

## Chipping Norton and Charlbury Area Review – New contracts to commence 9<sup>th</sup> December 2012

Item	Service number	Contract number	Route	Days of operation	Current Operator	Page
A	23A	W43	Steeple Aston – Tews – Chipping Norton	Weds/Sat: single return trip	Heyfordian	2-3
B	50	W37	<i>Chipping Norton – Over Norton – Shipston-on-Stour</i>	<i>Mon-Sat: 4 return trips</i>	<i>Stagecoach</i>	4-5
C	50/S3	W42	<i>Oxford – Chipping Norton – Stratford-upon-Avon</i>	<i>Sun/BH only: hourly</i>	<i>Stagecoach</i>	6-7
D	243	W48	Combe – Leafield – Witney	Tues/Fri: 3 return trips	R H Buses	8-9
E	811	W49	Salford – Chipping Norton – Cheltenham	Sat only: single return trip	Pulhams	10-11
F	C1	W40	Charlbury Railbus	Mon-Fri peak	R H Buses	12-14
G	C1/X8A	W52	Kingham – Wychwoods (X8A) including Charlbury Railbus (C1)	Mon-Fri	R H Buses	15-18
H	E1/E2	W47	Evenlode Connection	Mon-Fri	New Services	19
I	T1	W46	Charlbury Taxibus	Mon-Fri off-peak	R H Buses	20-21
J	X8	W50	<i>Kingham Railbus</i>	<i>Mon-Fri early and late jnys + all day Sats</i>	<i>R H Buses</i>	22
K	X9	W45	Witney – Charlbury – Chipping Norton	Limited Fri/Sat evening service	R H Buses	23-24
L	X9	W56	<i>Witney – Charlbury – Chipping Norton</i>	<i>2 x AM and 1 x PM journeys Mon-Fri</i>	<i>R H Buses</i>	25-27

*Items shown in italics were not tendered but are negotiated “de minimis” contracts.*

## SECTION A: -

### CHIPPING NORTON & CHARLBURY AREA REVIEW

Contracts to be awarded for 18 months to 31<sup>st</sup> May 2014

#### Notes

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

#### ITEM A

##### Service 23A

**Contract: PT/W43:- Steeple Aston – The Tews – Chipping Norton**

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**Description:** Market day/shoppers service through a number of villages where this is the only bus service.

**Operator:** Heyfordian Travel

**Days of operation:** Wednesday and Saturday only

**Frequency:** One single trip each way.

**Parishes served:** Chipping Norton, Great Tew, Heythrop, Little Tew, Sandford St Martin, Steeple Aston (Cherwell), Steeple Barton, Swerford, Westcot Barton

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

**Current subsidy per annum:** £12,319

**Average passengers per day:** 8 Wednesday, 3 Saturday

**Cost per passenger journey:** £12.53

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#### **Background**

This is a very long established market day service (running on Wednesdays to Chipping Norton Market). An extension to serve Steeple Aston and an additional day's operation on a Saturday were introduced, following representations, at the last review in 2008.

#### **Overview:-**

Like many of the once per week "market services" this route has seen a slow decline in usage over the years. There appears to be no usage on either of the present operating days from Steeple Aston (despite the request for the service), nor from Swerford village (where access is sometimes difficult due to parking). The new Saturday service has been poorly supported and therefore it is difficult to justify continuation on this day.

*Continued:*

**ITEM A - Service 23A Contract: PT/W43**  
**(Continued)**

**Comments from consultation:-**

*Sandford Parish Council: - Retain if possible (including Saturdays)*  
*Steeple Barton Parish Council: - Retain if possible (including Saturdays)*  
*Bus Users UK: - Retain if possible (including Saturdays)*

**Prices sought: - One journey each way on:-**

PT/W43A – Wednesday & Saturday (Current level of service)

PT/W43B – Wednesday only (reduction)

## **ITEM B**

### **Service 50**

#### **Contract: PT/W37:- Chipping Norton – Over Norton - Shipston on Stour**

*(joint contract with Warwickshire County Council).*

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**Description:** This is a negotiated 'de minimis' subsidy contract by Oxfordshire and Warwickshire County Councils towards the extension of a commercially operated service between Stratford on Avon and Shipston-on-Stour to/from Long Compton (Warks) and Over Norton and Chipping Norton (Oxon).

**Operator:** Stagecoach Midlands

**Days of operation:** Monday to Saturday (see Item C for Sunday service).

**Frequency:** 4 journeys each way. (N.B. combined with service 50A the frequency between Shipston and Stratford is broadly hourly)

**Parishes served:** Chipping Norton, Over Norton.

**Alternative services:** Over Norton is linked with Chipping Norton by hourly peak and off-peak services 488 on Monday to Saturday. However, service 50 provides an early morning journey between these places. Shipston Link community transport provides an alternative service between Chipping Norton and Shipston on Stour on a Wednesday only (via a different route) but this does not serve Long Compton.

**Current subsidy per annum:** £10,213.51 (Warwickshire also contributes £21,174.03 toward the subsidy cost for this service, the bulk of which operates in their administrative area).

**Average passengers per day:** 23 (passengers from Oxfordshire to points as far as Shipston on Stour and vice versa)

(Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures).

**Cost per passenger journey:** £1.40

#### **Background:**

This service is the continuation of a once popular through route from Oxford to Stratford on Avon, and although connections are now made with Stagecoach Oxfordshire service S3 to/from Oxford in Chipping Norton (West Street) these are not guaranteed. This is in contrast to the Sunday service (Item C below), where buses presently run through from Oxford to Stratford, and at a higher frequency (every two hours) than on Mondays to Saturdays.

#### **Overview:-**

This service currently provides a local service for mainly cross County journeys from points in Warwickshire to/from Chipping Norton, with little evidence of through journeys to/from points beyond Chipping Norton within Oxfordshire. The current pattern of service with one journey in each peak and two off-peak trips is probably the minimum level that is of any value.

*Continued:*

**ITEM B - Service 50 Contract: PT/W37**  
**(Continued)**

**Comments from consultation:-**

*Member of public via portal:*

*Later bus from Chipping Norton to Shipston on Stour for nights out.*

*Bus Users UK:*

*Improve publicity of 50/S3 integration*

*Warwickshire County Council:*

*Prepared to continue present level of service with existing apportionment (67%).*

**Prices sought:**

PT/W37 – Negotiated de minimis contract with Stagecoach Midlands.  
(in consultation with Warwickshire County Council).

## **ITEM C**

### **Services S3/50**

#### **Contract: PT/W42:- Oxford - Chipping Norton – Stratford on Avon**

*(joint contract with Warwickshire County Council).*

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**Description:** This is a negotiated 'de minimis' subsidy contract by Oxfordshire and Warwickshire County Councils towards the provision of a frequency enhancement to the Sunday S3 service between Chipping Norton and Woodstock (giving an hourly service from Oxford to Chipping Norton), with some extensions (as route 50) to/from Stratford on Avon via Shipston on Stour. The Woodstock-Oxford section is provided commercially.

**Operator:** Joint operation by Stagecoach Oxfordshire and Stagecoach Midlands

**Days of operation:** Sundays and Bank Holidays

**Frequency:** Half-hourly, Oxford – Woodstock (commercial) with hourly projections under this contract to/from Chipping Norton and two-hourly thence to/from Stratford on Avon. Buses operate as a through service.

**Parishes served:** Begbroke (Cherwell), Chipping Norton, Enstone, Kiddington, Oxford, Over Norton, Rollright, Woodstock, Yarnton (Cherwell)

**Alternative services:** No alternative services link the places served by this contract on Sunday. If the subsidy contract is not re-awarded the service is likely to revert to a previous operational level, comprising the half-hourly Sunday commercial frequency between Oxford and Woodstock with just some journeys AM and PM to/from Chipping Norton. The status of the service beyond Chipping Norton to Stratford-upon-Avon (currently two-hourly) would be dependent upon Warwickshire County Council's ongoing willingness to subsidise the service in their area.

**Current subsidy per annum:** £23,204.52 (Warwickshire County Council contributes a further £17,505.16 towards the subsidy cost for this contract)

**Average passengers per day:** 112 (Estimated) (Oxon section of S3)  
No data for service 50

**Cost per passenger journey:** £3.43 (Oxon S3)

#### **Background:**

This service continues the long established provision of a through route from Oxford to Stratford on Avon, although this facility is now only available on Sundays. It is not known how much this opportunity is actually used although it provides a very efficient operation.

#### **Overview:-**

If the subsidy contract is not re-awarded the service is may possibly revert to a lower frequency between Chipping Norton and Woodstock, although the commercial half-hourly Woodstock – Oxford service is likely to be maintained. A service from Chipping Norton to Startford connection with service S3 and offering at least four trips in each direction has been proposed by Stagecoach and this broadly reflects the level of service that officers from Warwickshire feel may be appropriate should reductions be necessary.

Continued:

**ITEM C - Services S3/50 Contract: PT/W42**  
**(Continued)**

**Comments from consultation:-**

*Warwickshire County Council: Prepared to continue broadly present level of service with exiting apportionment (43%). Note: if frequencies alter then this amount will have to be recalculated, based upon scheduled on mileage within each authority area.*

*Members of public (Portal): Evening & /Sunday service: Charlbury-Oxford service (2 requests).*

*Begbroke Parish Council: Retain Sunday enhancement (Begbroke)*

*Bus Users UK: Improve publicity of S3/50 integration.*

*Chipping Norton Town Council: Enhance service daily to every 30 minutes.*

*Woodstock Town Council: Retain Sunday enhancement for travel to Blenheim.*

**Prices sought:**

PT/W42 – Negotiated de minimis contract with Stagecoach Oxfordshire in consultation with Stagecoach Midlands and Warwickshire County Council.

## **ITEM D**

**Service 243**

**Contract: PT/W48:- Combe – Leaffield – Witney**

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**Description:** This contract was introduced at the last review in 2008 to provide a new shoppers service from Stonesfield, Combe, Crawley and Leaffield to/from Witney. These villages had only limited services prior to the introduction of this route.

**Operator:** R. H. Transport.

**Days of operation:** Tuesday and Friday

**Frequency:** Three trips each way.

**Parishes served:** Combe, Crawley, Fawler, Finstock, Leaffield, Stonesfield, Witney

**Alternative services:** *No alternative direct services link Combe and Stonesfield with Witney at any time.*

*Crawley has the following additional services:*

- Witney (Villager services 14, 21 and 23): Tuesday, Wednesday and Thursday morning

*Fawler has the following additional service:*

- Woodstock and Oxford (Stagecoach service S3): broadly hourly peak/off-peak service Mon-Sat

*Finstock has the following additional services:*

- Witney and Chipping Norton (R.H. Buses service X9 – contract W45/W56: see Item I): broadly hourly peak/off-peak service Mon-Sat
- Charlbury (RH Buses services C1/T1 – contract W40: see Item G): peak hour ‘railbus’ service and off-peak demand responsive ‘taxibus’
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only

*Leaffield has the following additional services:*

- Charlbury (RH Buses services C1/T1 – contract W40: see Item G): peak hour ‘railbus’ service and off-peak demand responsive ‘taxibus’
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
- Witney: single shoppers round trip on Tuesday, Wednesday and Thursday mornings and Thursday afternoon (Villager services V14/20/21/23).

**Current subsidy per annum:** £18,719

**Average passengers per day:** 24

**Cost per passenger journey:** £7.52

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*Continued:*

**ITEM D - Service 243 Contract: PT/W48**  
**(Continued)**

**Background:**

Introduced following requests at the December 2008 review. Previously Crawley and Leafield only had the infrequent "Villager" minibuses outlined above to/from Witney, which on occasions such as market day were sometimes inadequate. Combe and Stonesfield are linked by regular services (Mon-Sat) to Charlbury, Woodstock and Oxford.

**Overview:-**

Whilst the Friday service has proven to be popular, certain of the trips on both days have been little used. No passengers were picked up or set down in Crawley on any of our surveys. Regular users from Combe, Stonesfield, Fawler and Leafield but no passengers from Finstock.

**Comments from consultation:-**

*Bus Users UK: - Retain service*

*Combe Parish Council: - Retain service. Connection with X9 may be adequate substitute if reliable*

*West Oxon District Council: - Make afternoon return trip 'compulsory' to Combe.*

*Witney PTR: - Maintain 243 service in some guise, even if by amending routes*

**Prices sought:**

PT/W48A: Tuesday and Friday shoppers service (as existing – 2 days operation - three trips e.w.)

PT/W48B: Tuesday & Thursday shoppers service (reduction – 2 days operation (different from 48A) - one journey each way).

PT/W48C: Monday to Friday shoppers service (5 day operation - one jny each way).

PT/W48D: Mon, Tues, Thurs, Fri shoppers service (4 days operation - one jny each way)

PT/W48E: Monday to Friday shoppers service (5 day operation – one jny each way)  
Serving Coombe, Stonesfield, Fawler and Ramsden only.

PT/W48F: Mon, Tues, Thurs, Fri shoppers service (4 days operation - one jny each way)  
Serving Coombe, Stonesfield, Fawler and Ramsden only.

**ITEM E**

**Service 811**

**Contract: PT/W49:- Salford – Chipping Norton – Wychwoods – Idbury - Cheltenham.**

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**Description:** Saturday leisure/shoppers' service linking Chipping Norton and several nearby villages with Bourton-on-the-Water and Cheltenham

**Operator:** Pulham's Coaches

**Days of operation:** Saturday only

**Frequency:** One single trip in each direction.

**Parishes served:** Bruern, Chipping Norton, Churchill and Sarsden, Fifield, Idbury, Kingham, Lyneham, Milton-under-Wychwood, Salford, Shipton-under-Wychwood.

**Alternative services:** This service provides a shopping and leisure link between the Oxfordshire villages listed above and Cheltenham. The departure times and direction of travel mean that this service is of little use to the villages en route in terms of enabling other useful trips. However, it does enable residents of Salford to access Chipping Norton on Saturday afternoon, but travellers must stay for five hours if they wish to return by bus as there are no other services between these places on Saturday.

Churchill, Fifield, Idbury, Kingham, Milton and Shipton under Wychwood all have direct daily links to either Chipping Norton or Witney whilst Bruern, Lynham and Salford are served by various "Villager" routes, generally on market days, to/from the nearest centre.

**Current subsidy per annum:** £8,813

**Average passengers per day:** 34 (travelling to/from Oxfordshire towns and villages)

**Cost per passenger journey:** £5.01

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**Background:**

A long standing and (comparatively) well used service that at one time was a commercially provided operation by Pulham's who have always run this route. Also serves Church Westcote, the Rissington's and Bourton on the Water in Gloucestershire but no funding is received from this authority towards the cost of this operation.

**Overview:-**

Some 16 passenger were also carried wholly within Gloucestershire (giving 50 overall) during our surveys. This service is somewhat unusual in a number of respects in providing a Saturday afternoon shopping trip to a large town some distance inside an adjoining County. Nevertheless it continues to be well used and has seen no real decline in passenger numbers over the four years since the last review in 2008. Despite these positives, it has a high c.p.j., although in monetary terms the amount of subsidy is quite low.

**Comments from consultation:-**

*Bus Users UK:*

*Retain service*

*Milton-under-Wychwood Parish Council:*

*Retain service*

*Salford Parish Council:*

*Retain service*

*Continued:*

**ITEM E - Service 811 Contract: PT/W49**  
**(Continued)**

**Prices sought:**

PT/W49A: Saturday shoppers service (as existing – one journey each way).  
PT/W49B: Enhanced Saturday shoppers' service (two journeys each way).

## **ITEM F**

### **Service C1**

**Contract: PT/W40:- Charlbury Railbus.**

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**Description:** This contract currently comprises the following two services:-

**C1 – Charlbury – Finstock – Leaffield – Ascott - Shipton (peak service)**

**T1 – Leaffield – Ramsden – Finstock - Charlbury (off-peak service)**

*Service C1 is retendered separately under this contract (W40) or as a combination with off-peak service X8A under new contract PT/W52 (Item G).*

*Service T1 is retendered separately under contract PT/W 46 (Item I)*

Service C1 provides peak hour links to Charlbury Station, with arrivals and departures timed to connect with trains to and from London.

**Operator:** R.H. Transport.

**Days of operation:** Monday to Friday peaks.

**Frequency:** Peak hour service connects with train arrivals/departures from Charlbury.

**Parishes served:** Ascott-under-Wychwood, Charlbury, Finstock, Leaffield, Milton-under-Wychwood, Shipton-under-Wychwood

**Alternative services:** *Ascott-under-Wychwood has the following additional services:*

- Chipping Norton (RH Buses service X8 – contract W50: see Item J): hourly off-peak service.
- Chipping Norton and Banbury (Pulhams service 806): single Thursday return trip.

*Charlbury has the following additional services:*

- Woodstock and Oxford (Stagecoach service S3): broadly hourly peak/off-peak service Mon-Sat.
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
- Witney and Chipping Norton (R.H. Buses service X9 – contract W45/W56: see Item K): broadly hourly peak/off-peak service Mon-Sat.

*Finstock has the following additional services:*

- Witney and Chipping Norton (R.H. Buses service X9 – contract W45/W56: see Item K/L): broadly hourly peak/off-peak service Mon-Sat.
- Witney (R.H. Buses service 243 – contract W48: see Item D): Tuesday and Friday shoppers' service.
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.

*Leaffield has the following additional services:*

- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
- Witney: single shoppers round trip on Tuesday, Wednesday and Thursday mornings and Thursday afternoon (Villager services 14/20/21/23), plus RH Buses service 243 (contract W48: see Item D) on Tuesday and Friday

*Continued:*

**ITEM F - Service C1 Contract: PT/W40  
(Continued)**

*Milton-under-Wychwood has the following additional services:*

- Chipping Norton (R.H. Buses service X8 – contract W50: see Item J): hourly off-peak service.
- Chipping Norton and Banbury (Pulhams service 806): single Thursday return trip.
- Cheltenham (Pulhams service 811: contract W49: see Item E): single Saturday return trip.
- Witney (Stagecoach service 233: not under review): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday

*Shipton-under-Wychwood has the following additional services:*

- Chipping Norton (Pulhams service 806): single Thursday return trip.
- Chipping Norton (Villager service 13): single Friday return trip.
- Cheltenham (Pulhams service 811: contract W49: see Item E): single Saturday return trip.
- Witney (Stagecoach service 233: not under review): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday.
- Chipping Norton (RH Buses service X8 – contract W50: see Item J): hourly off-peak service.
- Witney (Villager services V14/20A/20B): single Tuesday return trip, and one Thursday a.m. and one Thursday p.m. return trip.

<b>Current subsidy per annum</b>	£15,472 (includes demand-responsive daytime T1 service).
<b>Average passengers per day</b>	47.
<b>Cost per passenger journey</b>	£1.27

**Background:**

The Railbus service commenced in March 2001 using specific Government funding under a “Challenge” programme and this covered both the cost of operations up to April 2003 and the purchase of a special low-floor 12 seat minibus. Subsequently the service has been mainly funded from the County Council Bus Subsidy budget. The same minibus is still being used on the service in 2012 due to the recent imposition of a weight limit on the river bridge just beside Charlbury station. Should buses be banned entirely from crossing this bridge then this would have a very detrimental effect on this operation. Ability to serve Charlbury Town would be reduced which would affect evening peak loadings and possibly the viability of the route as a whole. Potential tenderers have been advised of the situation.

The service has been regularly reviewed in both 2004 and 2008 with the off-peak operation being reduced to an “on-demand” taxi service (route T1) in 2008. Timetables have had to be slightly modified at each rail timetable change (normally in May/December) in order to maintain train connections, although the Cotswold Line train service has itself been through a significant upgrading over the same period.

The C1 service has always had extensive publicity and is promoted both by the Council and the Train operator (First Great Western).

**Overview:-**

The service has achieved the original aim of connecting the Cotswold villages that are served, with Charlbury station and has been suitably refined over the intervening decade.

*Continued:*

ITEM F - Service C1 Contract: PT/W40  
**(Continued)**

Nevertheless usage remains quite low (more passengers travel from the Station in the evening – often just to points within Charlbury Town – than arrive in the mornings). As such the operation is very unlikely to be self-sustainable.

**Comments from consultation:-**

*Bus Users UK: Retain service.*

*Charlbury Town Council: Advance morning journeys to give a little more time for train connections.*

*Charlbury resident: Retain 'unofficial' stop at footbridge at Charlbury Station*

*Milton-under-Wychwood Parish Council: Retain service.*

*Member of public (Portal): Improve stopping arrangements at Fawler turn.*

*Cotswold Line Promotion Group : Remove evening 'request' extensions to Wychwoods if necessary for improved timekeeping.*

*Shipton-under-Wychwood Parish Council: Retain for rail commuters.*

**Prices sought:**

PT/W40A: Peak Hour service (Mon-Fri) – existing service.

In an attempt to achieve economies as part of a combined operation, certain variants of contract PT/W52 (Service X8A – see Item G) include journeys on service C1 as follows:-

PT/W52A - Hourly service on X8A including service C1 (current route).

PT/W52C - Broadly two-hourly service on X8A with extensions to Leaffield, Ramsden and Witney and including service C1.

PT/W52E - Broadly two-hourly service on X8A with extensions to Leaffield, Ramsden and Witney and including service C1 (earlier finish).

## **ITEM G**

### **Service X8A (including C1)**

**Contract: PT/W52:- Kingham – Wychwoods.**

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#### **Description:**

**X8A – Kingham – Idbury – Shipton-under-Wychwood – Ascot-under-Wychwood.**

*Certain options also include journeys on:-*

*C1 – Charlbury – Finstock – Leafield – Ascott - Shipton (peak service).*

**Service X8 currently operates between Chipping Norton and Kingham Station, Idbury, Milton-under-Wychwood and Ascot-under-Wychwood. The existing operator has declared the majority of the Monday to Friday service on X8 as a commercial operation between Chipping Norton and Kingham Station (also see Item J).**

This contract provides an off-peak replacement service over the non-commercial section of the existing route (Kingham to Ascot) as well as (for certain options only) integration with the peak only C1 Charlbury Railbus. Optional extensions of service X8A are also suggested from Ascot to Leafield, Ramsden and Witney.

NOTE: A Sunday/ Public Holiday service is provided between Milton-under-Wychwood and Chipping Norton via Idbury, Kingham and Churchill by an extension of Stagecoach Oxfordshire service 233 (Witney – Milton-under-Wychwood). This covers the X8/X8A route on these days. This service is NOT part of this review and will continue unchanged.

FOR FULL DETAILS OF SERVICE C1 (Charlbury Railbus) please see Item F.

Full Details of present service X8

#### **Kingham Railbus (with off-peak extensions to Wychwoods via Idbury)**

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**Operator:** R.H. Transport

**Days of operation:** Monday to Saturday

**Frequency:** Broadly hourly

**Parishes served:** Ascott-under-Wychwood, Chipping Norton, Churchill, Fifield, Idbury, Kingham, Milton-under-Wychwood, Shipton-under-Wychwood

**Alternative services:** *Ascott-under-Wychwood has the following additional services:*

- Charlbury (R.H. Buses service C1 – contract W40: see Item F): peak hour service (Mon-Fri).
- Chipping Norton and Banbury (Pulhams service 806): single Thursday return trip.

*Chipping Norton has the following additional services:*

- Woodstock and Oxford (Stagecoach service S3): hourly peak/off-peak with limited Mon-Sat evening service, Two hourly Sundays.
- Charlbury, Woodstock and Oxford (Stagecoach service S3): limited peak hour 'placement' journeys only.
- Shipston-on-Stour and Stratford (Stagecoach service 50 - contract W32: see Items B/C): one morning and evening peak journey in each direction, plus three off-peak journeys each way Mon-Sat; two hourly Sundays.
- Charlbury and Witney (R.H. Buses service X9 - contracts W45/W56: see Item K): broadly hourly peak/off-peak service Mon-Sat.

*Continued:*

**ITEM G – Service X8A Contract: PT/W52**  
**(Continued)**

- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
- Bloxham and Banbury (Stagecoach service 488/489): hourly service Mon-Sat.

*Churchill has the following additional services:*

- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
- Chipping Norton (Villager service V9/V12): one round trip on Thursday a.m. and one round trip on Friday a.m. and p.m.
- Cheltenham (Pulhams service 811 – Contract W45: see item E): single Saturday return trip.
- Witney (Villager service V24): single Thursday p.m. return trip.
- Witney (Stagecoach service 233 – Sundays: four trips each way to Witney / Kingham / Chipping Norton).

*Fifield and Idbury have the following additional services:*

- Cheltenham (Pulhams service 811 – Contract W45: see item E): single Saturday return trip.
- Witney (Villager service V21): single Wednesday morning return trip
- Witney (Stagecoach service 233 – Sundays: four trips each way to Witney / Kingham / Chipping Norton).

*Kingham has the following additional services:*

- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only).
- Stow-on-the-Wold (Villager service V6): single round trip on Thursday only.
- Witney (Villager services V14/20/23): single round trip on Tuesday morning and Thursday morning.
- Witney (Stagecoach service 233 – Sundays: four trips each way to Witney / Kingham / Chipping Norton).

*Milton-under-Wychwood has the following additional services:*

- Charlbury (RH Buses service C1 – contract W40: see Item F): Peak hour service.
- Chipping Norton and Banbury (Pulhams service 806): single Thursday return trip.
- Cheltenham (Pulhams service 811): single Saturday return trip.
- Witney (Stagecoach service 233: not under review): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday.

*Shipton-under-Wychwood has the following additional services:*

- Chipping Norton (Pulhams service 806): single Thursday return trip.
- Chipping Norton (Villager service 13): single Friday return trip.
- Cheltenham (Pulhams service 811): single Saturday return trip.

*Continued:*

**ITEM G – Service X8A Contract: PT/W52**  
**(Continued)**

- Witney (Stagecoach service 233: not under review): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday.
- Charlbury (R.H. Buses service C1 – contract W40: see Item F): peak hour service.
- Witney (Villager services 14/20/23/24): single Tuesday return trip, and one Thursday a.m. and one Thursday p.m. return trip.

<b>Current subsidy per annum:</b>	£135,736 <i>(Current cost, entire service Chipping Norton – Ascot)</i>
<b>Average passengers per day:</b>	164 <i>Approx no of passengers over new X8A section, Kingham – Ascot = 50.</i>
<b>Cost per passenger journey:</b>	£2.71

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**Background:**

The Kingham Railbus service commenced in July 1999 using Government funding provided under the “Rural Bus Subsidy Grant”, specifically given to County Councils to encourage new links. It is still funded from this source.

The service has been regularly reviewed in both 2000, 2004 and 2008, with the extension from Kingham Station to Ascot introduced as part of the last review (an extension to Bledington village (in Gloucestershire) being discontinued at the same time. Timetables have had to be slightly modified at each rail timetable change (normally in May/December) in order to maintain train connections, although the Cotswold Line train service has itself been through a significant upgrading over the same period.

The X8 service has always had extensive publicity (jointly with the C1) and is promoted both by the Council and the Train operator (First Great Western).

**Overview:-**

This route has been developed over the past 13 years not only as a link to the nearest railhead from Chipping Norton but also as a useful service to the intermediate villages. It has now achieved sufficient usage to be deemed commercial over the main section (which is what the concept the Rural Bus Subsidy Grant envisaged). The newer section, from Kingham to Ascot, which saw a significant increase in service in 2008 may not be as sustainable as a separate operation.

**Comments from consultation:-**

*Bus Users UK: Retain but possibly re-route (via Bruern?) to reduce journey time and improve reliability and scope of route (BUUK)*

*Churchill Parish Council: Retain service, plus extend to Witney*

*Cotswold Line Promotion Group:*

- a) Retard all/some off-peak journeys from Kingham by a few minutes to facilitate connections in both directions.*
- b) Increase evening peak ‘wait’ from 5 to 10 minutes.*

*Milton-under-Wychwood: Retain service.*

*Kingham Parish Council: Retain service: larger bus on Wednesdays?*

*Shipton-under-Wychwood Parish Council:*

*Oppose any reduction in frequency; retain useful daytime links with rail service.*

*Continued:*

**ITEM G – Services X8A / C1 Contract: PT/W52**  
**(Continued)**

**Prices sought:**

PT/W52A - Hourly service *including* service C1 (current route).

PT/W52B - Hourly service *excluding* service C1 (current route).

PT/W52C - Broadly two-hourly service with extensions to Leaffield, Ramsden and Witney and *including* service C1.

PT/W52D - Broadly two-hourly service with extensions to Leaffield, Ramsden and Witney *excluding* service C1.

PT/W52E - Broadly two-hourly service with extensions to Leaffield, Ramsden and Witney and *including* service C1 (earlier finish).

PT/W52F - Broadly two-hourly service with extensions to Leaffield, Ramsden and Witney *excluding* service C1 (earlier finish).

Variants A, C and E include journeys on service C1 (see item F) in an attempt to achieve reduced costs by a combined operation. If contract PT/W52 is awarded as an option that includes the C1 service, then contract PT/W40 would not be awarded.

## **ITEM H**

### **Services E1/ E2.**

#### **Contract: PT/W47:- Evenlode Connection.**

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**Description:** If awarded this will be a new contract for a service linking Combe, Stonesfield, Fawler, Leafield and Ramsden with Witney and Charlbury.

#### **Background:**

It will provide an alternative operation to service 243 (contract PT/W48 – Item E), as well as a replacement facility to Ramsden village (a commercial declaration has been received in respect of the present (contracted) X9 service but this does not divert to serve Ramsden). It may also be awarded in conjunction with other contracts on offer in this tender round.

#### **Relevant comments from consultation (in respect of 243/X9):-**

*Bus Users UK:- Retain 243 service*  
*Combe Parish Council:- Retain 243 service. Connection with X9 may be adequate substitute if reliable*  
*Member of public (portal): Improve access to Fawler with new bus stop in lay-by near Fawler turn*  
*Ramsden Parish Council: Retain three off-peak return trips to Witney, plus 'request' diversions later in afternoon*  
*West Oxon District Council:- Make afternoon return trip 'compulsory' to Combe.*  
*Witney PTR: Possibly divert X9 two-hourly via Leafield (Witney PTR)*  
*Witney PTR:- Maintain 243 service in some guise, even if by amending routes*

#### **Prices sought:**

PT/W47A - Monday to Friday service

PT/W47B - Monday, Tuesday, Thursday and Friday service

PT/W47C - Monday to Friday service (earlier finish)

PT/W47D - Monday, Tuesday, Thursday and Friday service (earlier finish)

*If any of these options are awarded, then contract PT/W 48 may not be awarded*

**ITEM I**

**Service T1.**

**Contract: PT/W42:- Charlbury Taxibus**

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**Description: Leaffield-Ramsden-Finstock-Charlbury (off-peak service)**

Off-peak service T1 caters for social need, linking Leaffield with Charlbury: Ramsden and Finstock are also served by the off-peak service, but these are also catered for by the hourly X9 service.

NOTE: this is a demand responsive service; journeys, whilst scheduled, have to be booked in advance by telephoning the operator. May be worked by a private hire "taxi" vehicle.

**Operator:** R. H. Transport

**Days of operation:** Monday to Friday off-peak and 'demand-responsive' service.

**Frequency** Off peak service connects with some trains, but is broadly designed to fulfil social need rather than facilitate rail journeys. Four advertised trips each way.

**Parishes served** Charlbury, Finstock, Leaffield, Ramsden.

- Alternative services** *Charlbury has the following additional services:*
- Woodstock and Oxford (Stagecoach service S3): broadly hourly peak/off-peak service Mon-Sat.
  - Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
  - Witney and Chipping Norton (R.H. Buses service X9 – contract W45 see Item K): broadly hourly peak/off-peak service Mon-Sat.
- Finstock has the following additional services:*
- Witney and Chipping Norton (R.H. Buses service X9 – contract W45: see Item K): broadly hourly peak/off-peak service Mon-Sat.
  - Witney (R.H.Buses service 243 – contract W48: see Item D): Tuesday and Friday shoppers' service.
  - Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
- Leaffield has the following additional services:*
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
  - Witney: single shoppers round trip on Tuesday, Wednesday and Thursday mornings and Thursday afternoon (Villager services 14/20/21/23), plus RH Buses service 243 (contract W48: see Item D) on Tuesday and Friday.
- Ramsden has the following additional service:*
- Witney and Chipping Norton (R.H. Buses service X9 – contract W45: see Item K): broadly two-hourly off-peak service Mon-Sat from village. Hourly service operates along main road

**Current subsidy per annum** £15,472 (includes peak hour C1 – Charlbury Railbus)

**Average passengers per day** Estimated at 5 per day

**Cost per passenger journey** N/A.

*Continued:*

**ITEM I – Service T1; Contract: PT/W42**  
**(Continued)**

**Background:**

The C1 Railbus service commenced in March 2001 using specific Government funding under a “Challenge” programme and this covered both the cost of operations up to April 2003 and the purchase of a special low floor 12 seat minibus. The service has been regularly reviewed in both 2004 and 2008 with the off-peak operation being reduced to an “on-demand” taxi service (route T1) in December 2008.

**Overview:-**

Service T1 appears to be used as a ‘social’ service rather than to necessarily connect with trains, and it seems that removal of nominal rail connections would not be significantly disadvantageous. Usage of the off-peak link to/from Charlbury Station from these villages has always been quite low hence the move to the demand responsive operation at the last review. This currently meets the small demand – could it possibly also be met by the Dial-a-Ride service in West Oxfordshire?

If Leafield were to benefit from improved services to Witney and/or/Chipping Norton (See Item H – Evenlode connection) there may not still be a need to link this village with Charlbury via the off-peak service T1 Also given that Finstock is linked with Charlbury by hourly service X9, there is probably no need for off-peak service T1 to serve Finstock Village.

**Comments from consultation:-**

*Bus Users UK: Retain service*

*Member of public (portal): Improve stopping arrangements at Fowler turn*

**Prices sought:**

PT/W42A - Monday to Friday service (DEMAND–RESPONSIVE) (existing – 4jnys e.w.)

PT/W42B - Monday to Friday service (TIMETABLED) (2 jnys e.w.).

PT/W42C - Monday, Tuesday, Thursday and Friday service (TIMETABLED) (2 Jnys e.w.)

**ITEM J**

**Service X8.**

**Contract: PT/W50:- Kingham Railbus**

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**Description: Chipping Norton – Churchill – Kingham**

**Service X8 currently operates between Chipping Norton and Kingham Station, Idbury, Milton-under-Wychwood and Ascot-under-Wychwood. The existing operator has declared the majority of the Monday to Friday service on X8 as a commercial operation between Chipping Norton and Kingham Station.**

A separate contract will, if awarded, provide an off-peak replacement service over the non-commercial section of the existing route (Kingham to Ascot) as well as integration with the peak only C1 Charlbury Railbus (see Item G – Contract PT/W52 above).

**FOR FULL DETAILS OF SERVICE C1 (Charlbury Railbus) please see Item F.  
FOR FULL DETAILS OF CURRENT SERVICE X8 – please Item G.**

**The existing operator of service X8 (R.H. Transport) has declared the majority of journeys on this service between Chipping Norton and Kingham Station to be commercial. However some early a.m. and later last p.m. return journeys are not part of this declaration neither is any of the Saturday service.**

**Prices sought:**

Negotiate with the existing contractor (R.H. Transport) to continue broadly the existing level of service on X8 between Chipping Norton and Kingham Station.

## **ITEM K**

### **Service X9.**

**Contract: PT/W45:- Witney – Charlbury – Chipping Norton (eves).**

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**Description:** Currently a part-commercial service offering peak and off-peak journeys in each direction (Contract W56), plus Friday and Saturday evening journeys (Contract W45) and commercial college journeys serving Poffley End Campus.

**The existing operator of service X9 (R.H. Transport) has declared the majority of the daytime service between Chipping Norton and Witney via Charlbury to be commercial. (See ITEM L - contract PT/W 56).**

***Therefore only the additional evening buses on Fridays/Saturdays will offered for retendering under Contract PT/W45.***

**Operator:** R.H. Transport.

**Days of operation:** Two late night journeys provided in each direction on Friday and Saturday.

**Frequency:** Two journeys each way.  
19.12 and 22.12 from Chipping Norton  
20.00 and 23.20 from Witney

**Parishes served:** Chadlington, Charlbury, Chipping Norton, Finstock, Hailey, Ramsden, Spelsbury, Witney

**Alternative services** *Chipping Norton has the following additional services:*

- From Woodstock and Oxford (Stagecoach service S3): Mon-Sat evening services from Oxford at 20.45, 21.45 and 23.45. Last bus from Chipping Norton is at 21.30

*Chadlington and Spelsbury - have no other evening services*

- *Charlbury has the following additional services:*  
From Woodstock and Oxford (Stagecoach service S3): The 21.45 and 23.45 journeys from Oxford operate via Charlbury.

*Finstock Hailey, Ramsden - have no other evening services.*

- *Witney has a regular evening service to Eynsham and Oxford, the last bus leaving Oxford at 03.15 on Saturday and Sunday mornings. The last bus from Witney to Oxford is at 23.59.*

**Current subsidy per annum:** £11,464 (Fri/Sat evening service)

**Average passengers per day:** 24

**Cost per passenger journey** £4.66

### **Background:**

These extra journeys were introduced following the last review of services in this area in 2008, following requests.

*Continued:*

**ITEM K – Service X9 (eves); Contract: PT/W45**  
**(Continued)**

**Overview:-**

Usage of the evening service on Friday and Saturday has been disappointing and it is therefore difficult to make a strong case for continuation unless there is a significant reduction in costs.

**Comments from consultation:-**

*Member of public (portal): Improve evening and weekend service to Witney*

*Member of public (Portal): Sunday service.*

*Bus Users UK: Retain: important strategic service.*

*Hailey Parish Council: Divert X9 via Charlbury Station*

**Prices sought:**

PT/W45A - Single evening return trip (Friday and Saturday only).

PT/W45B - Two evening return trips (Friday and Saturday only)(existing).

PT/W45C - Single evening return trip (Monday to Saturday).

PT/W45D - Two evening return trips (Monday to Saturday).

*Single evening return trips comprise the 19.12 from Chipping Norton and 23.20 from Witney.*

## **ITEM L**

### **Service X9.**

**Contract: PT/W45:- Witney – Charlbury – Chipping Norton (daytime).**

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**Description:** Currently a part-commercial service offering peak and off-peak journeys in each direction (Contract W56), plus Friday and Saturday evening journeys (Contract W45) and commercial college journeys serving Poffley End Campus.

**The existing operator of service X9 (R.H. Transport) has declared the majority of the daytime service between Chipping Norton and Witney via Charlbury to be commercial.** However the operator will not divert commercially into Ramsden village (alternative facilities could be awarded under Items G or H above). Poffley End will also cease to be served (a contracted coach service has been arranged by the department of Abingdon-Witney College which is located there).

**Operator:** R.H. Transport.

**Days of operation:** Monday to Saturday

**Frequency:** Only the following existing journeys are NOT being provided commercially:-  
07.24 Charlbury to Witney (Mon-Fri)  
07.45 Witney to Chipping Norton (Mon-Fri)  
18.12 Chipping Norton to Witney (Mon-Sat).

**Parishes served:** Chadlington, Charlbury, Chipping Norton, Finstock, Hailey, Ramsden, Spelsbury, Witney

**Alternative services** *Chipping Norton has the following additional services:*

- Woodstock and Oxford (Stagecoach service S3): hourly peak/off-peak with limited Mon-Sat evening service
- Charlbury, Woodstock and Oxford (Stagecoach service S3): limited peak hour 'placement' journeys only
- Shipston-on-Stour and Stratford (Stagecoach service 50 - contract W32: see Item C): one morning and evening peak journey in each direction, plus three off-peak journeys each way Mon-Sat
- Kingham and Wychwoods (RH Buses service X8 - contract W50: see Item H): broadly hourly peak/off-peak service Mon-Sat.
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
- Bloxham and Banbury (Stagecoach service 488/489): hourly service

*Chadlington and Spelsbury have the following additional services:*

- Charlbury and Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
- Charlbury, Woodstock and Oxford (Stagecoach service S3): limited peak hour 'placement' journeys only

*Continued:*

**ITEM L – Service X9 (daytime); Contract: PT/W56  
(Continued)**

*Charlbury has the following additional services:*

- Woodstock and Oxford (Stagecoach service S3): broadly hourly peak/off-peak service Mon-Sat
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
- Routes C1 and T1 serve Charlbury, but are largely designed to get people to get residents of surrounding villages **to** the town and rail station.

*Finstock has the following additional services:*

- Charlbury (RH Buses services C1/T1 – contract W40: see Items F & I): peak hour ‘railbus’ service and off-peak demand responsive ‘taxibus’
- Witney (RH Buses service 243 – contract W48: see Item E): Tuesday and Friday shoppers’ service
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only

*Hailey has no other bus service.*

- *Ramsden* is currently served by RH Buses service T1 (contract W40: see Items F & I): off-peak demand responsive ‘taxibus’. However, the mainly commercial X9 service declared by R H Transport will not divert to serve Ramsden. Service T1 may therefore have to be retained in conjunction with the award of contracts for other replacement facilities for this village

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

<b>Current subsidy per annum</b>	<b>Contract W56:</b> £77,104 (subsidised element of Mon-Sat daytime service)
<b>Average passengers per day</b>	<b>Contract W56:</b> 179 (subsidised journeys only)
<b>Cost per passenger journey</b>	<b>Contract W56:</b> £1.41

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**Background:**

Retention of these trips will maintain all of the current timetable that has been in operation since 2008.

**Overview:-**

Average usage of the three journeys covered by this de minimis arrangement is 24 passengers per day (M-F).

**Comments from consultation:-**

*Bus Users UK: Retain: important strategic service.*

*Charlbury Town Council: Improve vehicles, timings and reliability.*

*Hailey Parish Council: Divert X9 via Charlbury Station.*

*Witney PTR: Possibly divert two-hourly via Leafield.*

*Continued:*

**ITEM L – Service X9 (daytime); Contract: PT/W56**  
**(Continued)**

*Member of public (portal): Improve access to Fawler with new bus stop in lay-by near Fawler turn*

*Member of public (portal): Service terrible. Needs larger more reliable buses*

*Member of public (portal): Extend to hospital/surgery in Chipping Norton.*

**Prices sought:**

Negotiate with the existing contractor (R.H. Transport) to continue broadly the existing level of service on X9 between Chipping Norton and Witney.

END JJW310712