seven objections, the remaining three provided comments. Of the seven objectors most are residents in close proximity to the crossing. Annex 2 summarises the responses received with the key points discussed below (copies of all the responses are available in the Members Resource Room).
6. The school and County Councillor Charles Mathew are in full support of the scheme, and both West Oxfordshire District Council and Thames Valley Police do not object to the crossing.
7. Eynsham Parish Council does not support the scheme in its current location, but suggests that the crossing is located twenty metres further south.

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8. The residents of the house adjacent to the proposed crossing strongly object on the grounds that the facility is only required for a small portion of the day (to facilitate crossing for the school) yet the presence of the zig-zag markings and bus stop clearway will prevent anyone from stopping outside the house at any time. They feel that the crossing will make egress from their driveway even more difficult than it is at present.
9. Two objectors consider that the crossing is unnecessary as the pupils are old enough to be able to cross the road safely, and therefore the crossing is a waste of money; others suggest that introducing a 20 mph speed limit throughout the area would give greater safety benefits; and several suggest that the crossing location might not be the most appropriate.
10. In response to the objections that the crossing should be relocated to the south of the proposed location, this option has been carefully assessed and a safety audit carried out. However the alternative location was considered unsafe and detrimental to the usage of the zebra crossing because of the need to keep the bus stops in close proximity to the school.
11. With regard to the effect on the adjacent dwelling, it is acknowledged that the proposed zig-zag markings and bus stop clearway will prevent vehicles stopping on Witney Road outside the property. However alternative kerbspace is available very close by at the rear of the property on Thornbury Road.
12. On the matter of the need for the crossing, it is acknowledged that secondary-age children should be fully aware when crossing a busy road. However the inevitable vehicle and pedestrian congestion that occurs outside a school at the beginning and end of the day can lead to a loss of concentration by pupils and drivers alike – a formal crossing facility provides a clear place to cross.

Financial and Staff Implications (including Revenue)

13. The cost of the proposed work will be approximately £35,000 including fees and will be funded by s106 developer monies, of which £22,500 is already available, the remaining funds are expected within the next 12 months.

RECOMMENDATION

14. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed zebra crossing on Witney Road.**

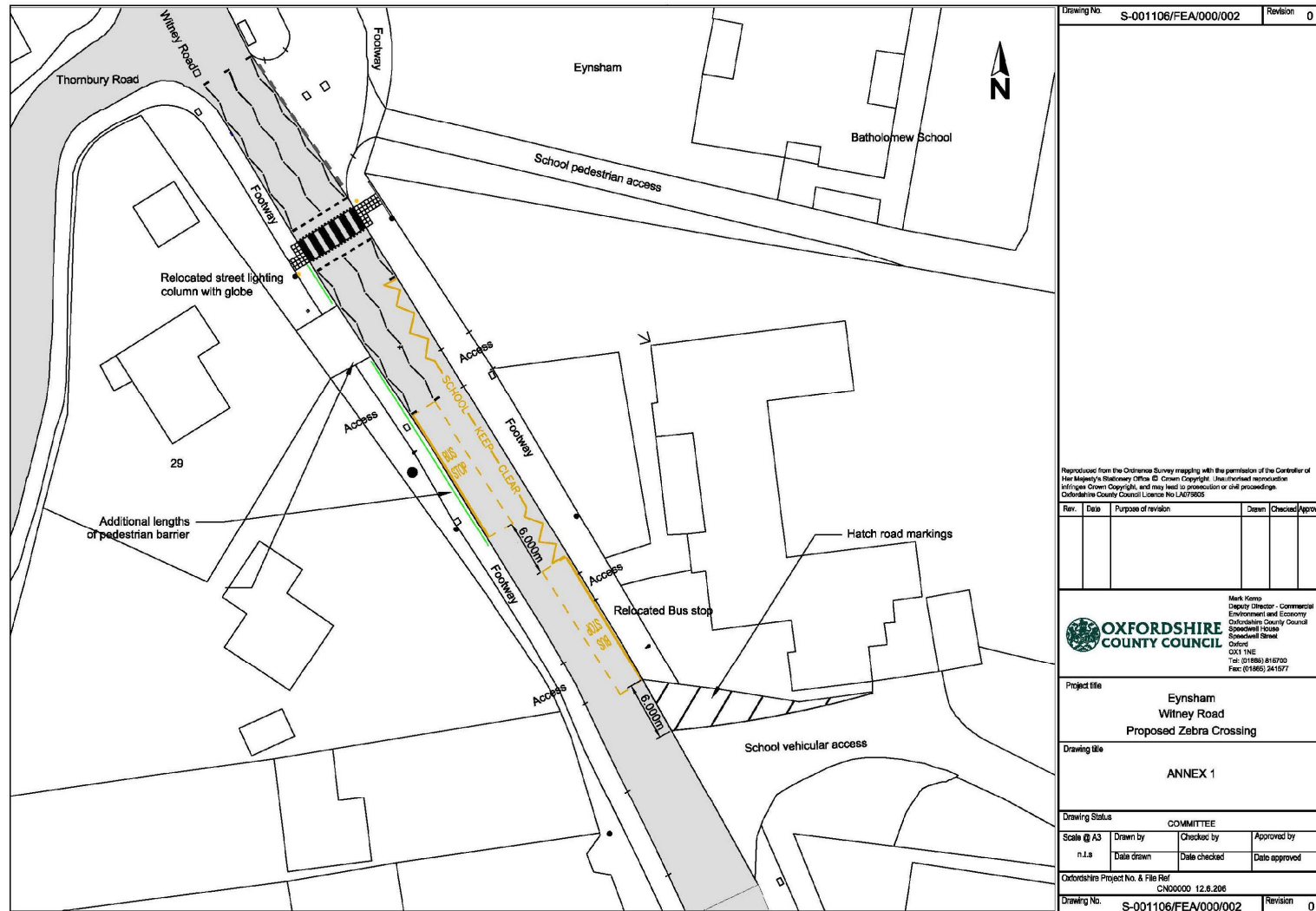
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Consultation Responses

Contact Officers: Paul Durham 01865 815074



RESPONDENT	SUMMARISED COMMENTS
County Councillor Charles Mathew	Supports the proposal
Bartholomew School	<p>The justification for the proposed zebra crossing on Witney Road near the pedestrian access to the main school site is manifestly clear and overwhelming in its reasoned common sense.</p> <p>It might be argued that students should be patient and cross the road carefully; this is true. However the volume of traffic makes this almost impossible to do and asking hundreds of students to wait patiently for enough gaps in traffic is both naïve and unrealistic. The traffic situation has got worse over the years as traffic density has increased.</p>
Thames Valley Police	Thames Valley Police have no objection to the zebra crossing.
West Oxfordshire District Council	The Local Planning Authority raises no objection to the proposal. The proposed crossing point would appear an appropriate situation for a zebra crossing and will likely have benefits on the highway safety in the local area by reducing speeds of the vehicles.
Eynsham Parish Council	At their meeting of 3 February 2015, Eynsham Parish Council resolved that on the basis of the consultation drawings it does not support the scheme but suggests the crossing be moved 20 metres south. In the knowledge that there are discussions underway regarding moving the south bound bus stop.
Resident of property adjacent to proposed crossing on Witney Road	<p>This is a 24 hour, 7-day, 52 week solution to a 1 (or maybe 2) hour, 5-day, 40(approx) week possible problem.</p> <p>Will all parking now be impossible/illegal outside of this house? Does this mean that our visitors, any delivery vans and postmen will be unable to park outside of this house?</p> <p>I was in favour of the once-mooted traffic calming that had been proposed for Witney Road - traffic certainly frequently travels at excessive speed in this road. This proposal is unlikely to make any contribution to slowing traffic.</p> <p>When school buses are waiting for their passengers they park on the carriageway and will typically obscure the planned location of this zebra crossing and the presence of this</p>

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	crossing may in fact put children in more danger due to this very fact.
Resident of Witney	The proposed crossing is an unnecessary expenditure for the council. The position means that it will not be used by the majority of children travelling to school. The crossing would cause congestion which could lead to incidents as children took chances cutting through traffic. Simply reducing the speed limit to 20mph would reduce the risk of accident.
Two Residents of Thornbury Road	Do not think that there should not be a Zebra crossing on Witney Road. The children that attend Bartholomew school are all aged eleven or over and children of this age should have learnt how to cross a road safely. We think there are much better things that council money could be spent on.
Resident of Witney	It is not necessary to build a Zebra crossing outside Bartholomew School in Witney Rd, Eynsham and a waste of taxpayers money as the recently installed warning lights for motorists are more than adequate.
Resident of Willows Edge	One zebra crossing on Witney Road may not improve the safety of children making their way to Bartholomew Road due to the volume of people using the crossing at peak times. Two crossings dispersed along Witney Road (one near the lay by and one further up toward the A40) may be better. If all those wishing to cross the road are channelled to a zebra crossing the pavements would become a no go area for pedestrians not wishing to cross. A much better and perhaps cheaper solution to improve safety for all access points to the school would be to reduce (and police) the village speed limit to 20mph.
No address given	Yes, please do out in a zebra crossing on the Witney Road - it is very much needed.
Resident of Botley	I would like to express my strong support for this scheme. I have two children who travel to Bartholomew school by bus; such a crossing would enhance their safety as they walk to and from the bus stop and school entrance.
Resident of Willow Edge	I am in favour of the new zebra crossing, not only for my son, who attends Bartholomew School, and has to cross the road to get there twice or more a day, but also for myself as a wheelchair user. I take that route most days. It seems to me that traffic along Witney Road leaving Eynsham travels too fast a 20 mile an hour limit throughout the village is a must.

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Resident of Willow Edge	Just to say that I fully support the plan to install a zebra crossing close to Bartholomew School on Witney Road, Eynsham.
Resident of Willow Edge	Very good idea - we live nearby and would appreciate a crossing there. It is not just Bartholomew School children who need to cross safely.
No address given	I think the zebra crossing is a very good idea. My children use the bus stop each morning and it would give them a much safer way to cross to get to the school entrance
No address given	I am writing as a parent of 2 children who both attend Bartholomew School Eynsham. I would like to give my wholehearted support to the proposed plan for a zebra crossing.
No address given	I think that the installation of a crossing outside Bartholomew School in Eynsham is very good idea and long overdue!
Resident of Thornbury Road	I think it a very good idea to put a zebra crossing at that location. It will have the effect of instilling discipline in both children and adults to cross at that point. It will also perhaps curb the excesses of the "speed merchants" to slow down. Drivers of all ages see that stretch of the road as a place where they can put their foot down after negotiating the narrow section of Acre End Street in the centre of the village and the speed humps along the rest of Acre End Street.
Resident of Witney Road	This proposal appears to be an excellent idea. Will a bus stopped at the bus stop have an effect on the visibility of the Zebra crossing?
Resident of Witney Road	Very much for the proposal, but does not think it goes far enough. Very concerned about the speed of cars travelling along the road, particularly on the bend (not shown on the map), which this will not address. Recently the speed limit was reduced to 20mph when warning signs flash, very few cars adhere to this. Would prefer a whole road speed reduction scheme, with speed bumps strategically placed along the road.
Resident of Witney Road	Welcomes the crossing
Resident of Thornbury Road	Supports the crossing

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Division(s): All

CABINET MEMBER FOR ENVIRONMENT - 19 MARCH 2015**BUS SERVICE SUBSIDIES REVIEW****Report by Deputy Director for Environment and Economy (Commercial)****Introduction**

1. Many of the county council's bus subsidy contracts are due for review and, unless stated otherwise, tenders have been invited for new contracts. The duration of contracts awarded will vary dependent upon geographical location. This report and the associated Annexes deals with:
 - (A) Contract awards following the review of subsidised bus services in the Vale of White Horse area
 - (B) Contract awards following the review of subsidised bus services in the South Oxfordshire area
 - (C) Contract awards following the review of subsidised bus services elsewhere in Oxfordshire (which for technical reasons include some additional services which operate in the Vale of White Horse and South Oxfordshire areas)
2. Background information on items A, B and C above is included in Annex 1, together with a summary of the relevant points from the responses received through local consultation. Detailed information relating to the main County Council subsidy contracts is also included in Annex 1 for each service, while any more general issues relating to specific services are discussed in the main body of the report.
3. Tender prices obtained for contracts under review are contained within Supplementary Exempt Annex 2, along with recommendations for award and alternative options.

Reasons for Exempt Annex

4. This item should be considered in exempt session because its discussion in public might lead to the disclosure to members of the public present of information relating to the financial or business affairs of any particular person (including the authority holding that information) as a result of discussions between Oxfordshire County Council and/or other local authorities and organisations.
5. The tender prices contained in Supplementary Exempt Annex 2 must be treated as strictly confidential since they relate to the financial and business affairs of the operator. All prices must be treated as strictly confidential until such time as the Decision Meeting decides whether or not to provide financial support for each service. Revealing operators' prices before then would prejudice the County Council's position if tenders or propositions had to be sought again for any of the services. Prices will remain confidential after the date of this meeting for 10 days (until Monday 6 April) under the 'standstill' period specified in the Public Contract Regulations 2006 and by EU procurement legislation.

Subsidy Prices

6. Tender prices will not be available until shortly before the meeting and will therefore be reported separately in Supplementary Exempt Annex 2 together with the recommendations. The overall impact on the Public Transport budget will not be known until tenders have been evaluated.
7. If further support for any contract is not agreed at the meeting on Thursday 19 March 2015 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 30 May 2015.

Exemption from Call-in

8. On 10 January 2006 Council agreed an amendment to the Constitution which means that the County Council's call-in procedure should not apply to any decision on the letting of a contract arising from termination of an existing contract if the time available is such that allowing for call-in would result in service discontinuity, provided that all members of the relevant Scrutiny Committee had been informed of the circumstances of the decision to be made and had had an opportunity to make representations to the decision maker about it. Since existing subsidy contracts will inevitably end on 30 May 2015, the effect of any call-in would be to prevent introduction of any replacement contracts, thus resulting in complete withdrawal of the services concerned and a consequent service discontinuity. The 10 January 2006 amendment therefore applies.
9. With regard to that provision, local members will be advised of the recommended contract awards at least one week before the date of this meeting, which will allow them the opportunity to put their comments in writing or arrange to speak at the meeting.
10. The above arrangements are separate from the provisions of the European Union procurement legislation and the Public Contracts Regulations 2006, both of which require a 10 day 'standstill' period for contractors who have any grievance with regards to the tender awards or processes. Successful tenderers will be advised of the outcome as soon as possible after the meeting so that they will be in a position to register services with the Traffic Commissioners before the end of the 10 day period if necessary. Because of this it will not be possible to disclose any information to the public in respect of the tender awards until before Monday 30 March 2015 (the tenth day of the 'cooling-off' period being the preceding Sunday).

Financial Position – Current review

11. The current annual net cost to the bus subsidy budget of the contracts under review is approximately £1.65million. Where external contributions benefit contracts under review, details are reported in Supplementary Exempt Annex 2.
12. Budgetary pressures have prevented the exploration of significant enhancements to subsidised bus routes for some time (unless paid for by external funding sources). It is not expected to be possible to meet requests for new services, although some such requests were received during the consultation exercise.

13. The potential removal of subsidy for evening and Sunday services has been considered as a means of reducing costs and enabling subsidy to be focused on the provision of services enabling access to essential facilities. This was mentioned as a possibility in the consultation documentation that was circulated to communities with services under review. Operators have been approached to ascertain their willingness to continue existing evening and Sunday services without subsidy, and in some cases services will continue on this basis at their current frequency. In some cases provision will continue in part, either by curtailment of the service at an earlier time or by revision of route coverage. Details of any potential changes to evening and Sunday services are outlined in Supplementary Exempt Annex 2.

Contract Numbering

14. Contracts have been given a letter code in the first column of each Annex (and also in any references to the service within this report) and members are recommended to use this code for the purposes of cross-referencing. Existing service and contract numbers are mentioned for members' information in the service descriptions. Both service and contract numbers may change following the award of new contracts.

A Review of Subsidised Bus Services in the Vale of White Horse area

Background

15. Subsidised bus services in the Vale of White Horse area are due for review and, unless stated otherwise, tenders have been invited for new contracts to run from 31 May 2015 until 2 June 2018, with an option to extend contracts for a further three years in aggregate until 29 May 2021. The standard contract length for tendered routes is six years: the adoption of a '3+3' approach gives flexibility to further review contracts should circumstances dictate.
16. Details of all of the services concerned together with information on the present subsidy cost and patronage data are contained in Supplementary Annex 1 Section A. A full consultation exercise was conducted between September and November 2014, and details of any comments received are summarised under the respective contract headings in Supplementary Annex 1. It was made clear at the beginning of the consultation process that significant improvements were likely not to be possible at this time. However, prices have been sought for some route diversions or other realistic enhancements where feasible, although the size of the review area and the resulting increase in the number of responses received dictates that it has not been possible to explore all suggestions made.

Consultation during review

17. Extensive consultation has been conducted during the course of this review and a significant number of responses were received. A brief summary of the comments is set out in each item detailed within Annex 1. In addition, public meetings were held in Didcot, Faringdon and Wantage in October 2014 to which all consultees were invited and at which various proposals were outlined and comments received and discussed.
18. This review has also utilised Oxfordshire County Council's Consultation Portal as a means of attracting comments from local residents. In practice many comments reflected those of other consultees or simply asked that a bus service should be retained: individual comments have not been included in Annex 1 where this is the case, but officers have taken on board any such responses.

19. Local Members have been advised in writing of recommendations affecting their Divisions at least one week before the meeting that considers this report, and their written comments sought. Any responses received are included as an appendix to Supplementary Exempt Annex 2.

Considerations in review process

20. A number of factors have had to be taken into consideration during the course of the review. These include:-
 - (a) Entire or partial commercial declarations by operators
 - (b) Cross-boundary issues relating to operations within the Swindon Borough Council and West Berkshire County Council administrative areas
 - (c) Home to School Transport: carriage of students on scheduled bus services
 - (d) Continuation of existing Community Transport provision and exploration of new opportunities
 - (e) Exploration of potential coverage by Oxfordshire Integrated Transport Unit

a – Entire or partial commercial declarations by operators

21. Commercial journeys are those which operate without any subsidy. All existing contractors were approached early in the review regarding the declaration of any route or section of route currently supported by the County Council that could be continued without subsidy (i.e. commercially).
22. The following commercial declarations have been received for entire services, for which it is anticipated that significant ongoing subsidy will not be required (although both are likely to be in receipt of Section 106 funds relating to potential future enhancements).
 - Service 31: Wantage – Marcham – Abingdon – Oxford evenings (see Item A in annexes)
 - Service 66 (Swindon – Faringdon – Oxford): see Item I in annexes)

23. Details of the effect on service provision of the commercial declarations described above are contained in Supplementary Exempt Annex 2, along with financial information relating to 'de minimis' payments negotiated to ensure continuation of the current level of service as much as is practical, and any resulting cost savings.

b – Cross-boundary services

24. The current contract for service 65 (Faringdon – Longcot – South Marston – Swindon: see Item H in annexes) benefits from a contribution from Swindon Borough Council for off-peak coverage of South Marston.
25. Officers have discussed the future of this service with officers from Swindon Borough Council. As the majority of patronage is generated from South Marston (which is within the Swindon Borough Council administrative area) responsibility for the procurement of this service will transfer to them at the conclusion of the current contract on May 30. Officers have been in discussion with Swindon Borough Council about the future 'shape' of this service (with particular reference to continued provision for the Oxfordshire communities served), while also considering other options for this coverage. Details of any changes that may result are outlined in Supplementary Exempt Annex 2 (Item H).

26. Service 90 (Hungerford – Lambourn – Ashbury – Swindon: see Item L) is contracted by West Berkshire County Council. Oxfordshire County Council contributes to the cost of the service for provision of a peak and off-peak link between Ashbury and Swindon.
27. Officers have been in discussion with their counterparts at West Berkshire regarding the future of Ashbury's bus service. Both authorities are keen to continue the current arrangement, and officers from Oxfordshire would like to explore opportunities to increase the scope of the route to cover other communities in addition to Ashbury. However, West Berkshire has indicated that it may not be possible to consider significant changes to their contract until well after May 2015, which may render impractical significant changes to the service from an Oxfordshire perspective as this is when network revisions resulting from the current review are scheduled for implementation.
28. Details of the outcome of the review of service 90 are outlined in Supplementary Exempt Annex 2 (Item L).

c – Home-to-School Transport – carriage of students on scheduled bus services

29. Discussions with colleagues responsible for the procurement of home-to-school transport routes have been ongoing throughout the review process with a view to utilising subsidised bus services to transport students to and from school, thus reducing duplication and generating economies through the removal of contracted school buses.
30. In addition, Thames Travel, operator of commercial service T2 (Oxford – Berinsfield – Culham – Abingdon) has expressed an interest in carrying schoolchildren from Berinsfield to and from John Mason School in Abingdon. The Home-to-School transport budget would pay the operator for bus passes for each child to be transported. Although no saving to the Bus Subsidy budget will result, the resulting income will help to underpin the commercial viability of the bus service while also generating a potential saving to the Home-to-School Transport budget from the removal of contracted vehicles to transport this flow of students.
31. Details of instances where flows of students have been accommodated on subsidised bus routes appear in Supplementary Exempt Annex 2, along with details of any resulting cost savings.

d – Continuation of existing Community Transport provision and exploration of new opportunities

32. The operations of Faringdon Community Minibus (See Item F) and Stanford in the Vale Community Minibus (see Item K) are currently supported by 'de minimis' agreements. These services provide 'lifeline' services for the communities served: officers have engaged discussions with each provider regarding continued support, the outcome of which was positive. Details of ongoing subsidy requirements are contained in Items F and K of Supplementary Exempt Annex 2.
33. Grants for three other Community Transport schemes are also under consideration at this time. These are the Wantage IAC Car Scheme, the Didcot Volunteer Centre Car Scheme and the Cholsey Community Car Service. Details of existing funding and

usage are contained in Annex 1, and potential future costs and recommendations for award in Supplementary Exempt Annex 2 (Item AO).

34. Discussions have also taken place with other Community Transport providers with regard to the transfer of subsidised bus services to the voluntary sector. However, in all cases various issues have prevented these enterprises from taking over subsidised bus work at this time, but some positive indications have been received about this being a possibility in future. Colleagues are continuing to liaise with Community Transport operators and are providing guidance and assistance with grant applications as part of the Supported Transport project, with a view to encouraging growth in the voluntary sector as a provider of 'mainstream' public transport.

e – Exploration of potential coverage of services by Oxfordshire Integrated Transport Unit

35. In recent reviews, officers have explored the potential for use of Oxfordshire County Council's Integrated Transport Unit (ITU) vehicle fleet to operate subsidised bus services in return for subsidy payments. Vehicles from the ITU fleet sometimes have spare capacity between mid-morning and mid-afternoon, and as a result could potentially be deployed on subsidised bus contracts at marginal cost providing that the timetable is deemed suitable by the Fleet Operations Manager and the vehicle to be utilised provides the necessary seating capacity.
36. Oxfordshire's Integrated Transport Unit currently successfully operates two services in the Vale of White Horse review area: services 43 and A1 (see Annex Items E and N respectively). Discussions regarding continued provision of these services have taken place as part of the review service, and details of options for future levels of service and associated costs are detailed in the relevant item entries in Supplementary Exempt Annex 2.
37. Additionally, the potential for some additional coverage of appropriate subsidised routes has been discussed with colleagues from the Integrated Transport Unit. Any potential changes from 'conventional' bus operation to Integrated transport minibus provision are detailed in Supplementary Exempt Annex 2.

B Contracts for subsidised bus services in the South Oxfordshire area

38. A significant number of bus subsidy contracts serving the South Oxfordshire are also under routine review as a result of their imminent expiry.
39. These subsidy contracts have undergone the same consultation procedure as those in the Vale of White Horse area, as outlined in paragraphs 17 to 20 above. Negotiation and re-tendering has been conducted simultaneously with those services included in the main Vale of White Horse area review exercise: details of each service under review are included in Section B of Annex 1, and details of officer recommendations and their financial implications are contained in Section B of Supplementary Exempt Annex 2, along with alternative options.
40. Unless stated otherwise, tenders have been invited for new contracts to run from 31 May 2015 until 3 June 2017, with an option to extend contracts for a further 12 months until 2 June 2018. This timescale brings the South Oxfordshire contracts under review (many of which serve the Wallingford area) into line with the current review timetable for existing contracts serving this area, while also enabling

possible extension to 2018 when few contracts are currently scheduled to terminate.

41. Local Members have been advised in writing of recommendations affecting their Divisions at least one week before the meeting that considers this report, and their written comments sought. Any responses received will be included as an appendix to Supplementary Exempt Annex 2.

Line 40 (High Wycombe-Stokenchurch-Chinnor-Thame)

42. Various elements of the part-commercial 'Line 40' service (including off-peak coverage of Towersey village and specific evening journeys) were subsidised under contracts which were scheduled to expire in 2016 and 2017, and were therefore not currently scheduled for review.
43. During the review process representatives of Arriva advised officers that 'Line 40' was no longer commercially viable in its entirety, and that the service would cease in August 2014 without additional financial support (including the existing subsidised journeys, the contracts for which would be surrendered as continued operation without the commercial element of the route would be impractical).
44. Additional short-term financial support was agreed to prevent the withdrawal of Line 40 at short notice. As a result the service has been reviewed in its entirety, along with the associated 120/121/123 and 124 services which were also subsidised as part of one of the contracts for enhancement of the Line 40 route. A large number of consultation responses were received as part of the review exercise, and operators were advised of a potential commercial opportunity for a service between Chinnor and Thame. Some interest was generated as a result of this invitation: details of any proposals affecting 'Line 40' and other associated routes are detailed in Supplementary Exempt Annex 2 (Item Y).

Services 125, 126 and 131 (Chalgrove – Wallingford, Upperton – Stadhampton – Wallingford, East Hagbourne – Blewbury – Wallingford)

45. The 'de-minimis' contract for certain Monday, Tuesday and Thursday journeys on largely commercial service 125 expires in May 2015. The current operator of this service on these days (Go Ride) advised officers during the review process that commercial journeys provided on this service would cease as part of a network rationalisation exercise. The resulting lack of any commercial element to this service renders a further 'de minimis' award impractical, and any future contract award will necessarily be via competitive tender.
46. Additionally, Whites Coaches (which operates service 125 on Friday only, along with services 126 and 131) has stated that it wishes to surrender its contract for these routes on May 30 2015 (previously awarded until June 2017). Reliability of these routes has been questionable, and complaints have been received from local representatives.
47. These factors combined have generated an opportunity to re-tender services 125, 126 and 131 for coverage by a single operator and with a consistent timetable on service 125 (which currently is operated at different times by Go Ride and Whites Coaches). The outcome of the tendering exercise is detailed in Section B of Supplementary Exempt Annex 2 (Item Z).

Service 98

48. This service links the significant housing development at Great Western Park with Didcot town centre and Didcot Parkway Station, and is entirely funded from the Section 106 agreement pertaining to the site.
49. A 12 month contract with extension clauses was awarded to Walters Coaches in May 2014 for provision of this service, on the basis that anticipated changes to the road network (and in particular the completion of a 'spine road' from the A4130 north of the estate to the B4493 to the south) would render the contracted pattern of service (operating in and out of the estate via the northern access road) redundant.
50. The expected changes in the road network have not progressed as quickly as anticipated. As a result the contract for the existing pattern of service has been extended by a further 12 months until mid-2016, though there is the opportunity to amend the service should the spine road be completed before then, providing no change to the cost of provision is generated.
51. Details of the ongoing cost of this service are provided within Section B of Supplementary Exempt Annex 2 (Item V).

C Contracts for subsidised bus services elsewhere in Oxfordshire

52. A number of subsidy contracts operating in other parts of Oxfordshire also conclude at the end of May 2015. Four contracts operating largely within the Oxford City Council administrative area are included, as are a number of services in the Cherwell District Council area, West Oxfordshire and a single route in South Oxfordshire.

Oxford urban area services 10, 12/12C, 14/14A and 16/16A

53. Four 'de minimis' contracts for services linking suburban areas of Oxford with the city centre conclude on May 30 2015. Most of these contracts are for evening and Sunday provision except that relating to services 14/14A, which is for enhancement of the commercial hourly service to a half-hourly frequency on Saturday.
54. During the review process Stagecoach declared that the subsidised elements would largely continue without subsidy after contract expiry. The only exception to this is the daily evening 12C service (Oxford – Littlemore – Sandford-upon-Thames – Greater Leys), which will be withdrawn and replaced by additional service 12 journeys between Oxford and Greater Leys only, with the result that Sandford and Littlemore (Sandford Road) would potentially lose its daily evening bus service.
55. Details of current costs and future service levels are included in Annex 1 and Supplementary Exempt Annex 2 (Items AA to AD).

Service X10: Burford – The Wychwoods

56. An emergency short term contract was introduced on 1st December 2014 when the previous operator (Go Ride buses) withdrew from this service. This new contract expires on 31st May 2015 to coincide with this scheduled review. Details relating to the potential award of a longer term contract are reported in Annex 1 and Supplementary Exempt Annex 2 (Item AE to AG) although some reduction in the level of service is possible.

57. Villager Community Minibus has also assisted with temporary coverage of services between Deer Park and Witney and the Wychwoods and Chipping Norton, both of which were also previously provided by Go Ride. Details relating to the potential award of longer term contracts for these services are also reported in Annex 1 and Supplementary Exempt Annex 2 (Item AE to AG).

Services 213/214/215: Witney Town Bus Services

58. An emergency short term contract was introduced on 1st December 2014 when the previous operator (Go-Ride buses) withdrew from this service. This new contract expires on 31st May 2015 to coincide with this scheduled review. Details relating to the potential award of a longer term contract are reported in Annex 1 and Supplementary Exempt Annex 2 (Item AE to AG) although some reduction of service is possible.

Future bus services for Middle Barton and Duns Tew

59. Stagecoach have advised the County Council that they no longer wish to divert journeys on their trunk Oxford – Banbury bus service via the villages of Middle Barton and Duns Tew which lie to the west of the main A4260 road. The County Council have therefore invited bids for a shuttle bus service to link these villages with Deddington where connections will be available to and from Banbury and Oxford.
60. Details of costs and proposed future service levels are included in Annex 1 and Supplementary Exempt Annex 2 (Item AH).

Enhanced bus service between Banbury and Deddington

61. Section 106 money is now available from the new Longford Park development on the east side of the A4260 south of Banbury near Bodicote. This money is to be used to increase the frequency of buses passing the development on the Oxford Road for the benefit of the new residents although it is planned for new services to enter the estate in due course.
62. Details of costs and proposed future service levels are included in Annex 1 and Supplementary Exempt Annex 2 (Item AH).

Services 488/489 (Chipping Norton – Bloxham – Banbury)

63. A two-year 'de minimis' contract was awarded in 2013 for provision of Section 106-funded service enhancements and diversions to serve Wigginton off the main line of route. This contract concludes in May 2015.
64. Following discussions with Stagecoach a further two-year contract has been proposed at reduced cost for continuation of the current timetable. This contract period has been chosen as further housing development on the route is likely: should this occur further Section 106 funds will be triggered and significant revisions to the service are likely to be necessary.
65. Details of costs and proposed future service levels are included in Annex 1 and Supplementary Exempt Annex 2 (Item AI).

Services B1/B2 and B8 (Banbury town routes: Sundays)

66. A two-year 'de minimis' contract was awarded in 2013 for provision of Sunday services between Easington, Cherwell Heights, Bodicote and Banbury (services B1/B2) and between Ruscote, Hardwick and Banbury (service B8). This contract concludes in May 2015.
67. Following discussions with Stagecoach service B8 will continue commercially (i.e without subsidy) on Sundays at its current frequency. Services B1 and B2 however will require ongoing support should they continue: details of the potential costs for ongoing provision are included in Annex 1 and Supplementary Exempt Annex 2 (Item AJ).

Service 8 (Brackley – Hethe – Fringford – Stratton Audley – Bicester)

68. Oxfordshire County Council's contribution to Northamptonshire County Council-subsidised service 8 has been included in this review as it was anticipated that the lead authority will be re-tendering the contract for the service, with a potential resulting effect on the Oxfordshire villages served by the route.
69. Northamptonshire's contract for service 8 expires in September 2015 and no changes to this service will take place until then. Initial discussions have taken place with officers from Northamptonshire County Council on their future plans for the service, and the current view is that it is likely to continue broadly unchanged subject to the outcome of their tendering exercise. Officers are therefore seeking delegated authority to negotiate a contribution to the contract cost for continued coverage of the Oxfordshire villages listed above. Subsidy, usage and other information on service 8 is contained in Annex 1 and Supplementary Exempt Annex 2 (Item AK).

Service 504: Hornton – Horley – Banbury (Thursday only)

70. The contract for this experimental service giving Hornton and Horley (which previously had no public transport provision) a once-a-week service to Banbury was awarded in 2013.
71. It is anticipated that Oxfordshire's Integrated Transport Unit will provide this service from May 2015. Prices for continuation and details of any revisions resulting from the review of the service are detailed in Annex 1 and Supplementary Exempt Annex 2 (Item AL)

Service T1: Oxford – Chalgrove – Watlington

72. The County Council were advised in late 2014 by Thames Travel that this service was no longer commercially sustainable in its present form and representatives of the Five Parish Councils were advised of this at the time. Thames Travel agreed not to make any changes to the service until June 2014 to tie in with this scheduled review. Discussions with Thames Travel over a possible new subsidy will be reported in Supplementary Exempt Annex 2 although some reduction in the level of service, especially between Garsington and Watlington in mid-afternoon, is likely.
73. Details of the current service and recommended future subsidy for the amended T1 service are contained in Annex 1 and Supplementary Exempt Annex 2 (Item AM).

Services M1/M2: Watlington – Nettlebed – Sonning Common – Reading

74. Services M1 and M2 have been operated by Oxfordshire County Council's Integrated Transport Unit (ITU) since August 2014, when Whites Coaches contract was terminated at their request. The service continued broadly to the previous timetable but with 3 round trips instead of a single outbound and two inbound journeys on Tuesday, Wednesday and Thursday, and a single round trip on Saturday.
75. Operating experience has led to the ITU fleet manager suggesting some changes to the service, including withdrawal of the Saturday service and rationalisation of the operation on the remaining operating days.
76. Full details of the proposed service changes, consultation responses and proposed ongoing costs are included in Annex 1 and Supplementary Exempt Annex 2 (Item AN).

Service 36

77. This previously commercial service linking Grove and Wantage with Didcot via Steventon was withdrawn in 2013. This service was initially fully funded by Section 106 agreements, then operated semi-commercially by RH Buses before the company entered administration in 2012. Thames Travel then operated it without subsidy for around 18 months, before deciding that it was not sustainable on this basis in mid-2013. It was decided that continuation of the service on a wholly-subsidised basis was not justified at this time based on usage and potential cost.
78. Costings for the potential reinstatement of both peak only and peak/off-peak variants of this service have been explored via the tendering process: full details of potential ongoing costs are included in Supplementary Exempt Annex 2 (Item AP).

Oxford Low Emission Zone

79. Some services under review serve Oxford city centre and as such are subject to the requirements of the Oxford Low Emission Zone (LEZ) which came into force on 1 January 2014. Operators have been informed of the need to comply with the LEZ where appropriate: broadly it requires that vehicles entering the Zone should meet 'Euro 5' emission standards, though with some exemptions and relaxations based upon frequency and vehicle standards.

Developer Funding – Section 106 Agreements

80. Where new or continued Section 106 or other external funding sources towards existing or potential new services have been identified, details of any available contributions are detailed under the relevant item heading in Supplementary Exempt Annex 2.

Tendering procedure: South East Business Portal

81. Tenders for subsidised services resulting from this review were invited via the South-East Business Portal. Officers have liaised closely with colleagues from the Procurement and Legal teams with regard to process revisions and improvements following the adoption of this methodology in 2013. Operators have been kept informed of any new requirements and necessary changes to the bid submission process that have resulted. As a significant proportion of prospective tenderers for

subsidised bus services also bid for contracts in the education sector, most are already registered for access to the South-East Business Portal, and are therefore familiar with the procedures for submission of tender bids.

82. The new tendering procedure includes the compulsory submission of a 'Statement of Requirements' which officers used to conduct a quality assessment of each potential bidder. This document also informs operators that a credit check will be carried out to assess the financial stability of their company.
83. An error was identified in the tendering procedure at a late stage in the review schedule. This has meant that the procurement process for some services that have been made available for competitive tender had to be re-started in mid-February. As a result the outcome of the procurement exercise for the services affected will not now be known in time for the decision meeting that considers this report and the associated tender awards. Delaying decisions on contract awards for tendered services until the Cabinet Member for Environment's next Decision Meeting on Thursday April 30th will give insufficient time for operators to prepare properly for the implementation of new or revised services.
84. Because of the limited time available for this process and the need for operators to have reasonable time to prepare for and publicise the start of new services on May 31, officers are seeking delegated authority to award contracts for affected services at the earliest opportunity once the tendering process has concluded. This is likely to be in mid-April: although this represents a delay of several weeks to the award process, this should still give operators adequate time to recruit drivers and acquire vehicles should this be necessary in good time for the start of new services. Officers' proposals for contract award will be circulated to affected county councilors for comment in advance of formal contract award as soon as it is practical to do so. This is likely to be in early April.
85. The majority of the services recommended for award will be awarded using the 'de minimis' process, and as a result decisions on most items covered in this report and associated Annexes are still possible at this time. The Items for which delegated authority for contract award is being sought are clearly marked on Supplementary Exempt Annex 2.

Contract Termination

86. Contracts may be terminated by the contractor notifying the Council of intended termination not less than 26 weeks prior to the next authorised change date, or by the Council notifying the Contractor of intended termination not less than 17 weeks prior to the next authorised change date.

Financial and Staff Implications

87. The financial implications as they relate to bus service subsidies will be dealt with in Supplementary Exempt Annex 2. There are no staff implications.

SUPPLEMENTARY EXEMPT ANNEX 2

88. This document will be circulated prior to the meeting to all County Councillors for divisions affected by this review. Each bus service (or group of services fulfilled by a single contract) is detailed in a separate item, and the ordering of items is the same in both Annexes to enable cross-referencing. Relevant information on the current service pattern, level and route will be detailed, along with officers'

recommendations and the cost of the recommended option. This section will also highlight the likely consequences of proceeding with the award of this recommended option (for example parishes left unserved or known passenger flows displaced). This is followed by a summary of other options/prices sought and the cost and likely effect of awarding these options should the Deputy Leader decide to.

RECOMMENDATION

89. The Cabinet Member is RECOMMENDED to:

- a) make decisions on subsidy for the services described in this report on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2;**
- b) record that in the opinion of the Cabinet Member for Transport the decisions made in (a) above are urgent in that any delay likely to be caused by the call in process would result in service discontinuity and in accordance with the requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process, and;**
- c) delegate authority to the Deputy Director for Environment & Economy (Commercial) in consultation with the Cabinet Member for Environment to negotiate an appropriate level of ongoing contribution toward service 8 (Brackley – Hethe – Fringford – Stratton Audley – Bicester: Item AK) and service 90 (Lambourn – Ashbury – Swindon: Item L) with each contracting authority.**
- d) delegate authority to the Deputy Director for Environment & Economy (Commercial) in consultation with the Cabinet Member for Environment to award contracts relating to the items below which are subject to a delayed competitive tendering exercise. Where the contracts being awarded are substantially different to those laid out in Annex 2 local County Council Members will also be consulted.**

ITEM C: Service 38

ITEM D: Services 40, 41, 42, 44 and 218

ITEM G: Service 63

ITEM J: Services 67/67A/67B

ITEM M: Services 94/95

ITEM Q: Service X47

ITEM U: Services 97/114/135

ITEM W: Service 134

ITEM Y: Services 120, 121, 123 and 124

ITEM Z: Services 125, 126 and 131

MARK KEMP

Deputy Director – Environment and Economy (Commercial)

Background papers: Correspondence with Local Councils, Parish Transport Representatives, Transport operators and other bodies (refer to contact officers).

Contact Officers: Tim Darch (Tel: 01865 815587)
Allan Field (Tel: 01865 815826)

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Bus Service Subsidies Review

Annex 1: Background information and consultation responses

A: Vale of White Horse area review

Contracts under review

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
A	4	Abingdon-Wootton-Cumnor	Daily eves	V4	Oxford Bus Company	3
B	31	Wantage-Abingdon Wantage-Marcham-Abingdon-Oxford	Sun/BH eves Mon-Thurs eves	V42 V43	Stagecoach Oxfordshire	4
C	38	Wantage town service Wantage-Letcombes-Childrey	Mon-Sat	V44	Whites	5
D	40/41/42 44 218	Abingdon Town Service Abingdon-Oxford via Boars Hill Wytham-Oxford	Mon-Sat	V1	Heyfordian	6
E	43	Eaton-Longworth-Tubney-Abingdon	Thurs	V6	Oxfordshire C.C ITU	8
F	61	Faringdon town services	Mon-Fri	V70	Faringdon Community Bus	9
G	63	Oxford-Southmoor via Appleton	Mon-Sat	V61	Red Rose	10
H	65	Faringdon-Swindon via Longcot	Mon-Sat	V58	Stagecoach Swindon	12
I	66	Faringdon-Oxford via Appleton/Eaton Faringdon-Swindon (early a.m) Oxford-Swindon	Mon-Sat peak Mon-Fri Sun/BH	V59 V74 V78	Stagecoach Swindon	13
J	67/67A	Wantage-Faringdon via Stanford	Mon-Sat	V79	Thames Travel	14
K	83/84	Stanford Community Minibus	Tues/Weds/ Fri/Sat	V65	Stanford Community Minibus	16
L	90	Lambourn-Swindon via Ashbury	Mon-Sat	V67	GoRide	17
M	94/95	Didcot-Blewbury-Astons	Mon-Sat	V32	Thames Travel	18
N	A1	Ardington-Lockinge-W.Hanne- Wantage W.Hanne-Wantage-Ardington-Didcot	Mon-Fri	V71	Oxfordshire C.C ITU	19
O	X1	Single evening journey Didcot-Wantage Single am journey Ardington - Wantage Didcot to Wantage/Grove via Harwell	Mon-Fri Mon-Fri Sun/BH	V35 V37 V47	Thames Travel	20
P	X1/X2	Didcot-Steventon/Sutton Courtenay- Abingdon Didcot-Sutton Courtenay-Abingdon	Daily eves Sun & BH	V40 V41	Thames Travel	21
Q	X47	Ardington-Wantage-Childrey-Swindon	Sat	V68	Thames Travel	22
R	n/a	'Swindon Shopperbus'	Fri	n/a	Swindon DAR	23

Parishes served by routes under review in Vale of White Horse

Abingdon **Items A, B, D, E, P**
 Appleton with Eaton **Items E, G, I**
 Ardington **Items N, O, Q**
 Ashbury **Items L, Q**
 Aston Tirrold **Item M**
 Aston Upthorpe **Item M**
 Baulking **Item J**
 Besselsleigh **Items E, I**
 Blewbury **Item M**
 Bourton **Item H, R**
 Buckland **Item I**
 Buscot No route under review
 Charney Bassett **Item K**
 Childrey **Items C, J, Q**
 Chilton No route under review
 Coleshill No route under review
 Compton Beauchamp **Item Q**
 Cumnor **Items A, G, I**
 Denchworth **Item K**
 Didcot **Items M, N, O, P**
 Drayton **Item P**
 East Challow **Items C, J, K**
 East Hagbourne **Item M**
 East Hanney **Item B**
 East Hendred **Items N, O**
 Eaton Hastings No route under review
 Faringdon **Items F, H, I, J, K**
 Fernham **Items H, J**
 Frilford **Item B**
 Fyfield with Tubney **Items E, G, I**
 Gainfield **Item K**
 Garford **Item B**
 Goosey **Item K**
 Great Coxwell **Item F, H, I**
 Grove **Items B, C, N, O**
 Harwell **Item N, O**
 Hatford **Item K**
 Hinton Waldrist **Items E, G**

Kennington **Item B**
 Kingston Bagpuize w/Southmoor **Items G, H, I**
 Kingston Lisle **Items J, Q**
 Letcombe Bassett **Items C, J, Q**
 Letcombe Regis **Items C, J, Q**
 Littleworth **Item I**
 Little Coxwell **Items H, J**
 Longcot **Items H, I, R**
 Longworth **Items E, G**
 Lyford **Item K**
 Marcham **Item B**
 Milton **Item P**
 North Hinksey **Items D, G, I**
 North Moreton **Item M**
 Oxford **Items B, D, G, I**
 Pusey **Item I**
 Saint Helen Without **Items A, D**
 Shellingford **Items J, K**
 Shrivenham **Items H, I, R**
 South Hinksey **Item D**
 South Moreton **Item M**
 Sparsholt **Items J, Q**
 Stanford-in-the-Vale **Items J, K**
 Steventon **Item P**
 Sunningwell **Items B, D**
 Sutton Courtenay **Item P**
 Uffington **Items J, Q**
 Upton **Item M**
 Wantage **Items B, C, J, K, N, O, Q**
 Watchfield **Items H, I, R**
 West Challow **Item K**
 West Hagbourne **Item M**
 West Hanney **Item N**
 West Hendred **Items N, O**
 Woolstone **Item Q**
 Wootton **Items A, D, E**
 Wytham **Item D**

ITEM A**Service 4**

Contract V4: Abingdon-Wootton-Cumnor (Daily evenings and all day Sunday/Bank Holidays)

Evening and Sunday service between Cumnor and Abingdon via Wootton previously funded by Section 106 money, but subsidised from bus subsidy budget since external funding ceased in 2010.

Operator Oxford Bus Company

Days of operation Evenings and Sundays

Frequency Hourly (Cumnor to Abingdon section subsidised: remainder of service commercial)

Parishes served Cumnor, Wootton, St Helen Without, Abingdon

Divisions served North Hinksey, Kingston and Cumnor, Kennington and Radley, Abingdon North, Abingdon East

Alternative services

- No alternative evening and Sunday services link Wootton and Shippon with Abingdon and Oxford

Current subsidy per annum £49,225

Average passenger journeys per day Mon-Sat eves: 46
Sun: 184

Cost per passenger journey £2.05

Comments from consultation

Many calls for retention of evening and Sunday service from Wootton and Sunningwell residents, supported by Ed Vaizey MP. PETITION OF 1,926 SIGNATURES SUBMITTED.

Wootton PC: support evening and Sunday services due to unsafe nature of walking routes in area, commuter use, school use (evening activities/parents evenings), importance to service community and those living/working at Dalton Barracks, access for young and elderly and possible Section 106 support from Wootton Business Park housing development.

Priorities in order: improve service to half-hourly, retain existing service, retain evening service only, retain Sunday daytime and Thursday/Friday/Saturday evening service, retain busier evening journeys between early evening and last bus.

St Helen Without PC: support evening and Sunday services due to unsafe nature of walking routes in area, lack of alternative public transport, effect on disabled, elderly and vulnerable, importance to service community and those living/working at Dalton Barracks, school use (evening activities/parents evenings), community cohesion with Wootton.

Cumnor PC: urge continuation of both the evening and Sunday elements of the 4 service, which are particularly valuable for the young and elderly based on increasing patronage for access to Abingdon, retention of service for Henwood/Bradley Farm Cottages, workers at Tesco, access to extra-curricular activities at Abingdon schools, religious activities on Sundays and access to social facilities at Cumnor.

Bus Users UK: retain service unchanged

Station Staff Officer, Dalton Barracks: Continuation urged, as numbers of servicemen/families/contractors at Dalton Barracks will increase patronage and utility of evening and Sunday service. Reference to 'Community Covenant' in conjunction with OCC.

Layla Moran, Lib Dem Parliamentary Candidate, Oxford West/Abingdon: Retain evening service to benefit accessibility for young people

ITEM B**Service 31****Contract V42: Wantage – Marcham – Abingdon (Sunday and Bank Holiday evenings)****Contract V43: Wantage-Marcham-Abingdon-Oxford (Monday – Thursday evenings)**

Contracts cover specific evening journeys on service 31 to generate an hourly frequency on Monday to Saturday evenings and a two-hourly evening frequency on Sundays.

Operator Stagecoach**Days of operation** Monday to Thursday and Sunday evenings

Frequency **Monday to Thursday:** 1955, 2055 and 2255 from Wantage, 1950 and 2150 from Oxford Rail Station
Sundays and Bank Holidays: 1955 and 2155 from Wantage, 2050 and 2250 from Oxford Rail Station

Parishes served Oxford, [Sunningwell], [Kennington], Abingdon, Marcham, [Frilford], [Garford], East Hanney, Grove, Wantage**Divisions served** Grove and Wantage, Kingston and Cumnor, Sutton Courtenay and Marcham, Kennington and Radley, Abingdon South, Abingdon North, Abingdon East, Isis, Jericho and Osney**Alternative services**

- Commercial journeys on this route operate on Monday to Thursday at 1855 and 2155 from Wantage and 1900, 2050 and 2250 from Oxford.
- The journeys covered by these contracts are provided commercially on Friday and Saturday evenings, with additional journeys providing a half-hourly frequency from midnight until 0300 from Oxford to Wantage. Journeys also operate from Abingdon to Oxford at 0049 and 0149.

Current subsidy per annum V42 (Sunday evening service): £5,660
V43 (Mon-Thurs evening service): £28,704

Average passenger journeys per day 62 (Sun)
55 (Mon-Thurs)

Cost per passenger journey V42 (Sunday evening service): £1.55
V43 (Mon-Thurs evening service): £2.53

Comments from consultation**Marcham P.C/South Hinksey P.C/Grove P.C/Bus Users UK/Cllr Zoe Patrick:** Retain existing provision**Layla Moran, Lib Dem Parliamentary Candidate, Oxford West/Abingdon:**

Retain evening service to benefit accessibility for young people

Discussions held with operator over possible commercial provision

ITEM C**Service 38****Contract V44: Grove – Wantage – Letcombess – Childrey**

This contract provides the hourly Wantage and Grove town service, as well as an hourly service linking Childrey and East Challow with Wantage. Letcombe Regis and Letcombe Bassett are also served by morning peak journeys to Wantage and late afternoon and evening peak journeys from Wantage, in addition to the off-peak service provided by services 67//67B.

Operator Whites Coaches

Days of operation Monday to Saturday

Frequency Broadly hourly, peak and off-peak

Parishes served Wantage, Grove, East Challow, Childrey, Letcombe Bassett, Letcombe Regis

Divisions served Grove and Wantage, Shrivenham

Alternative services

- East Challow is linked with Wantage and Faringdon by Monday to Saturday peak and off-peak service 67A (also under review: see Item J), although there are sizeable gaps between journeys.
- Letcombe Bassett and Letcombe Regis are linked with Wantage and Faringdon by Monday to Saturday off-peak services 67 and 67B (also under review: see Item J), but provide just three off-peak trips to Wantage and two back to the Letcombess per day. On Saturdays these villages are also served by service X47 (also under review: see Item Q), which offers three trips to and from Wantage or Swindon

Current subsidy per annum £56,662

Average passenger journeys per day 235

Cost per passenger journey £0.78

Comments from consultation

Go Ride CIC (bus operator): not quite commercial, but tendering of off-peak only hourly service and half-hourly Grove-Wantage service only suggested. Peak provision via commercial services 31/X30?

Grove PC: Retain and if possible provide a counter-clockwise service

Bus Users UK: Rationalise service: provide some facilities by off-peak diversions of 67/67A

East Challow PC: Retain service, and add Sunday journeys if possible

Cllr Zoe Patrick: Lifeline service: town element should be retained though rural section of route could perhaps be provided by other services

Prices sought:

A) Existing service including Childrey

B) Peak service to Childrey, off-peak service terminates at East Challow

C) Peak/off-peak service terminating at East Challow

D) Off-peak service terminating at East Challow

E) Off-peak service terminating at East Challow timed to enable combination with school contract

F) Half-hourly peak/off-peak service covering Wantage and Grove with selected journeys also serving the Letcombess and Childrey

G) Half-hourly off-peak service covering Wantage and Grove only

H) Half-hourly off-peak service covering Wantage and Grove only timed to enable combination with school contract

ITEM D**Services 40/41/42: Abingdon town services****Service 44: Abingdon – Oxford via Sunningwell and Bayworth****Service 218: Wytham – Oxford via Five Mile Drive****Contract V1**

This contract provides the hourly peak and off-peak Abingdon town services (40/41/42), as well as a broadly two-hourly peak and off-peak service linking Sunningwell, Bayworth and Boars Hill with Abingdon and Oxford (44). The contract also covers a single return journey from Wytham and Five Mile Drive to Oxford (218).

Operator Heyfordian Travel**Days of operation** Monday to Saturday

Frequency **40/41/42:** broadly hourly peak and off-peak
 44: broadly two-hourly peak and off-peak
 218: single shoppers' return trip

Parishes served **40/41/42:** Abingdon Town Council
 44: Abingdon, North Hinksey, St Helen Without, South Hinksey, Sunningwell, Oxford, Wootton
 218: Wytham, Oxford

Divisions served **40/41/42:** Abingdon East, Abingdon North, Abingdon South
 44: Abingdon East, Abingdon North, Abingdon South, Kennington and Radley, North Hinksey, Jericho and Osney, St Margarets, University Parks,
 218: Wolvercote and Summertown, St Margarets, University Parks, Jericho and Osney

Alternative services

- The Abingdon town services operate as follows:
 40: Town Centre – Hospital – Drayton Road – Preston Road – Saxton Road – Caldecott Road – Town Centre
 41: Town Centre – Hospital – Peachcroft – Dunmore Rd – Town Centre
 42: Town Centre – Hospital – Peachcroft — South Avenue – Northcourt Road – Town Centre

All of the town service routes serve housing areas situated off main roads with relatively frequent alternative bus services to Abingdon town centre, but many areas served are a considerable distance from these alternative routes.

- Service 44 provides the only public bus service to South Hinksey, Bayworth and Sunningwell. The main stop on Hinksey Hill is served by Stagecoach service 31, which operates a daily hourly peak and off-peak service between Wantage, Abingdon and Oxford, but this is nearly a mile from some areas of housing.
- Service 218 provides the only public bus service linking Wytham and the Five Mile Drive area with Oxford.

Current subsidy per annum £155,552**Average passenger journeys per day****Services 40/41/42:** 208 (M-F), 160 (Sat)**Service 44:** 74 (M-F), 21 (Sat)**Service 218:** 10 (M-F), 11 (Sat)**Cost per passenger journey** £1.85**Comments from consultation****Page 56****Go Ride CIC (bus operator):** support potential withdrawal of peak town services.

Layla Moran, Lib Dem Parliamentary Candidate, Oxford West/Abingdon: Concern about removal of peak town services and effect on access to hospital services for elderly people

Abingdon T.C: Lack of use/potential withdrawal of town service peak facilities noted

North Hinksey/Sunningwell/South Hinksey PCs/: retain service 44. Gap in service to/from Oxford: enhance service to fill gap.

Bus Users UK: Retain service 44, possibly resource using Abingdon town service journeys

Abingdon TC: retain service 44 based on limited alternative public transport for most communities served.

Layla Moran, Lib Dem Parliamentary Candidate, Oxford West/Abingdon: Concern about potential withdrawal of service 44, particularly from Sunningwell

No comments received on service 218

Prices sought

Abingdon town services

- A) Current timetable but without peak services***
- B) Current timetable but without peak services and with earlier finish on Saturday***
- C) Shorter operating day***
- D) Further shortened operating day to enable possible coverage of school bus working***
- E) Revised timetable including provision of some service 44 journeys (including peak)***
- F) Revised timetable including provision of some service 44 journeys (excluding peak)***

Services 44/218

- A) Current level of service***
- B) Current level of service excluding service 218***
- C) Revised service including student transport to Matthew Arnold School***
- D) Revised service including student transport to Matthew Arnold School and excluding service 218***
- E) Revised service: reduced number of journeys***
- F) Revised service reduced number of journeys excluding service 218***
- G) Revised service: reduced number of journeys (Monday to Friday only)***
- H) Revised service reduced number of journeys excluding service 218 (Monday to Friday only)***

Services 44/63

- A) Monday to Saturday off-peak service***
- B) Monday to Saturday peak and off-peak service including morning and evening peak facilities and service 63 journeys operating via Matthew Arnold School***
- C) Monday to Friday off-peak service***
- D) Monday to Friday peak and off-peak service including morning and evening peak facilities and service 63 journeys operating via Matthew Arnold School***
- E) Monday, Wednesday, Friday and Saturday off-peak only service***
- F) Monday, Wednesday and Friday off-peak only service***

ITEM E**Service 43: Eaton – Appleton – Longworth – Gozzards Ford – Tubney – Abingdon
Contract V6*****Thursday only shopping service***

Operator Oxfordshire County Council ITU**Days of operation** Thursday only**Frequency** Single return shoppers' trip**Parishes served** Abingdon Town Council, Appleton with Eaton, Besselsleigh, Fyfield with Tubney, Hinton Waldrist, Longworth, Wootton**Divisions served** Abingdon East, Abingdon North, Abingdon South, Kingston and Cumnor, Sutton Courtenay and Marcham**Alternative services**

- Eaton, Appleton, Fyfield, Longworth and Hinton Waldrist have a Monday to Saturday off-peak service to/from Oxford (Service 63: see Item G)
- This contract provides the only public bus service for Tubney, Gozzards Ford and Dry Sandford.

Current subsidy per annum £4,000**Average passenger journeys per day** 32**Cost per passenger journey** £2.42**Comments from consultation****Marcham PC:** Retain existing service for Gozzards Ford residents**Abingdon TC:** suggestion of increase to service 43 if service 63 (see Item G) is reduced seems sensible.***Prices sought for continued provision on Thursday and Tuesday and Thursday***

ITEM F**Service 61****Contract V70: Faringdon Town Service**

Contribution towards voluntarily-provided community bus service, which links residential areas of Faringdon with the town centre and Health Centre

Operator Faringdon Community Bus

Days of operation Monday to Friday

Frequency Five circular trips

Parishes served Faringdon, Great Coxwell

Divisions served Faringdon

Alternative services

- No alternative services serve the residential areas covered by this contract.

Current subsidy per annum £10,404

Approximate passenger journeys per year 6,969

Cost per passenger journey £1.49

Comments from consultation

Cllr Judith Heathcoat: strong support for retention

Price sought for continued provision

ITEM G**Service 63****Contract V61: Southmoor – Hinton Waldrist – Longworth – Appleton – Eaton – Oxford*****Monday to Saturday off-peak shoppers' service*****Operator** Thames Travel**Days of operation** Monday to Saturday**Frequency** Three return trips**Parishes served** Oxford, North Hinksey, Cumnor, Appleton w/Eaton, Fyfield, Longworth, Hinton Waldrist, Kingston Bagpuize w/Southmoor**Divisions served** Kingston and Cumnor, Jericho and Osney, North Hinksey**Alternative services**

- Cumnor is linked with Oxford and Abingdon by Monday to Saturday daytime service and hourly evening and Sunday service 4 (every 20 minutes Monday to Saturday daytime)
- Kingston Bagpuize and Southmoor, Fyfield Turn and Appleton Turn are linked with Swindon and Oxford by half-hourly Monday to Saturday and hourly Sunday commercial service 66
- Hinton Waldrist, Longworth, Fyfield, Appleton and Eaton are linked with Abingdon by Thursday-only service 43 (also under review: see Item E)
- Peak and evening journeys linking Longworth, Fyfield, Appleton and Eaton with Oxford are currently provided by diversion of certain service 66 journeys (also under review: see Item I).

Current subsidy per annum £69,360**Average passenger journeys per day** 88**Cost per passenger journey** £2.01**Comments from consultation**

Many calls for retention of peak and off-peak services via Appleton/Eaton and Fyfield Hinton Waldrist P.C: retain services if all possible, even if reduction to selected days is necessary.

Go Ride CIC (bus operator): loadings do not support use of large vehicle. Potentially reduce number of operating days for service 63 and increase service 43

Bus Users UK: Investigate peak provision via Community Transport

Cumnor PC: Divert to serve Pinnocks Way, Dean Court and Hill End Centre (could stop inside centre) by operating via Tumbledown Hill and Eynsham Road

Layla Moran, Lib Dem Parliamentary Candidate, Oxford West/Abingdon: Concern over possible removal of service and need to walk to A420

Appleton P.C: retain 63 and 66 services through village in their current form.

Longworth P.C: divert a few 66 journeys a day between Southmoor and Cumnor via Longworth and other villages off A420.

Prices sought**Service 63****A) Current timetable (Monday to Saturday)****B) Current timetable (Monday, Wednesday, Friday and Saturday)****C) Current timetable (Monday, Wednesday and Friday)****D) Revised timetable: off-peak only service (Monday to Saturday)****E) Revised timetable: off-peak only service (Monday to Friday)**

- F) Revised timetable including morning and evening peak facilities and operating via Matthew Arnold School (Monday to Saturday)***
- G) Revised timetable including morning and evening peak facilities and operating via Matthew Arnold School (Monday to Friday)***
- H) Peak hour service to be operated in combination with any of Options A to E***

Services 44/63

- A) Monday to Saturday off-peak service***
- B) Monday to Saturday peak and off-peak service including morning and evening peak facilities and service 63 journeys operating via Matthew Arnold School***
- C) Monday to Friday off-peak service***
- D) Monday to Friday peak and off-peak service including morning and evening peak facilities and service 63 journeys operating via Matthew Arnold School***
- E) Monday, Wednesday, Friday and Saturday off-peak only service***
- F) Monday, Wednesday and Friday off-peak only service***

ITEM H**Service 65****Contract V58: Faringdon – Longcot – Bourton – South Marston – Swindon*****Shoppers' service linking Longcot and Bourton with Swindon and Faringdon.******Swindon Borough Council contributes toward this route serving South Marston Village.*****Operator** Stagecoach**Days of operation** Monday to Saturday**Frequency** Broadly two-hourly, off-peak only**Parishes served** Great Faringdon, [Great Coxwell], Little Coxwell, Fernham, Longcot, Watchfield, Bourton, Shrivenham, *Swindon B.C***Divisions served** Faringdon, Shrivenham**Alternative services**

- Longcot and Bourton have no other conventional bus service
- Majors Road and High Street in Watchfield have no other bus service, although daily service 66 operates via Faringdon Road and operates to Oxford and Swindon half-hourly on Monday to Saturday and hourly Sunday
- Little Coxwell and Fernham are linked with Faringdon and Wantage by peak and off-peak services 67 and 67A (also under review: see Item J)
- Faringdon, Watchfield (Faringdon Road) and Shrivenham are linked with Swindon by daily service 66 (half-hourly Monday to Saturday, hourly Sunday. Sunday service under review: see Item I)
- All communities served except Longcot are also covered by the demand responsive 'Swindon Shopperbus' service for people who have difficulty using conventional public transport. Oxfordshire's contribution to this service is also under review (see Item R)

Current subsidy per annum £24,468 (plus £14,565 from Swindon B.C)**Average passenger journeys per day (to/from Oxfordshire villages not served by service 66)**

Fernham: 0

Longcot: 4

Bourton: 2

Watchfield (Majors Rd/High Street): 4

Cost per passenger journey £7.77**Comments from consultation****Watchfield PC:** retain and if possible improve coverage for High Street/Majors Road areas served by service 65 in light of S106 contributions for developments in the area. Option for shorter stay in Swindon/Faringdon desirable.**Cllr Judith Heathcoat:** strong support for retention**Bus Users UK:** Investigate provision via Community Transport***Prices sought for various levels of continued provision***

ITEM I**Service 66****Contract V59: Faringdon – Southmoor – Appleton – Oxford peak****Contract V74: Faringdon – Watchfield – Swindon (early a.m)****Contract V78: Swindon – Shrivenham – Faringdon – Southmoor – Appleton – Oxford (Sundays)*****V59: 0830 arrival and 1745 departure from Oxford diverted to serve Appleton Village******V74: Early morning Faringdon-Swindon journey (0638 ex-Faringdon)******V78: Semi-commercial Sunday service*****Operator** Stagecoach**Days of operation** As described above**Frequency** Morning and evening peak journeys, plus single early evening journey to Oxford**Parishes served** Oxford, North Hinksey, Cumnor, Appleton w/Eaton, Fyfield, Kingston Bagpuize w/Southmoor, [Pusey], [Buckland], Littleworth, [Longcot], Great Faringdon, North Hinksey, Besselsleigh, Shrivenham, Watchfield**Divisions served** Faringdon, Kingston and Cumnor, Jericho and Osney, North Hinksey, Shrivenham**Alternative services****V59**

- Appleton and Eaton have no alternative peak hour or evening services, but are linked with Oxford off-peak by Monday to Saturday Red Rose Travel service 63 (also under review: see Item G) and with Abingdon on Thursday by Thursday-only service 43 (also under review: see Item E)

V74

- The journey covered by this contract is the first of the day from Faringdon to Swindon on Monday to Friday. The next journey is at 0702.

V78

- No alternative Sunday service links Swindon, Faringdon, Oxford and points between.

Current subsidy per annum **V59: £5,042**
 V74: £11,126
 V78: £19,202

Average passenger journeys per day **V59: 11**
 V74: 11
 V78: 674

Cost per passenger journey **V59: £1.77**
 V74: £3.92
 V78: £0.47

Comments from consultation**Shrivenham PC:** retain current coverage, though withdrawal of subsidy for early morning 66 journey to Swindon understandable given proximity of next journey**Faringdon TC:** retain 0637 Faringdon-Swindon journey. Maintain half-hourly service and enhance evening service to give more journeys after 18.15 when frequency drops significantly. Improve 66/X15 connections at Southmoor. Retain 1745 Swindon-Faringdon journey (currently operated by 65 service). Retain journeys that operate trips via Appleton even if these diversions are withdrawn.**Appleton PC:** retain peak/off-peak services through Appleton as walking to main road stops is dangerous

Kingston Bagpuize with Southmoor PC: concern at potential loss of diverted journeys via Appleton.

Cllr Judith Heathcoat: strong support for retention

Cumnor PC: find an alternative bus service through Appleton and Cumnor at peak times to serve Oxford bound commuters if 66 peak journeys are withdrawn.

Bus Users UK: investigate peak provision via Appleton using Community Transport. Service should be provided entirely commercially

ITEM J**Service 67/67A/67B****Contract V79: Faringdon – Stanford-in-the-Vale – Wantage**

Monday to Saturday peak/off-peak service linking Wantage with Faringdon. Most journeys operate direct from Faringdon to Wantage via Stanford (67A). Additionally service 67 links the 'White Horse' villages with Wantage once a day plus an additional afternoon journey from Wantage. Service 67B operates from Wantage to Faringdon via the Letcombes, Childrey and Stanford.

Operator Thames Travel

Days of operation Monday to Saturday

Frequency Broadly every 60 to 90 minutes between Faringdon, Stanford and Wantage with variable frequencies for other communities en route

Parishes served Baulking, Childrey, East Challow, Great Faringdon, Fernham, Letcombe Bassett, Letcombe Regis, [Little Coxwell], Kingston Lisle, Shellingford, Sparsholt, Stanford-in-the-Vale, Uffington, Wantage

Divisions served Faringdon, Grove and Wantage, Kingston and Cumnor, Shrivenham

Alternative services

- Childrey, Letcombe Bassett and Letcombe Regis are also linked with Wantage on Monday to Saturday by Whites Coaches service 38 (also under review: see Item C), and with Wantage and Swindon on Saturday by Thames Travel service X47 (also under review: see Item R)
- Uffington, Westcot, Sparsholt and Kingston Lisle are also linked with Wantage and Swindon on Saturday by Thames Travel service X47 (also under review: see Item R)
- East Challow is also linked with Wantage on Monday to Saturday by Whites Coaches service 38 (also under review: see item C)
- Fernham and Little Coxwell are linked with Faringdon and Swindon on Monday to Saturday by Stagecoach service 65 (also under review: see Item I)
- Shellingford is also linked with Faringdon on Tuesday and Friday by Stanford Community Minibus services 83 and 84 (also under review: see Item K)
- Faringdon, Wantage and Stanford-in-the-Vale are also linked on Tuesday, Wednesday, Friday and Saturday by Stanford Community Minibus services 83 and 84 (also under review: see Item K)
- Faringdon is linked with Swindon and Oxford by daily service 66 (Sunday service under review: see Item I)
- Wantage is linked with Abingdon and Didcot by Thames Travel's daily commercial services X1, X2 and X32 (selected subsidised journeys and Sunday service under review: see Item O), with Abingdon by Stagecoach's largely commercial service 31 (some evening journeys under review: see Item B) and with Oxford by wholly commercial daily service X30
- Baulking has no other bus service

Current subsidy per annum £99,784

Average passenger journeys per day 62 (Mon-Fri)
41 (Sat)

Cost per passenger journey £5.59

Comments from consultation

Uffington P.C: retain two 67 journeys to Uffington (or preferably increase number of 67 journeys)

Grove PC: amend service to serve Grove (Grove PC)

Cllr Judith Heathcoat: strong support for retention

Cllr Zoe Patrick: retain service, carrying schoolchildren to Wantage/Faringdon to increase viability

Various: adjust to allow travel to Faringdon Community College from Stanford/Wantage. Improve service using S106 funds, not reduce it.

Go Ride CIC (bus operator): surprised at high cost. Include western section of service 38 (Wantage-Childrey) in 67 service.

Bus Users UK: accomodate Wantage to Watchfield commuter flow to enhance viability of service

Prices sought

A) Current level of service

B) Revised service covering East Challow (Sarajac Ave & Canal Way)

C) Revised service also covering East Challow (Sarajac Ave & Canal Way) but at reduced frequency

D) Revised service using school bus to cater for off-peak service 67A

E) Revised service with additional vehicle for selected school time journeys

ITEM K**Service 83/84****Contract V65: Stanford-in-the-Vale Community Minibus*****Community bus service operating on Tuesday, Wednesday, Friday and Saturday, linking Stanford and many villages with no other bus service with Wantage and Faringdon.*****Operator** Stanford in the Vale Community Minibus**Days of operation** Tuesday, Wednesday, Friday and Saturday**Frequency** Two or three round trips per operating day**Parishes served** Stanford-in-the-Vale, Goosey, Hatford, West Challow, [East Challow], Gainfield, Charney Bassett, Lyford, Denchworth, Shellingford, Faringdon, Wantage**Divisions served** Faringdon, Grove and Wantage, Kingston and Cumnor, Shrivenham**Alternative services**

- Goosey, Hatford, Gainfield, Charney Bassett, West Challow, Lyford and Denchworth have no other bus service at any time
- Stanford-in-the-Vale, Shellingford and East Challow are linked with Faringdon and Wantage by Monday to Saturday services 67/67A/67B (also under review: see Item J)
- Wantage is linked with Abingdon and Didcot by Thames Travel's daily commercial services X1, X2 and X32 (selected subsidised journeys and Sunday service under review: see Item O), with Abingdon by Stagecoach's largely commercial service 31 (some evening journeys under review: see Item B), with Oxford by wholly commercial daily service X30 and with Faringdon by Monday to Saturday services 67/67A/67B (also under review: see Item J)
- Faringdon is linked with Swindon and Oxford by daily service 66 (selected subsidised journeys and Sunday service under review: see Item I)

Current subsidy per annum £6,034**Approximate passengers per year** 3,948**Cost per passenger journey** £1.53**Comments from consultation****Goosey/Grove PC:** support for retention of subsidy for Stanford Community Bus***Price sought for continued provision***

ITEM L**Service 90****Contract V67: Lambourn – Ashbury - Swindon**

Contribution to West Berkshire County Council's contract cost for peak and off-peak service linking Lambourn with Swindon via Ashbury and Idstone. Replaced Thamesdown service 47, which was withdrawn in late 2013 and which was the subject of a similar funding arrangement.

Operator Go Ride

Days of operation Monday to Saturday

Frequency Single morning and evening peak trip, with broadly two-hourly off-peak service

Parishes served Ashbury

Divisions served Shrivenham

Alternative services

- Ashbury's only alternative public transport is provided by Thames Travel X47 (Wantage – Swindon: see Item Q), which currently gives three shoppers' trips to Wantage and Swindon on Saturdays only and the 'Swindon Shopperbus' demand-responsive service on Friday (also under review: See Item R)

Current subsidy per annum £15,850

Average passenger journeys per day 14 (journeys between Ashbury and Swindon only)

Cost per passenger journey £3.54

Comments from consultation

Ashbury PC: retain links to Swindon. Add service to Shrivenham if possible. X47 expendable from local perspective if 90 retained.

Go Ride CIC (bus operator): usage from Ashbury and Idstone encouraging. Suggest support of proposals to West Berkshire to enhance Lambourn-Swindon section of route at reduced cost, and operate with step entrance buses.

West Berkshire C.C: enhance Lambourn-Swindon section of route at reduced cost.

Bus Users UK: Best served with Community Transport

Discussions held with West Berkshire County Council regarding continued provision

ITEM M**Services 94/95****Contract V32: Didcot – Hagbournes – Blewbury**

Circular services linking Didcot with East Hagbourne, West Hagbourne, Blewbury and Upton (94) and North Moreton, South Moreton, Aston Tirrold, Blewbury and East Hagbourne (95)

Operator	Thames Travel
Days of operation	Monday to Saturday
Frequency	94: single morning peak journey, two evening peak journeys, broadly two-hourly off-peak circular service 95: early morning, early evening and four off-peak journeys
Parishes served	Didcot, East Hagbourne, West Hagbourne, North Moreton, South Moreton, Aston Tirrold, Aston Upthorpe, Upton, Blewbury
Divisions served	Didcot East and Hagbourne, Didcot Ladygrove, Didcot West, Hendreds and Harwell

Alternative services

- North Moreton, South Moreton, East Hagbourne, Aston Tirrold, Aston Upthorpe and Blewbury are all linked with Wallingford on Fridays only by Whites Coaches service 131 (not currently under review)
- Upton and West Hagbourne have no other bus service

Current subsidy per annum £81,182

Average passenger journeys per day 151

Cost per passenger journey £1.73

Comments from consultation

North Moreton PC: retain current 95 service pattern. Concerns about routing via Wallingford Road and safety of required turning manoeuvre

South Moreton PC: revise first 95 to serve Moretons last. Operate via Wallingford Road, North Moreton instead of Long Wittenham Road. Terminate last 95 at Blewbury. Increase journeys via Tesco. Retain peak journeys

South Moreton PTR: increase number of journeys to Tesco. Discontinue Milton Park extensions. Serve Wallingford Road, North Moreton. 0900 to serve Didcot Parkway before Orchard Centre, 1703 to serve Tesco, alternate clockwise/anti-clockwise journeys. Divert X2 journeys via Moretons.

Go Ride CIC (bus operator): do these services need more than 16 seats?

Bus Users UK: retain 94 hourly and cater for 95 element by other means

East Hagbourne PC: hourly service valuable. Peak journeys could connect better with other services. Village looks to Didcot for services.

Blewbury PC: Revise departure time for 94 from Blewbury to 0900. General calls for retention of services

Many requests from Blewbury residents for retention of 94, including ‘commuter’ journeys. Supported by Blewbury Parish Council, with additional request for later evening journey from Didcot, better connections with X32 and earlier arrival of first off-peak journey in Didcot.

Prices sought

A) Current level of service and timetable

B) Reduced peak service

- C) Current level of service on 94 enabling interworking with service 97. Reduced service on 95.**
- D) Revised timetable enabling interworking with revised service 95 and service 97**
- E) Reduced frequency on service 94 only enabling interworking with service 97**

ITEM N**Service A1**

**Contract V71: Ardington-Lockinge-W.Hanney-Wantage (Monday, Wednesday and Friday)
W.Hanney-Wantage-Ardington-Didcot (Tuesday and Thursday)**

Shoppers' service introduced in June 2012 following removal of Thames Travel service 32 from Ardington (Monday, Wednesday and Friday service). New service to Didcot added in December 2013 (Tuesday and Thursday service: subsidised by 'Big Society' funding from County Councillors Stewart Lilly and Zoe Patrick).

Operator Oxfordshire County Council Integrated Transport Unit

Days of operation Monday to Friday

Frequency Hourly off-peak service on Monday, Wednesday and Friday, two return trips Tuesday and Thursday

Parishes served Ardington, Didcot, East Hendred, Grove, Wantage, West Hanney, West Hendred

Divisions served Didcot West, Grove and Wantage, Harwell and Hendreds, Kingston and Cumnor

Alternative services

- Service A1 provides the communities served with links to facilities in Wantage, Didcot and Grove (including Mably Way Surgery) that otherwise would not be possible without either a lengthy walk to the nearest bus stop (Ardington, Lockinge and West Hanney) or a change of bus (East Hendred and West Hendred are linked with Mably Way Surgery in Grove on Tuesday and Thursday).

Current subsidy per annum £12,485 (Monday, Wednesday and Friday service)
£8,000 (Tuesday and Thursday: Tuesday and Thursday service currently wholly subsidised by 'Big Society' funding).

Average passenger journeys per day Monday, Wednesday and Friday: 34
Tuesday and Thursday: 11

Cost per passenger journey Monday, Wednesday and Friday: £2.45
Tuesday and Thursday: £7.04

Comments from consultation

Go Ride CIC (bus operator): integrate with other services (perhaps any new peak hour 36?)

Grove PC: include Grove shops on Mon/Weds/Fri service. Retain service on these days as a minimum. Support service and possibly charge to reduce subsidy.

East Hendred PC: service does not improve access to Mably Way Surgery

West Hendred PC: increase, not reduce. Village would benefit from services with competitive journey times to Milton Park, Abingdon and Didcot

Bus Users UK: best served with Community Transport

Cllr Zoe Patrick: charge fares to generate revenue/decrease subsidy?

West Hanney PC: Retain A1: request for later journey to West Hanney

Prices sought for continued provision on Monday to Friday and Monday, Wednesday and Friday

ITEM O**Services X1/X32****Contract V35: Service X32 - evening journey from Didcot to Wantage (Monday to Saturday)****Contract V37: Single morning journey from Ardington Village to Wantage (Monday to Friday)****Contract V47: Didcot – Harwell – Wantage – Grove (Sundays and Bank Holidays)**

Operator Thames Travel**Days of operation** As above

Frequency Contract V35: 1946 Didcot-Wantage journey
 Contract V37: 0739 Ardington Village-Wantage journey (Monday to Friday)
 Contract V47: Two-hourly Sunday/Bank Holiday service between Didcot and Wantage/Grove

Parishes served Didcot, Harwell, East Hendred, West Hendred, Ardington, Wantage, Grove.**Divisions served** Grove and Wantage, Harwell and Hendreds, Didcot West**Alternative services**

- Contract V35: Commercial journeys exist between Didcot and Wantage at 1848, 1918 and 2018. A broadly half-hourly daytime service links these towns.
- Contract V37: subsidy is paid for the 0739 Ardington to Wantage journey to operate via Ardington Village. All other journeys on Monday to Saturday operate via the A417 and serve Ardington Turn.
- Contract V47: No alternative services link East Hendred, West Hendred and Ardington with Wantage and Didcot on Sunday, nor Wantage and Grove with Didcot. Harwell Village is linked with Didcot and Oxford by hourly service X32.

Current subsidy per annum Contract V35: £5,514
 Contract V37: £2,861
 Contract V47: £14,316

Average passenger journeys per day Contract V35: 3
 Contract V37: 2
 Contract V47: 60

Cost per passenger journey Contract V35: £6.02
 Contract V37: £5.65
 Contract V47: £4.06

Comments from consultation**Grove PC:** amend X1/X32 services to include Grove during the week**East Hendred:** no reasonable alternative to existing subsidised evenings/weekend provision. S106 funds to support these journeys.**Harwell PC:** retain Sunday service for Harwell.**Bus Users UK:** Sunday Grove-Wantage-Didcot service has best commercial potential**West Hendred PC:** village would benefit from services with competitive journey times to Milton Park, Abingdon and Didcot**Cllr Zoe Patrick:** Sunday service expendable if A1 weekday service can be enhanced and/or 36 reinstated. Concern at potential loss of evening links between Abingdon, Didcot, Wantage and Grove and loss of bus links to train services at Didcot and Oxford***Prices sought for continued provision***

ITEM P**Services X1/X2****Contract V40: Didcot – Steventon/Sutton Courtenay – Abingdon (Daily evenings)****2046 and 2252 Didcot-Abingdon & 2115 and 2315 Abingdon-Didcot via Sutton Courtenay daily
1952 and 2150 Abingdon-Didcot and 2124 and 2324 Didcot-Abingdon via Steventon daily****Contract V41: Didcot – Sutton Courtenay – Abingdon (Sundays)****All Sunday journeys via Sutton Courtenay until 1929 from Abingdon and 1954 to Abingdon****Evening and Sunday services linking Abingdon with Didcot via Steventon (Mon-Sat eves) and Sutton Courtenay (Mon-Sat eves and Sunday). In conjunction with commercial journeys on services X1 and X2, contract V40 for evening service provision effectively generates an hourly frequency via Steventon instead of two-hourly, and a two-hourly service for Sutton Courtenay****Operator** Thames Travel**Days of operation** Daily evenings (X1/X2)
Sundays (X2)**Frequency** Overall hourly daily evening service between Abingdon, Steventon and Didcot created in conjunction with two-hourly commercial service on service X2.

Two-hourly daily evening service between Abingdon, Sutton Courtenay and Didcot

Hourly Sunday service between Abingdon, Sutton Courtenay and Didcot

Parishes served Abingdon, Drayton, Steventon, Sutton Courtenay, Milton, *Milton Park*, Didcot**Divisions served** Abingdon North, Abingdon South, Abingdon East, Didcot Ladygrove, Didcot West, Sutton Courtenay and Harwell**Alternative services**

- Commercial journeys on service X2 give a two-hourly evening service between Abingdon, Steventon and Didcot
- No other evening or Sunday services operate via Sutton Courtenay in addition to the two-hourly evening and Sunday service provided by these contracts
- Services X1 and X2 combined generate a broadly half-hourly daytime and hourly evening and Sunday commercial service between Didcot and Abingdon (continuing to Oxford)

Current subsidy per annum £40,088 (Contract V40: evening services)
£2,121 (Sunday service: contract V41)**Average passenger journeys per day** Contract V40: 77 M-F, 50 Sat, 29 Sun
Contract V41: 8**Cost per passenger journey** Contract V40: £1.65
Contract V41: £4.52**Comments from consultation****Drayton PC:** retain evening and Sunday services in line with employment and housing development in the area**Bus Users UK:** hourly Sunday Abingdon-Milton Park-Didcot service via Steventon has strategic objective which must be retained**Sutton Courtenay:** retain existing evening and Sunday services**Abingdon TC:** withdrawal of evening links between Abingdon and Didcot/Milton Park would be regrettable

ITEM Q**Service X47****Contract V68: Ardington – Wantage – Letcombes – Uffington – Swindon**

Saturday only shoppers' service linking the 'White Horse' villages, Wantage and Swindon.

Operator Thames Travel

Days of operation Saturday only

Frequency Three round trips

Parishes served Ardington, Wantage, Childrey, Letcombe Bassett, Letcombe Regis, Sparsholt, Kingston Lisle, Ashbury, [Woolstone], [Compton Beauchamp], Uffington, Swindon B.C

Divisions served Harwell and Hendreds, Grove and Wantage, Shrivenham

Alternative services

- Childrey, Letcombe Bassett and Letcombe Regis are also linked with Wantage on Monday to Saturday by Whites Coaches service 38 (also under review: see Item C), and with Wantage and Faringdon on Monday to Saturday by Thames Travel services 67/67B (also under review: see Item J)
- Uffington, Westcot, Sparsholt and Kingston Lisle are also linked with Wantage and Faringdon by Monday to Saturday service 67 (also under review: see Item J)
- Ashbury is linked with Swindon by Go Ride's broadly two-hourly Monday to Saturday service 90 (subsidised by West Berkshire County Council and Oxfordshire County Council. OCC contribution also under review: see Item L) and the 'Swindon Shopperbus' service on Friday (also under review: See Item R)
- Woolstone and Compton Beauchamp have no other bus service
- Wantage is linked with Abingdon and Didcot by Thames Travel's daily commercial services X1, X2 and X32 (selected subsidised journeys and Sunday service under review: see Item O), with Abingdon by Stagecoach's largely commercial service 31 (some evening journeys under review: see Item B), with Oxford by wholly commercial daily service X30 and with Faringdon by Monday to Saturday services 67/67A/67B (also under review: see Item J)
- Ardington has no other bus service to and from the village centre on Saturday.

Current subsidy per annum £13,258

Average passenger journeys per day 94

Cost per passenger journey £2.73

Comments from consultation

Retain service to permit travel to/from Woolstone (which has no other public transport)

Kingston Lisle & Fawler PC/Uffington PC: retain limited 67 services and X47 for shopping/entertainment in Swindon

Bus Users UK: retain and improve marketing (only bus service for White Horse)

Cllr Zoe Patrick: provides only Saturday service for Ardington. Look at future of X47 in conjunction with 67/67A services

Prices sought

A) *Three journeys in each direction (current level of service)*

B) *Single round trip*

ITEM R**Swindon Dial-a-Ride 'Shopperbus'****Ashbury, Bourton, Shrivenham and Watchfield to Swindon*****Friday only shoppers' service linking the above villages with Swindon.***

Operator Swindon Dial-a-Ride**Days of operation** Friday only**Frequency** Single round trip**Parishes served** Ashbury, Bourton, Shrivenham, Watchfield *Swindon B.C***Divisions served** Shrivenham**Alternative services**

- Service 65 (also under review: See Item H) also links Bourton, Shrivenham and Watchfield (Majors Road/High Street) with Swindon Monday to Saturday
- Service 66 (off-peak service operated commercially, but subsidised elements also under review: see Item I) also links Shrivenham and Watchfield (Faringdon Road) with Swindon daily
- Service 90 (also under review: see Item L) also links Ashbury with Swindon Monday to Saturday. Thames Travel X47 (Wantage – Swindon: see Item Q), currently gives three shoppers' trips from Ashbury to Wantage and Swindon on Saturdays only
- This service is currently for the benefit of passengers unable to use conventional public transport, and requires registration

Current subsidy per annum £5,913**Passengers carried 2013-14** 486**Cost per passenger journey** £12.17**Comments from consultation****Swindon Dial-a-Ride:** happy to expand operation to include additional days if required.***Prices sought for various levels of continued provision***

B: South Oxfordshire area review**Contracts under review**

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
S	46	Drayton St. Leonard – Long Wittenham – Appleford - Abingdon	Mon/Weds/Fri	V38	ITU	26
T	91/92/93	Didcot town services	Mon-Sat	S80	Whites Coaches	27
U	97/114/135	Wallingford - Clifton Hampden – Long Wittenham – Didcot Wallingford – Berinsfield – Clifton Hampden – Culham – Abingdon peak/off-peak Wallingford – Cholsey – Moulsoford	Mon-Sat	V33	Thames Travel	28
V	98	Didcot – Great Western Park	Mon-Sat	S79	Walters Coaches	30
W	134	Wallingford – North/South Stoke – Goring Station	Mon-Sat	S60	Go Ride	31
X	T2	Diversions via Culham Village	Mon-Sat	V34	Thames Travel	32
Y	'Line 40' 120/121/123/124	Stokenchurch – Chinnor – Thame Princes Risborough – Thame Thame – Towersey Watlington – Postcombe – Thame Watlington – S.Weston – Great Milton – Thame (Tu only)	Mon-Sat	S9 S15 S16	Arriva	33
Z	125/126/131	Watlington – Chalgrove - Wallingford (Mon/Tu/Th) Watlington – Chalgrove - Wallingford (Fri) Watlington – Wallingford (Fri) E.Hagbourne – Wallingford (Fri)	Mon/Tue/Th/Fri	S61 S62	Go Ride (S61:Mon/Tu/Th) Whites Coaches (S62: Fri)	35

Parishes served by routes under review in South Oxfordshire

Abingdon (VoWH) **Items S, U**
 Appleford (VoWH) **Item S**
 Aston Rowant **Item Y**
 Benson **Items U, Z**
 Berinsfield **Items S, U**
 Blewbury (VOWH) **Item Z**
 Brightwell Baldwin **Item Z**
 Brightwell-cum-Sotwell **Item Z**
 Britwell Salome **Item Z**
 Chalgrove **Item Z**
 Chinnor **Item Y**
 Cholsey **Item U**
 Clifton Hampden **Items S, U**
 Crowmarsh **Items U, W, Z**
 Culham **Items S, U, X**
 Cuxham **Item Z**
 Didcot **Items T, U, V**
 Dorchester **Item U**
 Drayton St Leonard **Item S**
 East Hagbourne **Item Z**
 Ewelme **Item Z**
 Goring **Items U, W**
 Great Haseley **Item Y**
 Great Milton **Item Y**
 Kingston Blount **Item Y**
 Lewknor **Item Y (Includes South Weston)**
 Long Wittenham **Items S, U (Little Wittenham also consulted)**
 Moulsoford **Items U, W**
 Newington **Item Z**
 North Moreton **Item Z**
 Postcombe **Item Y**
 Shirburn **Item Y**
South Moreton Item Z
 South Stoke **Item W**
 Stadhampton **Item Z**
 Sydenham **Item Y**
 Tetsworth **Item Y**
 Thame **Item Y**
 Towersey **Item Y**
 Wallingford **Items U, E, Z**
 Warborough **Items U, Z**
 Watlington **Item Y, Z**

ITEM S**Service 46: Drayton St. Leonard – Long Wittenham – Appleford - Abingdon****Contract V38*****Monday, Wednesday and Friday shopping service***

Operator Oxfordshire County Council ITU**Days of operation** Monday, Wednesday and Friday**Frequency** Single return shoppers' trip**Parishes served** Abingdon Town Council, Appleford, Berinsfield, Clifton Hampden, Culham, Drayton St. Leonard, Long Wittenham**Divisions served** Abingdon East, Abingdon North, Abingdon South, Berinsfield and Garsington, Sutton Courtenay and Marcham**Alternative services**

- Of the communities served, only Appleford, Long Wittenham and Drayton St Leonard do not benefit from more frequent peak/off-peak bus services to Abingdon. Appleford and Drayton St Leonard have no other bus services.
- Long Wittenham is linked with Didcot by Monday to Saturday shoppers' service 97 (also under review: see Item C).

Current subsidy per annum £9,364**Average passenger journeys per day** 10**Cost per passenger journey** £9.36**Comments from consultation****Go Ride/Abingdon TC:** operate on Monday if one day a week (Abingdon market day)**Bus Users UK:** allow parishes to determine best day of operation if reduced**Appleford PC:** operate service on Friday if single day necessary**Long Wittenham P.C:** No strong view on best day to operate but probably Monday***Prices sought for current service and Monday only service***

ITEM T**Services 91/92/93****Contract S80: Didcot Town Services*****'De minimis' subsidy contribution toward specific journeys on the Didcot town service network*****91: Broadway – Ladygrove – The Oval – Broadway (1415 journey subsidised)****92: Broadway – Barnes Road – Broadway (1440 journey subsidised)****93: Broadway – Meadow Way – Freeman Road – Broadway (0905 journey subsidised)****Operator** Whites Coaches**Days of operation** Monday to Saturday**Frequency** Each route operates broadly hourly: operating day 0900 and 1500. The bulk of this service is currently operated commercially by Whites Coaches.**Parishes served** Didcot**Divisions served** Didcot East and Hagbourne, Didcot Ladygrove, Didcot West**Alternative services**

- Service 97 (Didcot – Berinsfield – Wallingford: see Item U) also serves Mersey Way, Tamar Way and Trent Road on Ladygrove Estate en route to and from Didcot (covered by service 91)
- Services 92 and 93 cover housing areas to the south and west of Didcot town centre respectively, neither of which are served by other bus services save for those that run along the nearest main roads.

Current subsidy per annum £8,190

Average passenger journeys per day

0905:	13
1415:	2
1440:	1

Cost per passenger journey £1.68**Comments from consultation****Didcot Town Council:** improved route information/RTI at Station/Orchard Centre. Route all services via Station (not just 91). Retention supported.**Bus Users UK:** retain service as is***Discussions held with operator over possible commercial provision***

ITEM U**Services 97/114/135****Contract V33****Service 97: Wallingford – Berinsfield – Clifton Hampden – Long Wittenham – Didcot****Service 114: Wallingford – Berinsfield – Clifton Hampden – Culham – Abingdon peak/off-peak****Service 135: Wallingford – Cholsey – Moulsoford – Goring shoppers' service**

This contract was awarded in December 2013 following Thames Travel's review of their route network, which had a knock-on effect on existing subsidised services. Services 97 and 114 were reduced in frequency at this time, as maintaining their previous level of service would have entailed a significant increase in subsidy costs. All three services are fulfilled using a single vehicle.

Operator Thames Travel**Days of operation** **97 and 135:** Monday to Saturday
114: Monday to Friday**Frequency** **97:** two off-peak round trips
114: Morning peak journey to Abingdon and evening peak return journey, plus sporadic off-peak service
135: three round trips**Parishes served****Service 97:** Benson, Berinsfield, Clifton Hampden, Crowmarsh, Didcot, Dorchester, Long Wittenham, Wallingford, Warborough (includes Shillingford)**Service 114:** Abingdon, Benson, Berinsfield, Clifton Hampden, Crowmarsh, Culham, Dorchester, Wallingford, Warborough (includes Shillingford)**Service 135:** Cholsey, Moulsoford, Goring, Wallingford**Divisions served** Benson and Cholsey, Berinsfield and Garsington, Didcot East and Hagbourne, Didcot Ladygrove, Didcot West, Wallingford**Alternative services****Service 97**

- Long Wittenham and Culham are linked with Abingdon on Monday, Wednesday and Friday by Oxfordshire C.C ITU service 46 (See Item S)
- Burcot and Clifton Hampden are linked with Abingdon, Berinsfield and Wallingford by service 114 (also included in this contract) and with Abingdon and Oxford by Thames Travel service T2
- Berinsfield and Dorchester (A4074) have frequent daily services to Oxford, Wallingford and Reading via Thames Travel services X39 and X40
- Benson, Berinsfield, Crowmarsh, Shillingford and Wallingford benefit from regular services to Reading, Wallingford and Oxford via Thames Travel services X39 and X40. Wallingford also has a direct service to Didcot via Thames Travel service X2

Service 114

- Burcot and Clifton Hampden are linked with Didcot by service 97 (also included in this contract) and with Abingdon and Oxford by Thames Travel service T2
- Benson, Berinsfield, Crowmarsh, Shillingford and Wallingford benefit from regular services to Reading, Wallingford and Oxford via Thames Travel services X39 and X40
- Wallingford is linked with Didcot, Abingdon and Oxford by Thames Travel service X2, and with Henley by service 139
- Culham Village is served broadly two-hourly by service T2 (also under review: see Item X)

Service 135

- Wallingford and Goring Rail Station are linked by hourly service 134 (also under review: see Item W)
- Wallingford and Cholsey are linked by hourly Monday to Saturday peak/off-peak services 136A and 136C, which also offer a limited Sunday service.
- Moulsoford is served by no other public transport

Current subsidy per annum £66,247

Average passenger journeys per day

Service 97: 32

Service 114: 32

Service 135: 10

Cost per passenger journey £3.11

Comments from consultation**Service 97**

Long Wittenham PC: add mid-morning journey, supported by Ed Vaizey MP and Cllr Lynda Atkins.

Curtail service at Berinsfield if necessary to create additional time for this.

Wallingford TC: no strong views on retention

Bus Users UK: retain as provides only service for many communities

Service 114

Culham Science Centre: retain 114 for direct travel to Culham from Wallingford and enhancement of T2/T3 frequency. Maintain service via Culham Village.

Wallingford TC: no strong views on retention

Service 135

Wallingford TC: support inclusion with 134 timetable

West Berkshire CC: consider taxishare scheme including other West Berkshire communities

Prices sought**Service 97**

A) Current timetable

B) Revised service giving extra journey including school journeys

C) Revised service giving extra journey excluding school contract

D) Off-peak shoppers' service timed to interwork with service 94

E) Off-peak shoppers' service with additional journey timed to interwork with service 94

F) Service between Long Wittenham and Didcot only including some off-peak service 95 journeys timed to be interworked with service 94/95

Service 114

Ongoing provision included in service 97 options

Service 135

Ongoing provision included in service 134 options

ITEM V**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. New evening service commenced June 2014.

Operator	Walters Coaches
Days of operation	Monday to Saturday
Frequency	Broadly every 30 minutes peak and off-peak
Parishes served	Didcot

Alternative services

No alternative services currently link Great Western Park with Didcot

Current subsidy per annum: £97,500 (entirely funded by Section 106 agreement for Great Western Park development)

Average passenger journeys per day: 62

Cost per passenger journey: £5.16 (indicative figure: Section 106-funded service)

Comments from consultation

Didcot Town Council: integrate with 91/92/93. Retention supported.

Discussions held with operator over possible contract extension

ITEM W**Service 134****Contract S60: Wallingford – North & South Stoke – Goring Station**

Operator	Go Ride
Days of operation	Monday to Saturday
Frequency	Hourly peak and off-peak service
Parishes served	Crowmarsh, Goring, Moulsoford, South Stoke, Wallingford
Divisions served	Benson and Cholsey, Goring, Wallingford

Alternative services

- Service 134 provides North and South Stoke's only public transport
- This service is the only regular bus route linking Wallingford with Goring Rail Station, although off-peak only service 135 (also under review: see Item U) links these places three times a day
- Goring has frequent rail services to Didcot, Reading and Oxford.
- Wallingford has hourly daily services to Abingdon, Didcot and Henley, and a half-hourly service to Oxford and Reading on Monday to Saturday (hourly on Sunday)

Current subsidy per annum £66,034

Average passenger journeys per day 96

Cost per passenger journey £2.25

Comments from consultation

Goring PC/Crowmarsh PC: strong support for retention of service in current form, largely based upon increased patronage so far and future further potential increases. Not supportive of possible linkage with service 95, but inclusion of service 135 understood if unavoidable.

Go Ride CIC (bus operator): award further two year contract to bring into line with Wallingford review schedule. Inclusion of Moulsoford service may damage patronage.

Wallingford TC, supported by Cllr Lynda Atkins: strong support for retention of hourly service

South Stoke PC: retain hourly peak/off-peak frequency via South Stoke Village based on success and likely increased future usage of current service. **PETITION OF 325**

SIGNATURES SUPPORTING RETENTION RECEIVED

Cllr Kevin Bulmer: retain service at current level

Bus Users UK: strongly oppose reduction in service: propose inclusion of provision for Moulsoford

Prices sought

A) Existing service

B) Revised service including three service 135 journeys via Moulsoford

C) Revised service including two service 135 journeys via Moulsoford

D) Revised service with enhanced peak hour provision and two service 135 journeys via Moulsoford

ITEM X**Service T2****Contract V34: Diversions via Culham Village**

This contract was awarded in December 2013 following Thames Travel's review of their route network. Service T2 was to be withdrawn from Culham Village: Contract V34 maintains the service via the village albeit at a reduced frequency and to Abingdon and Oxford only (previously the service via Culham Village operated between Abingdon, Culham, Didcot and Wantage: as a result the direct service to Didcot has been removed).

Operator Thames Travel

Days of operation Monday to Saturday

Frequency Broadly two hourly, peak and off-peak

Parishes served Culham

Divisions served Berinsfield and Garsington

Alternative services

- No other regular bus services operate via Culham Village, although service 46 (also under review: see Item S) currently stops there on Monday, Wednesday and Friday.
- Service 114 (also under review: see Item U) operates via the A415, though there is currently no bus stop on the main road.
- Withdrawal of subsidy for this diversion would result in service T2 also operating via the A415. However, the provision of safe stopping arrangements on the A415 is likely to be in doubt given the nature of the road layout in the Culham area.

Current subsidy per annum £12,441

Average passenger journeys per day 16

Cost per passenger journey £2.50

Comments from consultation

Bus Users UK/Culham Science Park: retain existing service via Culham village

Culham P.C: increase service via Culham village to hourly

Price sought for continued provision

ITEM Y**Services 120, 121, 123 and 124****Service 120/121:** P. Risborough – Chinnor – Towersey – Thame (Kings Road and Town Centre)**Service 123:** Thame (Town Centre, Cotmore Gardens and Park Street) – Towersey**Service 124:** Watlington – Lewknor – Aston Rowant (NTu)/South Weston (Tu) – Postcombe – Great Haseley (Tu) – Great Milton (Tu) – Thame**Contract S9****‘Line 40’: Stokenchurch – Chinnor – Thame****Contracts S15 and S16**

Contract S16 was awarded in September 2014 to enable review of patronage following the de-commercialisation of the Oxfordshire end of the Line 40 route from High Wycombe to Thame. Contracts S9 and S15 both also subsidise elements of ‘Line 40’, and as a result the Oxfordshire end of this service along with the associated local services 120-124 described above is being reviewed ‘en masse’.

Operator Arriva**Days of operation** Monday to Saturday**Frequency** Broadly hourly, peak and off-peak**Parishes served****Service 120/121:** Aston Rowant, Chinnor, Lewknor, Shirburn, Sydenham, Towersey, Thame**Service 123:** Thame, Towersey**Service 124:** Aston Rowant, Great Haseley, Great Milton, Lewknor, Postcombe, Tetsworth, Thame, Watlington**‘Line 40’:** Aston Rowant, Chinnor, Kingston Blount, Sydenham, Towersey, Thame**Divisions served** Chalgrove and Watlington, Thame and Chinnor,**Alternative services**

- Line 40 provides the only regular peak and off-peak bus service between the Oxfordshire villages listed above and Thame, although Arriva service 120 operates a single Monday to Saturday off-peak round trip between Chinnor and Thame, plus two off-peak round trips between Thame, Chinnor and Princes Risborough. Additionally Arriva services 120 and 123 offer two off-peak round trips from Towersey to Thame, but all of these facilities along with peak and off-peak journeys between Towersey and Thame are also provided under contract to Oxfordshire County Council: as a result future provision of these facilities is also likely to be determined by the outcome of the review of the overall service between Stokenchurch and Thame.
- Service 124 from Watlington to Thame is also covered by this contract. This provides a direct service to Thame from Milton Common, Postcombe, Tetsworth and Lewknor (Monday to Saturday) and Great Milton, Great Haseley and South Weston (Tuesday only). In conjunction with a single afternoon journey from Watlington on service 121 it provides Shirburn's only bus service: it also provides South Weston's only public transport. Great Milton and Great Haseley are linked with Oxford and Templars Square by Heyfordian services 103 and 104 (Monday to Saturday). Watlington is linked with Oxford by hourly Monday to Saturday Thames Travel service T1, with Wallingford by service 125 (subsidised element also under review: see Item Z) and with Oxford by Go Ride commercial service 101 (Saturday evening and Sunday only).
- Go Ride service 125 also links Watlington with Thame via Great Milton and Milton Common on Tuesday only.
- Red Rose service 275 offers four journeys in each direction linking Stokenchurch, Chinnor, Aston Rowant, Kingston Blount, Postcombe, Tetsworth and Milton Common with Oxford and High Wycombe. However morning and evening peak journeys to/from Oxford currently

omit Kingston Blount and Chinnor. This service is subsidised by Buckinghamshire County Council and Oxfordshire contributes £22,600 per annum toward the contract cost

Current subsidy per annum £112,837 (total cost of all services provided by the three contracts under review)

Average passenger journeys per day

Service 120: M-F 18, Sat 15

Service 121: M-F 1, Sat 1

Service 123: M-F 14, Sat 14

Service 124: M-F 16, Sat 10

'Line 40': 185 (passengers boarding in Oxfordshire communities and travelling in either direction)

Cost per passenger journey £1.60

Comments from consultation

'Line 40'

Chinnor: Several hundred requests via consultation portal/postal questionnaires supporting retention (and increase in frequency if possible) of service to Thame and Wycombe for access to work, leisure, health and shopping facilities. Requests for direct service to Aylesbury, Oxford (peak), timetable revision to allow use to get to school in Thame, and later bus from Wycombe. Retain link to Wycombe. Better connections with 280. Improved services for travel to Princes Risborough from Chinnor

Stokenchurch PC (Bucks): retain through services, even if two hourly and with more diversions via Towersey. Increase stop provision on Thame 'ring road'.

Thame T.C: Retain service, whether subsidised or commercial. Reduce to two-hourly if necessary. Route along Cromwell Avenue to generate increased patronage.

Bus Users UK: Retain hourly service even if at cost of reductions in associated 120/121/123/124 services

120/121/123/124

Stop at Henton Turn. Increase service to Princes Risborough. Retain Thame town journeys. Stops at Thame Health Centre, Pearce Way. Several hundred requests supporting retention via consultation portal/postal questionnaires.

Tetsworth P.C: if reduction of 124 necessary, run on Tuesday and Saturday only

Little Milton P.C: operate service 124 via Little Milton

Prices sought

Services 120/121/123/124

A) Current timetable (Monday to Saturday)

B) Revised service 120 only (Monday to Friday: includes current service 123 provision in route)

C) Revised service 120 only (Monday to Saturday: includes current service 123 provision in route)

D) Revised service 120 only (Monday to Friday: includes current service 123 provision in route and operates via Postcombe and Tetsworth)

E) Revised service 120 only (Monday to Saturday: includes current service 123 provision in route and operates via Postcombe and Tetsworth)

Prices for coverage of service 124 also sought along with services 125, 126 and 131 (see Item Z)

'Line 40'

Prices sought for various levels of continued service

ITEM Z**Service 125****Contract S61: Watlington – Wallingford (Monday, Tuesday and Thursday)****Services 125, 126 and 131****Contract S62: Watlington – Wallingford, Upperton - Chalgrove – Stadhampton – Wallingford, East Hagbourne – Blewbury – Wallingford (all Friday only)**

Operator Go Ride (Monday Tuesday and Thursday service 125)
Whites Coaches (Friday services 125, 126 and 131)

Days of operation Monday, Tuesday and Thursday (Go Ride services)
Friday (Whites Coaches services)

Frequency Single return shoppers' trips

Parishes served Benson, Blewbury, Brightwell Baldwin, Britwell Salome, Chalgrove, Crowmarsh, Cuxham, East Hagbourne, Ewelme, Newington, North Moreton, South Moreton, Stadhampton, Wallingford, Warborough, Watlington,

Divisions served Benson and Cholsey, Berinsfield and Garsington, Chalgrove and Watlington, Wallingford

Alternative services

- Benson and Crowmarsh are linked with Oxford, Reading and Wallingford by frequent Thames Travel services X39 and X40, and with Abingdon by peak only service 114 (also under review: see Item U).
- Chalgrove and Cuxham are linked with Watlington by Thames Travel hourly commercial service T2, and Watlington is also linked with Thame by Monday to Saturday service 124 (also under review: see Item Y) and with Oxford by hourly Thames Travel commercial service T1 (see Item AM). Service 125 provides Britwell Salome and Ewelme village's only public transport (though Thames Travel service 139 serves Clay Lane near the Shepherd's Hut).

Whites Coaches also operates a subsidised service between Watlington and Wallingford on Friday only via the same route as service 125. During the review process Whites Coaches suggested that they wished to terminate their contract for this service along with Friday only services 126 (Wallingford – Chalgrove-Stadhampton – Wallingford) and 131 (East Hagbourne – Blewbury – Moretons – Wallingford) which are included in the same contract. This request was received late in the review process: tenders were invited for continued provision of these routes along with service 125, which has given an opportunity to align the timetables for the Monday, Tuesday and Thursday timetable for service 125 with the Friday timetable.

Current subsidy per annum £8,415 (Monday, Tuesday and Thursday services)
£6,898 (Friday services)

Average passenger journeys per day 12 (Monday, Tuesday and Thursday services.
Current data not available for Friday services)

Cost per passenger journey £4.65 (Monday, Tuesday and Thursday services only)

Comments from consultation

Wallingford T.C: no strong views on retention

Ewelme P.C: align times of Friday journeys with those on other days. 125 service vital to Ewelme village.

Bus Users UK: best served with Community Transport

Cuxham/Chalgrove P.Cs: extend subsidised service to cover Cuxham/Chalgrove. Tailor timetable to offer connections with services 124 and T1

Watlington PC: align times of 125 journeys on each day of operation. Some older users regard Wallingford as preferred centre. Unify services 124 and 125

Prices sought

- A) Mon/Tues/Thurs/Fri service on route 125, Friday only service on routes 126/131***
- B) Mon/Weds/Fri service on route 125, Fri only service on routes 126/131***
- C) Mon/Weds/Fri service on routes 125/126/131***
- D) Weds/Fri service on route 125/126/131***
- E) Mon/Weds/Thurs/Fri service on routes 125/126/131, Tues only service on route 124***
- F) Mon/Weds/Fri service on route 125, Fri only service on routes 126/131, Tues/Thurs service on route 124***
- G) Mon/Weds/Fri service on routes 125/126/131, Tu/Thurs service on route 124***
- H) Weds/Fri service on route 125/126/131, Mon/Tues/Thurs service on route 124***

C: Contracts under review elsewhere in Oxfordshire**Contracts under review: Oxford area**

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
AA	10	Oxford city centre – John Radcliffe Hospital	Sun-Weds eves	O1	Stagecoach	38
AB	12/12C	Oxford city centre – Greater Leys via Sandford	Daily eves/Suns	O32	Stagecoach	38
AC	14/14A	Oxford city centre – John Radcliffe Hospital via Banbury Road	Saturday	O33	Stagecoach	38
AD	16/16A	Oxford city centre – Minchery Farm	Daily eves/Suns	O34	Stagecoach	38

Contracts under review: Witney area

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
AE	X10	Wychwoods - Burford	Mon-Fri	W6	Pulhams Coaches	39/40
AF	V1/V12/V19	Witney town centre – Deer Park Estate Wychwoods – Chipping Norton	Mon-Fri	W59	Villager	39/40
AG	213/4/5	Witney town services	Mon-Sat	W3	Stagecoach	39/40

Contracts under review: Bicester/Banbury area

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
AH	S4	Middle Barton & Duns Tew – Banbury/Oxford	Mon-Sat	C7	Stagecoach	41
		Kidlington airport diversions	Mon-Sat	C23		
		Banbury – Oxford Sundays	Sundays	C8		
AI	488/489	Chipping Norton – Bloxham - Banbury	Mon-Sat	C12	Stagecoach	42
AJ	B1/B2/B8	Banbury – Cherwell Heights – Bodicote Banbury – Hardwick	Sun	C16	Stagecoach	43
AK	8	Bicester – Hethe – Fringford - Brackley	Mon-Sat	C39	Stagecoach	44
AL	504	Hornton – Horley - Banbury	Thurs	C34	Heyfordian	45

Proposed revision to existing commercial service

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
AM	T1	Watlington – Stad'ton – Gars'ton - Oxford	Mon-Sat	n/a	Thames Travel	46

Other services

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
AN	M1/M2	Watlington – Nettlebed – Sonning Common - Reading	Tues, Weds,	S25	OCC ITU	47

			Thurs, Sat			
AO	n/a	Various Community Transport grants (Wantage IAC Car scheme, Didcot Volunteer Centre Car Scheme, Cholsey Community Car Service)	Various	n/a	Wantage IAC Didcot V.C Cholsey C.S	48/49
AP	36	Grove – Wantage - Didcot	n/a	n/a	n/a	50

ITEMS AA to AD**Services 10, 12/12C, 14/14A, 16/16A****Oxford city centre – John Radcliffe Hospital (Wednesday to Sunday evening service)****Oxford city centre – Greater Leys via Sandford & Littlemore (daily evenings and Sundays)****Oxford Rail Station/city centre – John Radcliffe Hospital via Banbury Road (Saturdays)****Oxford city centre – Minchery Farm (daily evenings and Sundays)****Contracts O1, O32, O33 and O34*****‘De minimis’ negotiated contracts for evening, Saturday and Sunday services which conclude in May 2015*****Operator** Stagecoach**Days of operation** Daily evenings and Sundays (Services 10, 12/12C and 16/16A)
Saturday (services 14/14A)**Frequency** Hourly (services 12/12C and 16/16A)
Half-hourly (services 10 and 14/14A)**Parishes served** Blackbird Leys, Littlemore, Old Marston, Sandford-upon-Thames**Divisions served** Berinsfield and Garsington, Churchill and Lye Valley, Cowley, Headington and Quarry, Isis, Iffley Fields and St Mary's, Jericho and Osney, Leys, Marston and Northway, Rose Hill and Littlemore, St Clements and Cowley Marsh, St Margarets, University Parks,**Alternative services**

- Most of the contracts listed above provide evening and/or Sunday facilities on services providing links to the city centre from suburban areas of Oxford and the John Radcliffe Hospital.
- The contract pertaining to the Saturday 14/14A service is for enhancement of the commercial frequency (hourly) to half-hourly.

Current subsidy per annum

Contract O1 (service 10): £55,657

Contract O32 (services 12/12C): £63,354

Contract O33 (service 14/14A): £25,456

Contract O34 (services 16/16A): £49,370

Average passenger journeys per day No information available**Cost per passenger journey** Unknown**Comments from consultation**

Sandford-upon-Thames PC (plus numerous individual responses): request for good and reliable bus service, including at evenings and weekends when it is difficult to get back to the village.

Stagecoach stated during the review process that the facilities provided by these contracts would largely continue without subsidy after May 30 2015, with the

exception of the evening service via Sandford-upon-Thames and Littlemore provided by service 12C. Consultation was therefore only conducted with these communities: no response was received from either parish council, although numerous responses were received from residents of Sandford-upon-Thames and Littlemore expressing concern about the potential withdrawal of the evening service for these communities.

Discussions held with current operator over possible commercial provision

ITEMS AE to AG**Services 213/214/215: Witney town services****Services V12/V19: Wychwoods – Chipping Norton****Service V1: Witney – Deer Park Estate****Service X10: Wychwoods – Burford (connecting with service 233 for onward travel to/from Witney)****Contracts W3, W6 and W59*****'De minimis' emergency contracts for continued service provision following withdrawal of Go Ride's commercial services in the Witney, Burford and Chipping Norton area***

Operator	Stagecoach (services 213/214/215) Pulhams Coaches (service X10) Villager Community Minibus (services V1/V12/V19)
Days of operation	Services 213/214/215 (Witney town network): Monday to Saturday Service X10 (Wychwoods-Burford): Monday to Saturday Service V1 (Witney-Deer Park): Monday to Friday Service V12/V19 (Wychwoods-Chipping Norton): Monday, Tuesday and Friday
Frequency	Services 213/214/215 (Witney town network): broadly hourly peak/off-peak Service X10 (Wychwoods-Burford): broadly hourly peak/off-peak Service V1 (Witney-Deer Park): single shoppers' round trip Service V12/V19 (Wychwoods-Chipping Norton): single shoppers' round trip

Parishes served Ascott-under-Wychwood, Burford, Chipping Norton, Fulbrook, Milton-under-Wychwood, Shipton-under-Wychwood, Witney

Divisions served Burford and Carterton North, Charlbury and Wychwood, Chipping Norton, Witney North and East, Witney South and Central, Witney West and Bampton

Alternative services**Services 213/214/215**

There are no alternative services to the estates served by these routes

Service V1

Although no alternative service operates via Deer Park Estate, hourly service 215 serves Apley Way which can be accessed by footpath from the estate.

Services V12/V19

Only Pulhams service 811 (Saturday only) additionally links the Wychwoods with Chipping Norton.

Service X10

No alternative services exist from the Wychwoods to Burford/Witney. Some Villager services link Shipton and Milton with Witney or Chipping Norton on selected days of the week.

Current subsidy per annum

Services 213/214/215 (Witney town network): £95,804 (approximate annualised cost)

Service X10 (Wychwoods-Burford): £33,190 (annual cost)

Service V1 (Witney-Deer Park) and services V12/V19 (Wychwoods-Chipping Norton): £6,796 (annual cost)

Average passenger journeys per day Services 213/214/215: no data available
 Service X10: 44
 Services V1/V12/V19: no data available

Cost per passenger journey Unknown

Comments from consultation

Cllrs Simon Hoare and Laura Price: retention of current peak and off-peak services strongly supported.

Ascott-under-Wychwood PC: retain current service if possible, but between 0900 and 1600 as a minimum. Curtailment after 1500 unacceptable.

Shipton-under-Wychwood PC: retain service between Wychwoods and Burford between 0900 and 1600 as a minimum.

Fulbrook PC: retain off-peak only service as a minimum

Milton-u-Wychwood PC: strong support for retention of current service as a minimum, though critical of need to change at Burford

Cllr Andrew Coles (WODC): retain service in current form.

Witney PTR: support for retention of existing services with some suggestions for alternative coverage.

Various individual responses also received supporting continued provision.

Prices sought

Witney town services

A) Existing service

B) Existing service but without school time journeys

C) Off peak only service

Wychwoods – Burford service

A) Peak/off-peak service

B) Reduced peak/off-peak service

C) Peak off-peak service with additional evening peak journey from Wychwoods

Services V1/V12/V19

Prices sought for continued provision

ITEM AH

Service S4: Middle Barton & Duns Tew – Banbury/Oxford
Kidlington airport diversions
Banbury – Oxford Sundays

Contracts C7, C8 and C23

These contracts are under review following proposed changes to Stagecoach's largely commercial service S4 between Banbury and Oxford. A revised S4 timetable will be implemented from May 2015, giving an improved service to most places on the route. However, this will not serve Duns Tew or Middle Barton: tenders have been invited for a 'shuttle' service connecting with service S4 at Deddington to enable continuation of links between these communities and Banbury/Oxford.

Operator Stagecoach

Days of operation Monday to Saturday (Middle Barton, Duns Tew and Kidlington airport diversions)
 Sunday (Banbury – Oxford service)

Frequency Morning/evening peak and three hourly off-peak service (Middle Barton and Duns Tew diversions)
 Broadly hourly (Kidlington airport diversions)
 Two hourly (Sunday Banbury – Oxford service)

Parishes served Adderbury, Banbury, Bodicote, Deddington, Duns Tew, Gosford & Water Eaton, Kidlington, Middle Aston, North Aston, Oxford City, Rousham, Shipton-on-Cherwell & Thrupp, Steeple Aston, Steeple Barton and Tackley

Divisions served Banbury Calthorpe, Deddington, Banbury Grimsbury and Castle, Jericho and Osney, Kidlington South, Kirtlington and Kidlington North, St Margaret's, University Parks, Wolvercote and Summertown

Alternative services

- Duns Tew and Steeple Barton are also linked with Banbury by Thursday shoppers' service 90. No alternative peak facility to Oxford or Banbury exists from these places.
- Steeple Aston and Steeple Barton are also linked with C.Norton by Wednesday only service 23A
- Kidlington Airport and Langford Lane are served by no other bus route from Banbury, and are only served by buses to and from Oxford in the morning and evening peak
- Apart from Banbury, Bodicote, Kidlington and Oxford, no communities on the S4 route benefit from any alternative Sunday bus service. Middle Barton and Duns Tew are not served by route S4 on Sundays.

Current subsidy per annum Duns Tew/Middle Barton diversions: £71,808
 Sunday service: £8,160
 Kidlington airport diversions: £3,672

Average passengers per day Passengers per day to/from Duns Tew and Middle Barton: 56.5
 Passengers per day on Sunday: 182
 Passengers travelling to/from Kidlington airport: 12

Cost per passenger journey Duns Tew and Middle Barton: £4.13
 Sunday: £1.28
 Kidlington airport: £0.98

Officers comments

Affected communities have been advised that changes to their bus services are inevitable: many have responded negatively to the prospect of a 'shuttle bus' linking Duns Tew and Middle Barton with service S4 at Deddington, but in this instance there is no realistic alternative. The timetable tendered for a 'shuttle' service gives connections with several morning and evening peak S4 journeys to/from Oxford and Banbury, as well as an increased number of off-peak trips. As a result an improved service will result for these villages (albeit with a change of bus necessary at Deddington for travel to Banbury or Oxford).

Prices sought for replacement 'shuttle' service

ITEM AI**Service 488: Banbury – Bloxham – Milcombe – Hook Norton – Over Norton – Chipping Norton****Service 489: Journeys diverted via South Newington and/or Wigginton****Contract C12*****Hourly Monday to Saturday peak/off-peak service: contract is for various S106-funded journeys, diversions via Wigginton and additional non-commercial facilities.***

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Mondays to Saturdays broadly hourly
Parishes served	Banbury, Bloxham, Chipping Norton, Hook Norton, [Little Tew], Milcombe, Over Norton, Rollright, South Newington, Swerford, Wigginton.

Alternative services

- This route provides the only regular bus service to the villages of Great Rollright, Milcombe and Hook Norton, although all (along with Bloxham and Over Norton) are also served by commercial Bakers service 6 on Tuesday only (single shoppers' service to Moreton-in-Marsh, not Banbury)
- Wigginton and South Newington are served by morning and evening peak journeys facilitating travel to work in Banbury, along with a single off-peak round trip to facilitate access to shops and services in Banbury. South Newington is also served by two additional early morning journeys to Chipping Norton and an afternoon school bus which returns schoolchildren to the village from Chipping Norton School
- Pulhams service 806 links South Newington and Bloxham with Banbury on Thursday (single return trip)
- Over Norton is also linked with Chipping Norton by early morning and early evening journeys on Monday to Saturday 50 (Chipping Norton to Stratford-upon-Avon), as well as two off-peak journeys.

Current subsidy per annum £58,547 (plus £28,000 Section 106 funds from developments in Bloxham)

Average passenger journeys per day 254 (subsidised journeys only)

Cost per passenger journey £1.58 (subsidised journeys only)

Officers comments

This item relates to a continuation of the arrangement for the existing service for a further two year period. No change to the service will result and therefore no consultation has been conducted.

Prices sought for continued provision

ITEM AJ**Services B1/B2/B8: Banbury town network (Sunday services)****Contract C16*****Sunday services in Banbury urban area***

Operator	Stagecoach
Days of operation	Sundays and Bank Holidays
Frequency	B1 and B2: two-hourly B8: hourly daytime
Parishes served	Banbury, Bodicote

Alternative services

All the places served by these routes have no alternative services to Banbury town centre on Sunday. However, service S4 operates along Oxford Road four times a day to and from Banbury, giving a nominal service for Bodicote and Easington to the town centre (albeit with a walk required from most housing in these areas).

Current subsidy per annum £24,480

Average passengers per day 258

Cost per passenger journey £1.65

Officers comments

This contract is due to expire in May 2015. It is proposed that continued subsidy for evening and Sunday services will not be provided for contracts currently under review: as Stagecoach is unwilling to operate these services commercially on it is therefore likely that the Sunday services provided by this contract will cease after May 23. Local representatives have been advised of this possibility: some individual responses from bus users have been received supporting continuation.

Discussions held with operator over possible continued provision

ITEM AK**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 2015: the service is being re-tendered and officers anticipate a 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	£24,385

Officers comments

As the outcome of Northamptonshire's tendering exercise for service 8 is not yet known, officers are seeking delegated authority to negotiate an appropriate continued contribution to the contract cost.

No prices currently available

ITEM AL**Service 504****Contract C34: Hornton - Horley - Banbury**

Thursday only shopper's service linking Hornton and Horley with Banbury

Operator	Heyfordian Travel
Days of operation	Thursday only
Frequency	Single round trip
Parishes served	Hornton, Horley, Banbury
Alternative services	The villages served by this service have no other public transport provision at any time
Current subsidy per annum	£8,670
Average passenger journeys per day	11
Cost per passenger journey	£13.90

Comments from consultation

Hornton PC: improved service requested (additional day of service and/or additional return trip)

Prices sought for various levels of continued provision

ITEM AM**Service T1: Watlington – Stadhampton – Garsington - Oxford**

Officers have been advised of Thames Travel's intention to implement a revised commercial service on the T1 route. Officers are considering various options for subsidising this service to minimise the severity of any reductions in frequency that may result.

Operator Thames Travel

Days of operation Monday to Saturday

Frequency Broadly hourly

Parishes served Oxford, Garsington, Stadhampton. Chalgrove, Cuxham, Watlington

Divisions served Berinsfield and Garsington, Chalgrove and Watlington, Cowley, Jericho and Osney, Leys, St Clements and Cowley Marsh

Alternative services This service provides a direct link to Oxford for Garsington, Stadhampton. Chalgrove, Cuxham and Watlington.

Current subsidy per annum Not currently subsidised

Average passenger journeys per day No information available

Cost per passenger journey Unknown

Officers comments

The County Council were advised in late 2014 by Thames Travel that this service was no longer commercially sustainable in its present form and representatives of the 'Five Parishes' Bus Users Group Councils were advised of this at the time. Thames Travel agreed not to make any changes to the service until June 2014 to tie in with this scheduled review. Discussions with Thames Travel over a possible new subsidy will be reported in Supplementary Exempt Annex 2. Some support for retention of the current pattern of service has been received from bus users and local residents.

Discussions held with operator regarding future service provision and required subsidy

ITEM AN**Services M1/M2: Watlington – Nettlebed – Sonning Common – Reading**

Changes have been proposed to this service by Oxfordshire County Council's Integrated Transport Unit, which took over the contract following Whites Coaches' premature surrender of their contract for its provision in August 2014. The proposed changes are to operate a single round trip on Tuesday, Wednesday and Thursday instead of three as currently provided. The Saturday service would be withdrawn, and Nuffield and Stoke Row would no longer be served as both benefit from alternative services.

Operator Oxfordshire County Council Integrated Transport Unit

Days of operation Tuesday, Wednesday, Thursday and Saturday

Frequency Three round trips Tuesday, Wednesday and Thursday. One return trip Saturday.

Parishes served Highmoor, Kidmore End, Nettlebed, Nuffield, Rotherfield Peppard, Sonning Common, Stoke Row, Swyncombe, Watlington

Divisions served Chalgrove and Watlington, Benson and Cholsey, Goring, Sonning Common

Alternative services This service provides the only bus service for the villages of Highmoor, Kidmore End, Nettlebed (Park Corner) and Swyncombe (Cookley Green). Nettlebed/Nuffield are linked with Henley and Wallingford by daily service 139. Stoke Row is linked with Henley by Monday to Friday shoppers' service 145 (two off-peak round trips). Sonning Common benefits from regular daily services to Reading, and Watlington is linked with Oxford by service T1 (see Item AM) and with Wallingford by services 125 and 126 (see Item Z).

Current subsidy per annum £21,800

Average passenger journeys per day No information available

Cost per passenger journey Unknown

Comments from consultation

Highmoor PC: retain service. Consult users on suitability of revised timetable for shoppers.
Reading Borough Council: supportive of suggested changes.

Price sought for continued provision

ITEM AO**Grant funding for Community Car Schemes*****Review of grants for Wantage IAC Car Scheme, Didcot Volunteer Centre Car Scheme and Cholsey Community Car Service***

Operator Wantage Independent Advice Centre
Didcot Volunteer Centre
Cholsey Community Car Service

Days of operation All Monday to Friday

Frequency Demand-responsive

Parishes served**Wantage Independent Advice Centre**

Ardington, Charney Bassett, Childrey, Denchworth, East Challow, East Hanney, East Hendred, Faringdon, Grove, Hatford, Letcombe Bassett, Letcombe Regis, Lockinge, Longworth, Rowstock, Southmoor, Sparsholt, Stanford in the Vale, Uffington, Wantage, Watchfield, West Hanney, and West Hendred.

Didcot Volunteer Centre

East & West Hagbourne, Harwell, Aston Upthorpe and Tirrold, North and South Moreton, Chilton, Rowstock, Milton, Drayton, Sutton Courtenay, Little Wittenham, Upton and Blewbury.

Cholsey Community Car Service

Cholsey parish only.

Divisions served**Wantage Independent Advice Centre**

Faringdon, Hendreds and Harwell, Grove and Wantage, Kingston and Cumnor, Shrivenham,

Didcot Volunteer Centre

Didcot East and Hagbourne, Didcot West, Hendreds and Harwell, Sutton Courtenay and Marcham, Wallingford

Cholsey Community Car Service

Benson and Cholsey

Alternative services Although all the places served are covered by local bus services, these schemes specifically benefit those who have difficulty using conventional public transport.

Current subsidy per annum

Wantage Independent Advice Centre: £12,037

Didcot Volunteer Centre: £2,000

Cholsey Community Car Service: £1,000

Passenger journeys per annum

Wantage Independent Advice Centre: 04/14 to 3/15 (projected): 5,000

Didcot Volunteer Centre: 09/13 to 09/14: 3,816

Cholsey Community Car Service: 04/13 to 03/14: 545

Cost per passenger journey

Wantage Independent Advice Centre: £2.41

Didcot Volunteer Centre: £0.52

Cholsey Community Car Service: £1.83

Comments from consultation**Wantage Independent Advice Centre:**

Support for continued funding from Oxfordshire Rural Communities Council, Oxfordshire Transport and Access Group, East Hanney Parish Council, Ardington and Lockinge Parish Council, Cllr Judith Heathcoat, East Hendred Parish Council, East Challow Parish Council, Faringdon Town Council and Wantage Town Council.

Didcot Volunteer Centre:

Support for continued funding from Cllr Nick Hards, North Moreton Parish Council, Oxfordshire Rural Communities Council, Oxfordshire Transport and Access Group, Didcot Town Council, Sutton Courtenay Parish Council, Drayton Parish Council and South Oxfordshire District Council.

Cholsey Community Car Service

Support for continued funding from Cholsey Parish Council, Oxfordshire Transport and Access Group, South Oxfordshire District Council and Oxfordshire Rural Communities Council (which also supports expansion of scheme if funding permits).

Requests for revised grants received

ITEM AP**Service 36: Grove – Wantage - Didcot**

Consideration of potential for reinstatement of service previously operated commercially by Thames Travel and withdrawn in 2013.

Operator n/a: no current service

Days of operation n/a: no current service

Frequency n/a: no current service

Parishes served Grove, Wantage, East Hanney, East Hendred, Steventon, Didcot

Divisions served Grove and Wantage, Hendreds and Harwell, Kingston and Cumnor, Sutton Courtenay and Marcham, Didcot West, Didcot Ladygrove

Alternative services When originally introduced this service was specifically conceived to give a 'fast' peak service between Grove, Wantage and Didcot. Wantage already has a broadly half-hourly peak and off-peak service to Didcot via largely commercial services X1 and X32. One morning and evening peak X1 journey in each direction is extended to give Grove a direct service to Didcot. Assuming the route of the previous 36 service is followed East Hanney will also benefit from a direct service to Didcot: currently this community is linked with Abingdon, Oxford, Grove and Wantage via services 31 and X30.

Current subsidy per annum None: no current service

Passenger journeys per annum n/a: no current service

Cost per passenger journey n/a: no current service

Comments from consultation

As service 36 does not currently exist no comments were sought during the consultation exercise. However there has been some local support for its reinstatement.

Prices sought for various levels of provision