

## **CABINET MEMBER FOR TRANSPORT - 25 MARCH 2010**

### **BUS SERVICE SUBSIDIES**

#### **Report by Head of Transport**

#### **Introduction**

1. This report and associated Annexes deal with the following items, which now require decision by the Cabinet Member for Transport:-
  - (A) The Review of Subsidised Bus Services in the Abingdon and Oxford City areas, which, if awarded, will be effective from 6 June 2010.
  - (B) Other bus subsidy contracts elsewhere in the County.
2. Background information on items (A) and (B) above is included at Annex 1 together with a summary of the relevant points from the responses received through local consultation. Information relating to the main County Council subsidy contracts is also included at Annex 1 for each service, but in some cases there are wider issues affecting particular contracts, which are discussed in the main body of this report. Section A of Annex 1 deals with existing services under review in the Abingdon and Oxford City areas, whilst Section B deals with requests for new services in Oxford City. Section C deals with other services elsewhere in the County that require a decision.
3. Tender prices obtained for contracts specified in paragraph 1 will be contained in a confidential Supplementary Exempt Annex 2, to be circulated later.

#### **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 organizations.
5. The costs contained in 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 remain confidential after the date of this meeting for 10 days (until 4 April 2010) under the objection period specified in the Public Contract Regulations 2006.

## **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 my recommendations. Until all tender prices and 'de minimis' propositions received have been analyzed, I will not know what the overall impact on the Public Transport budget is likely to be. Local Members will be 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.
7. If further support for any contract is not agreed at the meeting on Thursday 25 March 2010 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 5 June 2010. The only exception to this may be if a settlement will be left with no other form of public transport. In such cases, I may recommend that existing contract arrangements be extended until 12 December 2010 to allow time for alternative facilities such as voluntary community transport to be explored.

## **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 5 June 2010, 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 and Growth & Infrastructure Scrutiny Committee Members will be advised of the recommended contract awards (as contained in Supplementary Exempt Annex 2) at least one week before the date of this meeting to 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 Public Contracts Regulations 2006 which allow a 10 day 'cooling-off' 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 is practicable 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 5 April 2010 (the tenth day of the 'cooling-off' period being the preceding Sunday).

11. As this date is a Public Holiday (Easter Monday), the formal announcement of the contract awards, and the effects thereof, will be made public to all parties concerned on Tuesday 6 April 2010.

**Financial Position – Current Year (2010-11)**

12. The provisional funding available in the County Council's bus subsidy budget is as follows:

	<u>£000's</u>
Bus Subsidy Budget	3,200
Rural Bus Subsidy Grant (RBSG)	1,676

This figure is virtually the same as in 2009/10 and thus represents a stand still budget. Annual inflation which is applied to existing contracts does have a minor impact on available funding for new contracts.

*Not that this excludes budgets for public transport development, some of which are used for pump-priming bus services. It also excludes over £800K of income from developer, partnership and service-specific Government grant funding. All of these other sources of funding are dedicated to specific services and are not available for general bus subsidy. The value of any of these other sources of funding is therefore 'netted out' in any references to the subsidy cost to the Council of the services concerned.*

**Commercial declarations – Oxford City area**

13. At an early stage in the review process the County Council contacts not only the existing contractors of the services involved, but also all operators on the approved tender list (roundly some 220 in total), to enquire if it is felt that there are any opportunities to provide all or part of the services under review on a commercial basis. In past reviews that has elicited little or no response.
14. This review has however seen bus companies offer to operate some seven existing contracts within Oxford City on a wholly or mainly commercial basis, three by the one company from 6 June and four by Stagecoach in Oxfordshire. However, Stagecoach also offered to surrender their existing contracts prematurely and start the new mainly commercial operations, with effect from Monday 8 February 2010. County Council Officers negotiated three short-term "de minimis" arrangements with Stagecoach Oxfordshire (under references PT/O32, PT/O33, PT/O34) to continue certain (mainly early morning or evening) journeys that were deemed non-commercial until 5 June 2010 so that they could be included within this review.
15. With four contracts declared mainly commercial by Stagecoach in Oxfordshire as from 8 February 2010, thus enabling premature savings on the current contract costs, plus indications by the operators of the three further services that will be declared commercial as from 6<sup>th</sup> June, considerable savings will have accrued over the cost of these contracts compared to those at the start

of this review in the autumn 2009. As such it may be possible to consider proposals for some new or enhanced services that otherwise may not have been affordable.

## **Financial Position – Abingdon & Oxford areas Review**

16. The current annual net cost to the bus subsidy budget of the contracts under review (as at 1 April 2010) is £607,631. This figure takes into account the savings arising from the commercial declarations by Stagecoach in Oxfordshire of the majority of journeys on services 12, 14 and 16 as from 8 February 2010 (see paragraphs 13-15 above). However, there are also external contributions to some of the contracts under review (largely from Section 106 developer contributions) which total an additional £135,952 annually.
17. Three of the contracts under review are wholly funded from these S106 contributions, but virtually all of the allocated funds will have been used by the end of these contracts in June (the monies having been ring-fenced at the time of award). Some of these services will therefore only continue to operate after 5 June 2010 if they are funded directly from the County Council's bus subsidy budget. See paragraph 40 below for more details.

## **Contract Numbering**

18. 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 cross-reference purposes. Existing service and contract numbers are mentioned, for members' information only, in the service descriptions. Both service and contract numbers may change following award of new contracts.

## **A. Review of Subsidised Bus Services in the Abingdon and Oxford City areas**

### **Background**

19. Subsidised bus services in the Abingdon and Oxford City area are due for their regular four-yearly review, and tenders have been invited for new contracts to run from 6th June 2010 until June 2015 (for the Abingdon area routes) or June 2016 (for Oxford City services). This is to concur with the revised six-year tendering cycle as agreed by the Integrated Transport Board in 2009. 17 existing contracts were originally included within the scope of this review. 5 other contracts serving areas outside the review area are also due for consideration. The latter are dealt with separately in section C of this report.
20. Details of all of the services concerned, together with information on the present subsidy cost and patronage data are contained in Annex 1 (Section A). All affected Parish/Town Councils were consulted, as were the six Area

Committees/Parliaments within Oxford City. The views of Oxfordshire's four District Councils were also requested as appropriate. If appointed, the Parish Transport Representative of each parish was notified of the consultation process in addition to the Parish Clerk. Numerous further interested parties were also consulted in the course of this review including Bus Users UK, Transport for All, Oxford Civic Society, and the Council for the Preservation of Rural England. Also health representatives (regarding services to/from Hospitals) and colleagues elsewhere within Oxfordshire County Council. Notices were placed on buses operating the routes concerned, and at major bus stops. As a result views were also received from private individuals and other representative bodies. Comments received from the consultees, including any particular requests for new services or variations to existing routes, are also summarized under the respective contract headings in Annex 1.

### **Consultation during Review**

21. The consultation process was dealt with slightly differently with regard to the Abingdon area contracts compared to those within Oxford City. Abingdon was similar to other review areas in that some 31 Parishes/Towns were consulted and an open meeting for representatives was held in Abingdon in November 2009. A response rate of around 38% was achieved from Parish and Town Councils as a result of the public consultation exercise. Of these, two responses were in the form of 'transport needs surveys', which were compiled with the assistance of the Rural Transport Adviser at Oxfordshire Rural Community Council. Five others had recently completed "parish plans" under guidance from the Partnership Working Unit at County Hall.
22. A different structure applies within Oxford City where there are 6 Area Committees / Parliaments covering the whole area, but also four small "Parishes" which mainly date from before the last expansion of the City boundaries. These are Blackbird Leys, Littlemore, Old Marston and Risinghurst & Sandhills Parish Councils. All these parishes were contacted and Officers attended all of the area Committees, whose proceedings are open to the public. Comments made by local (County Council and City Council) members at these meetings, as well as members of the public, were recorded by the City Council administrators and forwarded to the review Lead Officer.
23. Several strong representations were made for new services, additional journeys or variations to services (in both review areas), although it was made clear at the commencement of the consultation process (in September 2009) that it was thought that spare funds for significant improvements were likely not to be available at this time. However in view of the unexpected savings that accrued from the commercial declarations (above) it may be possible to consider proposals for some new or enhanced services that otherwise may not have been affordable.
24. Prices have therefore been sought for some new services (see section B of Annex 1 – item X) route diversions or other realistic improvements where

feasible, to meet these requests. In addition to the above responses, several further lengthy comments were received from other consultees including Bus Users UK.

### **Services under Review**

25. A number of factors have had to be taken into consideration during the course of the review. These include:-
- (a) The wholly or partial commercial declarations by existing operators, and subsequent 'de minimis' prices sought, mentioned previously.
  - (b) Other 'de minimis' prices sought for some contracts
  - (c) Home to School Transport: revised joint working arrangement.
  - (d) Exploration of possible use of other transport providers including unconventional modes.

### **a – Wholly or partial commercial declarations by existing operators, and subsequent de minimis prices sought**

26. Commercial journeys are those which operate without any County Council subsidy. The position regarding the commercial declarations received during this review is set out in paragraphs 13-15 above. In summary these are:-

#### **Full commercial declarations from 6 June 2010.**

Service 2A, PT/O20 (Item J):- Diversion via Lyne Mead, Kidlington  
(Eves & Suns).

To be included within the Banbury Road Quality Bus Partnership (and PT/O20 may therefore need to be extended on short-term basis until the date of introduction of the QBP).

Service 6, PT/O9 (Item K): City Centre – Wolvercote (Eves & Suns).

Service 300, PT/O26 (Item V): City Centre – Peartree (P&R) (Eves Mon-Sat)

The above contracts will therefore end on 5 June 2010 (except PT/O20 above; end date to be confirmed). The operator has confirmed that the replacement commercial services will be broadly at the same frequencies and operating periods as apply under the existing contracts and that no additional "de minimis" negotiated journeys would be necessary to supplement these services.

#### **Part-commercial declarations (from 8 February 2010).**

Stagecoach Oxfordshire assumed commercial responsibility for the following services as from 8 February 2010. A number of changes were made to routes and frequencies, whilst certain early journeys and late evening operations were declared as "non-commercial". The County Council entered into negotiated "de minimis" short term contracts until 5 June 2010 to maintain all of the non-commercial journeys whilst a review of the usage of these trips was undertaken. Confidential Exempt Annex 2 will contain my recommendations regarding the award of longer term contracts to support

certain journeys on these routes as from 6 June 2010. Services concerned are:-

Services 12, 12A, 12B. PT/O 25 (Item M):- City – Greater Leys  
(Short term contract PT/O32 – combined with 12C)

From 8.2.10 service 12 reverted to 30 min through frequency off-peak, City – Greater Leys, instead of 20 min shuttle, Greater Leys – Cowley with a 60 min service through to City (12A withdrawn). 12B jnys (via Unipart) will be withdrawn after 5.6.10 (see service 84, PT/O3, Item U, for part replacement).

Service 12C, PT/O 14 (Item N):- City – Sandford – Greater Leys – City (eves)  
(Short term contract PT/O32 – combined with service 12).

This late evening service (daily) remains wholly funded by the County Council.

Services 14, 14A. PT/O 11 (Item O):- Rail Stn – City – Marston – J.R. Hospital. (Mon-Sat not eves)  
(Short term contract PT/O 33)

All Mon-Fri journeys are deemed commercial (apart from first AM journey) but company only considers that an hourly frequency is warranted on Saturday daytimes. Short-term contract therefore maintains the existing 30 minute service on Saturdays (i.e. half the service is being funded at present).

Services 16, 16A, 16B. PT/O 10 (Item Q):- City – Minchery Farm (daily).  
(Short term contract PT/O 34)

From 8.2.10 service 16 reverted to 30 min through frequency off-peak, City – Minchery Farm (hourly via Herschal Crescent as 16A). Replaces 20 min shuttle Minchery Farm – Cowley with a 60 min service through to City. Sunday daytime services were declared commercial so the short-term contract covers mainly the evening service after 20.00hrs (daily) plus some early Sunday morning journeys.

27. For all contracts under review and made available for tender, officers have as a basic specification generally sought tenders for the current level of service. However, as usual various alternative options have also been specified for many contracts at either an enhanced (to meet requests) or lower (mainly based on usage) level of services or for a combination of existing routes in order to achieve savings. In view of the above developments and other negotiations mentioned below, only 10 contracts were offered for open tender.

### **b – Other ‘de minimis’ prices sought**

28. **Oxford Bus service 4B (Contract PT/V 4) (Item A) Projection of evening and Sunday commercial service Rose Hill – City – Cumnor to Wootton and Abingdon.**

This contract commenced in September 2005 and has been funded throughout by a S106 contribution from a new development in Wootton.

Originally due to terminate in December 2009, a re-negotiation of the contract price with the existing operator (Oxford Bus) enabled the existing funding to be extended to 5 June 2010 under a new short term arrangement. All available S106 funding has however now been used, so any award of a new contract will have to be wholly funded from the County Councils' Bus subsidy budget.

29. There has been strong support for the retention of this service (including a petition, involvement of the Local MP, and a letter from the Ministry of Defence at Shippon Barracks requesting re-routing of 4B the same as the commercial daytime 4 service). As the commercial operator of the daytime service, Oxford Bus has been asked to submit 'de minimis' prices for continuation of the existing evening and Sunday extension from Cumnor to Abingdon. Prices will be detailed within Annex 2 (item A).
30. **Service 46 (Contract PT/V7): Drayton St Leonard – Appleford – Abingdon (item E)**  
 This route is currently run on two days per week as part of the service 44 contract and deploys the 44 bus during layover periods in Abingdon. Following the approach to operators to consider any commercial declarations, Whites Coaches offered a "de minimis" quotation to extend their existing Monday to Saturday service 97 (PT/S 78). This currently operates from Berinsfield to Didcot via Long Wittenham, partly replicating the 46 route. Two journeys each way would then be extended from Didcot via Appleford to Abingdon giving a six day per week link. A further request was made to give the cost of extending these journeys to/from Drayton St. Leonard from Berinsfield, otherwise this settlement would lose all its current services. Prices will be detailed in Annex 2 (Item E).
31. **Stagecoach Oxfordshire service 10 (Eves) (Contract PT/O1) (Item L) City – Cowley – J.R. Hospital**  
 The County Council currently funds the evening service on route 10 after approx. 19.00 hrs and a few journeys very early on Sunday mornings. After consideration the company has declared that the Thursday, Friday and Saturday evening services on route 10 will be deemed wholly commercial as from 6 June 2010. As the commercial operator of the daytime service, Stagecoach Oxfordshire has therefore been asked to submit 'de minimis' prices for continuation of the existing evening service on Sundays to Wednesdays (4 nights), and the early Sunday AM journeys (as previously). Prices will be detailed in Annex 2 (item L).
32. **Stagecoach Oxfordshire service 59 (Mon-Sat) (Contract PT/O23) (Item T):- Diversion of journeys via Oxford Airport.**  
 A contract was entered into in 2006 to divert certain off peak journeys on route 59 (Oxford-Banbury) via Langford Lane, Kidlington (Oxford Airport) following the withdrawal of the commercial off-peak and Saturday service to the Airport by Oxford Bus Company (OBC). The OBC services 2C and 2D still operate to/from the Airport (on a commercial basis) during Monday to Friday peak periods. Service 59 currently provides 4 journeys in each direction during the midday period on Mondays to Fridays, and 8 each way on Saturdays. The limited Sunday service on 59 does not go via the Airport.



33. It was considered that the diversion of service 59 offered the most economic means of providing a regular service to Oxford Airport at these times, so Stagecoach Oxfordshire has been asked to submit 'de minimis' prices for continuation of the existing diversion. It is understood that Services 2C and 2D will be part of the Banbury Road Quality Bus Partnership (also see paragraph 26 above regarding service 2A), but the company has advised that the Airport routes will not materially alter from the present arrangement. Prices (and any subsequent developments) will be detailed in Annex 2 (item L).

### **c – Home-to-School Transport – revised joint working arrangements**

34. Within Oxford City itself there are overall only a very small number of Home to School Transport services provided by the County Council, due to the proximity of a large number of local schools at all levels within each neighbourhood. However, the County Council is aware of considerable flows of (non-entitled) students to schools, colleges and Universities that are carried on the commercially provided network (and on some supported services) and in some case such as BrookesBus, a dedicated service is provided (by external funders) to cater for this usage.

#### **Identification of flows of non-entitled schoolchildren**

35. The Bus Strategy states that subsidy will not be paid for services provided wholly or mainly for passengers who are (non-entitled) students who pay their own fares, although where a service can be justified on the basis of catering for other users, and can cater for students at no extra cost, then every effort will be made to ensure that this is achieved.
36. A number of the flows of students, which the County Council had identified, such as Greater Leys to the Cowley Road on route 12 and Headington to the Cherwell School on route 14 have been transferred to the commercially provided network from 8 February 2010 by the commercial declarations made by Stagecoach Oxfordshire.

### **d - Exploration of possible use of other transport providers including unconventional modes.**

37. Officers considered the possible use of County Council-owned (Special Transport services) vehicles in the context of this review and a number of possible opportunities were identified. Contract PT/O 8 (service 14X, Item P) was particularly suited in this respect as it is a short route in the Marston area, close to the Barton End depot of Special Transport Services (STS), and operating during the off-peak period only.
38. Certain legal queries arose however, as to the ability of STS to provide such a service under its' current operating license and, in particular to charge

passengers fares. These are being explored with the legal department at County Hall. Nevertheless, prices were sought to provide a replacement for service 14X and to meet other requests in the Headington area. Contract PT/O8 is, however, also included as an option in one of the tender specifications put out to open tender (Item H). Prices will be detailed in Annex 2.

### **Developer Funding – Section 106 Monies**

39. Details of any available Section 106 funding (or alternative sources) for particular bus services under review will be shown under the relevant item headings within Annex 2. Three current contracts are wholly funded from S106 contributions as set out below:-

Contract PT/V 4 (service 4B) (Item A)

Discussed in paragraph 28 and 29 above: - S106 used up by June 2010

Contract PT/V12 (service 206) (Item H)

Service to Waterways Estate, Woodstock Road – S106 used up by June 2010.

Contract PT/O22 (Service 600) (Item W)

A considerable sum of S106 funding obtained from the Nuffield Hospital, Oxford Radcliffe Hospital Trust (in respect of the Churchill Hospital) and from the Oxford University (Old Road site) has been used since 2003 to maintain this service on behalf of the above Stakeholders. There is now only sufficient money left to provide a limited service for no more than one year. Discussions with the Stakeholders have indicated that they are unwilling to contribute significant sums to this operation (despite it being a valued part of their on-site parking management programme). This service has never been funded from the County Council's Bus subsidy budget and it would be difficult to recommend such support. Not only is usage quite low, especially outside the peaks but it would be against the criteria set out in the Bus Strategy.

A number of options were specified in the new tender for this service to meet the perceived requirements of the Stakeholders. The outcome of the subsequent discussions on the future of this service will be reported in Confidential exempt Annex 2.

### **Contract Costs**

40. Following the award of the any new bus service contracts, the financial impact on the Bus Services budget can then be calculated. The financial out turn will be set out in Annex 2.

### **Contributions towards timetabled Community Transport operations**

41. There are no Community Transport operations in the review areas which are currently under review.

## **B. Contracts for new services – Oxford City**

42. The consultation process outlined above resulted in requests for a number of completely new or significantly enhanced services, some of which have been long standing. The publicity surrounding the premature surrender and commercial declaration of the four contracts by Stagecoach Oxford in February has raised expectations that at least some of the considerable savings accruing would be reinvested in new City area services. New links requested including a regular Rose Hill – Cowley link and an evening /Sunday service to Risinghurst Estate. There is already a very limited contract for the Rose Hill – Cowley service so the specification for the new contract (PT/O3 – item, U), includes an option for a significant enhancement. Other suggestions have also been included where practicable as an option in other contract specifications.

43. There is, however currently no subsidy contract in the Risinghurst area under review that the requested enhancement could be incorporated into, so this particular operation has been put out as a stand alone contract. A commercial daytime service to Risinghurst is provided by Oxford Bus

(Route 9) but the company is happy for this extra service to be put out to open tender rather than quote a “de minimis” price to enhance the existing operation. It is expected that the daytime service 9 will be included in the Headington, London Road Quality Bus Partnership, along with the Oxford Bus 8 and Stagecoach 7C.

## **C. Contracts for Subsidised Bus Services elsewhere in the County**

### **Faringdon Community Transport service 61 (Faringdon Town service) and service 63 (Faringdon – Lechlade (Contract PT/V70) (item CA)**

44. Faringdon Community Transport has undertaken a review of its operations and sought the County Council’s views on the following proposals. The bus runs during the morning period only and on Mondays, Wednesdays, Thursdays and Fridays provides four round trips around Faringdon serving the Health centre and various residential areas otherwise inaccessible for larger sized vehicles.

45. Due to very low usage it is proposed to discontinue the Lechlade service on Tuesdays (service 63) but run the Faringdon Town route (service 61) instead, so as to provide four round trips at the same times Mondays to Fridays inclusive. The route would be modified to incorporate new development within Faringdon.

46. The withdrawal of service 63 will leave Buscot and Eaton Hastings without a public bus service but Coleshill will retain links to Highworth and Swindon provided by County Council supported Stagecoach Oxfordshire route 64 (Carterton – Swindon). The local member supports the reallocation of

resources to route 61 with no reduction in the existing subsidy price (Contract expires December 2011).

**Stagecoach Swindon 66 (Contract PT/V74):  
Faringdon – Swindon, early AM jny Mon-Fri (Item CB)**

47. The contract for this single journeys at 06.38 from Faringdon to Swindon (Mondays to Fridays) was awarded in December 2007, with the proviso that it would be replaced by a commercially operated journey when the main 66 service is enhanced to a half-hourly daytime frequency, using S106 developer funding from new housing in Faringdon. It was originally expected that this would be introduced in late 2008 but due to various circumstances a date of 18 March 2010 has now been agreed with Stagecoach Swindon for introduction of the enhanced 66 daytime frequency from 12 April 2010. Contract awarded to December 2011

**Stagecoach Swindon 66 (Contract PT/V78):  
Oxford - Faringdon – Swindon; Sundays and Public Holidays (Item CC)**

48. As part of the same programme to enhance the 66 service involving the S106 funding mentioned in the previous paragraph, Stagecoach Swindon propose to improve the Sunday (and Public Holiday) frequency from broadly every 90 minutes (daytime) to a regular hourly service as from 18 April 2010. The company has quoted an adjustment of the contract price for PT/V78 as set out at Annex 2.
49. The Sunday service on route 66 was re-introduced in October 2000 using Government Rural Bus Service Grant funding, but since then has seen significant increase in usage partly due to the development of attractive Sunday shopping destinations at both ends of the route.

**Reading Transport Vitality 2 (Contract PT/S33):  
Reading – Peppard Common, Late evening jny Fri/Sat (Item CD)**

50. As part of the area review undertaken in 2008, a new contract was awarded to Reading Transport to provide a late night journey at around 23.30 from Reading to Sonning and Peppard Commons on their otherwise commercial service between these points. Although awarded as a four year contract, members requested that it be reviewed after one year's operation in view of the experimental nature of the service.
51. Following an extensive consultation exercise in early 2009, Reading Transport voluntarily introduced a number of significant improvements to this service on a commercial basis from April 2009, including the introduction of a Sunday service and implementing an hourly evening frequency on Mondays to Saturdays. The last bus from Reading then became timed at about 22.30, so the O.C.C. contract continued to provide a later facility on Friday and Saturday nights. Its usefulness was also enhanced by the fact that users now had a greater choice of departures to travel on earlier in the evening into

Reading (prior to April the last bus from Sonning Common to Reading was at 19.30hrs).

52. In view of the above commitment, at the Transport Decisions Meeting held on 26 March 2009, it was agreed to defer the review of this contract for a further year until June 2010. Loadings data has been sought from Reading Transport but the Managing Director has indicated orally that it is committed to continue the commercial enhancements to this route (at least at the Sonning Common end of the service – Vitality 2 is a cross-Reading route to Burghfield Heath) for the time being. In view of this it is felt that the County Council should support the initiative shown by the bus company and confirm award of this contract without further review (unless circumstances change) until the normal termination date of 2 June 2012.

**Thames Travel services X39, X41 (Contract PT/S80:  
Oxford – Wallingford, evening journeys (Item CE)**

53. This contract was initially awarded so as to maintain an hourly evening frequency on service X39 (Oxford – Wallingford) and comprised one mid-evening trip in each direction on Mondays to Thursdays. The same trips on Friday and Saturday evenings were still deemed to be commercial. In 2007 the journeys concerned were diverted via Benson village and RAF Benson and renumbered X41. The contract was reviewed in June 2008 (as part of the Wallingford area review) and awarded until January 2011.
54. Meanwhile the main X39 service had been expanded and developed using both Premium Route funding from the County Council Public Transport Development budget to enhance the daytime frequencies, plus monies from the Government Kickstart funding to improve the evening services. The route was re-organized to run as a through Oxford-Reading service (X39 direct, X40 if via Woodcote) with the evening service via Benson as X41. On top of this the operator decided to commercially run later journeys from both Oxford and Reading with the last bus at weekends now 03.00 from each end.
55. In June 2009 it was realized that in respect of contract PT/S80, the County Council were paying for the whole Oxford – Wallingford journey but that the Kickstart money was also funding the RAF Benson – Wallingford portion, so that these trips were receiving a double payment. A reduced price was therefore agreed with Thames Travel. The fixed-period kickstart funding formally ended on 29 January 2010 and a slight adjustment was therefore made to the contract price for PT/S80 to reflect that it was again covering the throughout journey.
56. From 15 February 2010 the company has however made the commercial decision to discontinue the X41 evening diversion via Benson but run these journeys via the daytime X39 route (which does serve Benson Marina but not the village nor RAF Benson). This will also affect the two journeys covered by contract PT/S80 which will revert to being X39 journeys.

57. Whilst some concerns have been expressed regarding the withdrawal of the evening facility, particularly to RAF Benson, figures supplied by the operator indicated very low level of usage to/from this section. Whilst the County Council could have insisted that the one journey in each direction which we pay for under this contract could have continued to go via Benson, this would have only applied on four nights per week, the “commercial” operation of the same journeys on Fridays and Saturdays not going this way.

### **How the project supports LTP2 objectives**

58. The ‘Accession’ system is able to provide a detailed accessibility study for the rural areas under review in respect of the Abingdon area contracts. The Oxford City area is outside the LTP objectives in terms of the accessibility criteria. Officers will give a provisional indication in Annex 2 where appropriate, of those service options which, if agreed, would have either a significant positive or negative effect on the accessibility score.

### **Financial and Staff Implications**

59. 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**

60. This document will be circulated prior to the meeting to all relevant County Council members. Each contract (or group of like contracts) will have a separate sheet in the same order and numbering as in Annex 1. Relevant

information on the current service pattern, level and route will be repeated in the heading followed by the Officer’s recommended option and suggested course of action (including the costs of recommended option). This section will also highlight the likely consequences of proceeding with award of this recommended option (parishes/areas unserved or known passenger flows displaced). This is followed by a summary of all the other options/prices sought and the cost /likely effect of awarding these options (and which may be awarded by the Cabinet Member for Transport Implementation and Cabinet Member for Growth & Infrastructure in lieu of the Officer’s recommended option if they so wish).

## **RECOMMENDATION**

61. **The Cabinet Member for Transport is RECOMMENDED to:**
- (a) **consider 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 to be reported subsequently;**
  - (b) **record that in his opinion 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;**

- (c) thank operators for the commercial declarations made during the course of the review in respect of various contracts.**

STEVE HOWELL  
Head of Transport  
Environment & Economy

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

Contact Officers: Allan Field (Tel: Oxford 815826): Financial information and other services.  
John Wood (Tel: Oxford 815802): Abingdon and Oxford City area review

February 2010

**SECTION A: Oxford City and Abingdon Area Review****Abingdon area contracts**

Item code	Service number	Contract number	Route	Days of operation	Operator	Page
A	4B	PT/V 4	(Oxford) – Cumnor - Abingdon	Eves & Sundays	Oxford Bus	3-4
B	40, 41, 42	PT/V 1	Abingdon Town Services	Mon-Sat	Whites Coaches	5
C	43	PT/V 7*	Eaton – Abingdon	Mon/Thurs	Grayline	6
D	44	PT/V 7*	Oxford – Abingdon	Mon-Sat	Grayline	7-8
E	46	PT/V 7*	Drayton St. Leonard – Abingdon	Mon/Fri	Grayline	9-10
F	48	PT/V 7*	Jericho – Cowley – Abingdon	Wed	Grayline	11
G	49A	PT/V 7*	Drayton St. Leonard – Cowley – Abingdon	Tues	Grayline	12
H	206	PT/V12+	Oxford City – Waterways	Wed-Sat	R H Transport	13
I	218	PT/V 7* PT/V12+	Woodstock – Wytham – Oxford City	Wed-Sat	R H Transport	14-15

\* = Combined contract + = Combined Contract

**Oxford City area contracts**

Item code	Service number	Contract number	Route	Days of operation	Operator	Page
J	2A	PT/O 20	Diversion of jnys via Lyne Mead, Kidlington	Mon-Sat Eves & Sun	Oxford Bus	16
K	6	PT/O 9	City – Wolvercote	Mon-Sat Eves& Sun	Oxford Bus	17
L	10	PT/O 1	City – Cowley – J.R. Hospital	Daily eves & Sun Am	Stagecoach Oxfordshire	18
M	12, 12A, 12B.	PT/O 25 (PT/O 32)	City – Greater Leys	Mon-Sat	Stagecoach Oxfordshire	19-20
N	12C	PT/O 14 (PT/O 32)	City – Sandford – Greater Leys – City	Daily eves	Stagecoach Oxfordshire	21
O	14, 14A	PT/O 11 (PT/O33)	Rail Station - City – Marston – J.R. Hospital	Mon-Sat	Stagecoach Oxfordshire	22-23
P	14X	PT/O 8	Old Marston – Marston	Wed – Fri (1 jny)	R. H. Transport	24
Q	16, 16A, 16B	PT/O 10 (PT/O34)	City – Minchery Farm	Daily	Stagecoach Oxfordshire	25-27
R	17, 17A, 17C	PT/O 2	City – Cutteslowe / J.R. Hospital	Daily	Stagecoach Oxfordshire	28-29



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Item code	Service number	Contract number	Route	Days of operation	Operator	Page
<b>S</b>	49	PT/O 3*	Berinsfield – Baldons – Cowley – City	Wed & Fri (1 jny)	Heyfordian	30
<b>T</b>	59	PT/O 23	Diversion of jnys via Oxford Airport	Mon-Sat	Stagecoach Oxfordshire	31
<b>U</b>	85, 86, 87	PT/O 3*	Cowley local services	Wed & Fri (1 jny)	Heyfordian	32-33
<b>V</b>	300	PT/O 26	City Centre – Peartree Park & Ride	Mon-Sat eves	Oxford Bus	34
<b>W</b>	600	PT/O 22	Thornhill Park & Ride – Churchill Hospital	Mon-Fri	R.H. Transport	35

\* = combined contract

Contract numbers in brackets apply from 8<sup>th</sup> February 2010 (de minimis agreements)

**SECTION B: New service contracts – Oxford City**

<b>X</b>	9	PT/O 21 PT/O 24	City - Risinghurst Estate	Eves(M-Sa) Suns/Public Holidays.	No current service	36
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**SECTION C: Other contracts elsewhere in County requiring a decision**

<b>CA</b>	61 63	PT/ V70	Faringdon Town service Faringdon – Lechlade	Mon-Fri Tues	Faringdon Community Transport	37
<b>CB</b>	66	PT/ V74	Faringdon – Swindon	Mon-Fri	Stagecoach Swindon	38
<b>CC</b>	66	PT/ V78	Oxford – Swindon	Sundays & Public Holidays	Stagecoach Swindon	39
<b>CD</b>	Vitality 2	PT/ S33	Reading – Sonning Common	Fri, Sat Late eves	Reading Transport	40
<b>CE</b>	X41	PT/ S80	Oxford – Wallingford	Eve jny Mon-Thurs	Thames Travel.	41

**SECTION A: OXFORD CITY & ABINGDON AREA REVIEW**

Note: where a parish is listed as served below but in [brackets] the route concerned passes through that parish but does not serve the main area of population.

**ABINGDON AREA CONTRACTS (to be awarded for 5 years)**

**ITEM A**

**Service 4B**

**Contract: PT/V 4:- Extension of Commercial service Rose Hill – City – Cumnor to Wootton and Abingdon**

---

**Operator: -** Oxford Bus Company

**Days of operation: -** Monday to Saturdays evenings after 19.00 and all day Sundays / Public Holidays.

**Frequency: -** Hourly

**Towns/Parishes served: - (4) Abingdon Town Council, Cumnor PC, St. Helen Without PC, Wootton PC.**

**Alternative services: -** There are no alternative services at the times that this contract operates, over the contracted section (Cumnor to Abingdon). There is an evening 66 from Cumnor (Glebe Road) into Oxford at 19.29 F/Sat and this returns at 23.25 from Gloucester Green.

NB; If no contract is awarded, the operation would remain as a commercial service 4 between Cumnor and Oxford City/Rose Hill only.

**Current subsidy per annum:-** £34,700 (from 12/12/09)  
(Entirely funded from S106 contributions)

**Average passengers per annum:-** Mon-Sat eves 12,502. Sundays 9,794

**Cost per passenger journey:-** Eves = £2.10, Suns = £1.17

---

**Comments from consultation:-**

**Note: Consultation had already taken place as part of previous area review (Bicester; due to the December 2009 contract end date – the contract now extended to June 2009). Previous comments are repeated below:-**

**Comments from previous consultation (Spring 2009)**

*Appleton with Eaton:* some residents use 4B from Cumnor for social/leisure travel to Oxford/Abingdon.

*Cumnor:* retain, as Cumnor has significant links with Abingdon.

*MoD Dalton Barracks:* divert 4B via Barracks as now significant numbers of wives/families left behind with no means of transport (PETITION RECEIVED)

*St Helen Without:* retain, on Saturdays and Sundays if nothing else (PETITION).  
Serve Dalton barracks?

*Wootton:* retain hourly service (PETITION RECEIVED).

**Comments from consultation under this review (Autumn 2009)**

*Public letters/e-mails;* 11 from individuals in support of retention of service.

*Cumnor:-* repeated points covered in the above letter.

Continued:-

**ITEM A (continued)**

**Service 4B**

**Contract: PT/V 4 :- Extension of Commercial service Rose Hill – City – Cumnor to Wootton and Abingdon**

**Comments from consultation under this review (Autumn 2009) (Con't)**

*MoD Dalton Barracks:* Repeated request for diversion via Barracks and Shippon (service 4 route) as now significant numbers of wives/families left behind; Further operational tours by personnel will start in March 2010 leaving 250 families behind on the base.

*St Helen Without:* retain, at least on Fridays and Saturday evenings. Support diversion via Dalton Barracks?

*Wootton:* retain the current service, evenings and Sundays and also support Dalton Barracks diversion.

**De minimis prices sought**

As the commercial operator of the daytime service on this route, Oxford Bus Company has been asked to provide prices for various levels of the subsidised element of service 4B. The Company has stated that the routing of the service via Shippon (4) or Wootton Road, Abingdon (4B – as current) does not materially affect the cost of operation. Details of the quotes received are contained within Confidential Annex 2.

Note: As the section 106 monies from the new development in Wootton has now been used up, any future funding will have to be from the O.C.C. bus subsidy budget.

**ITEM B****Services 40, 41 42.****Contract: PT/V1 Abingdon Town Services**

**Description** Three inter-worked circular routes, in one direction only, serving:-  
**40:** Town Centre – Marcham Road – Preston Road – Caldecott Road – Town Centre.  
**41:** Fairacres - Town Centre - Peachcroft – Dunmore Rd - Town Centre.  
**42:** Fairacres - Town Centre – Peachcroft - Northcourt Road – Town Centre.

**Operator:-** Whites Coaches

**Days of operation:-** Mondays to Saturday

**Frequency** Hourly on service 40, alternate two hourly on 41/42, from 08.00 until 17.45 (Mon-Fri), 08.45 to 14.10 (Sats)

**Towns served** (1) – *Abingdon Town Council*

**Alternative services:-** These routes cover the minor estate roads to the North, East and South of Abingdon Town Centre. Inter-urban routes, some on a high frequency (i.e. up to every 10 minutes) serve the main roads as follows:-

Faringdon Road: - Oxford Bus, 4 Mon-Sat, hourly to Oxford

Wootton Road: - R H Travel X15, 2-hourly (Abingdon – Witney)

Heyfordian 114, 116 hourly (to Berinsfield /Wallingford /Oxford).

Grayline 44 (6 jnys M-F, 3 jnys Sats) to Oxford

Oxford Road: - Oxford Bus X2, X3, X13 Stagecoach 31 Daily, Frequent, to Oxford

Radley Road: - Oxford Bus 35 – daily, every 15 mins to Oxford

Drayton Road: - Oxford Bus X2 – daily, every 45 mins M-F, Sats & Suns hourly to Didcot / Oxford.

Marcham Road: - Stagecoach 31 - daily, hourly to Wantage /Oxford.

There is a Tesco free bus service from the Saxon Road, Preston Road and Drayton Road areas to the Abingdon Tesco stores on a Friday (Currently under separate review by the supermarket).

**Current subsidy per annum: -** £73,295

**\*Average passengers per annum: -** 48,382

**\*Cost per passenger journey: -** £1.51

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures)

**Comments from consultation:-**

*Abingdon Town Council:-* Favoured withdrawing little used AM peak buses but have longer operating day on Saturdays.

*Tithe Farm Residents Assoc:-* Requested evening service.

**Prices sought:-**

PT/V 1A – Current services (40-42), Mon- Sat

PT/V 1B – Current service but with fewer peak journeys (40-42) Mon-Fri

PT/C 1C – Current services but off peak only

PT/C 1D – Extension of Saturday service from 14.00 to 15.45

**ITEM C**

**Service 43**

**Contract:- PT/V7 Eaton - Gozzards Ford – Abingdon**

Note this combined contract also includes routes 44, 46, 48, 49A and 218(Sats).

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**Description:-** Off-peak service shopping service between Eaton and Abingdon via Longworth and Gozzards Ford (Thursdays) and between Gozzards Ford and Abingdon only (Mondays).

**Operator:-** Grayline Coaches (T/A Local-Link)

**Days of operation:-** Mondays and Thursdays

**Frequency:-** One journey in each direction

**Parishes served:-** 7 - *Abingdon Town Council, Appleton with Eaton PC, Bessels Leigh PC, Fyfield with Tubney PC, Hinton Waldrist PC, Longworth PC, Wootton PC.* (Vale of White Horse DC)

**Alternative services:-**

- a) Eaton, Appleton, Fyfield, Longworth and Hinton Waldrist have a regular service to/from Oxford (Tues to Sats) (Services 63/66)
- b) Wootton has a regular daily service to Oxford / Abingdon (service 4, 4B).
- c) This is the only public service to Tubney, Gozzards Ford and Dry Sandford.
- d) Longworth, Hinton Waldrist and Frilford have a Tesco free bus service to Abingdon on Mondays and Wednesdays. Gozzards Ford has a Tesco free bus service to Abingdon on Tuesdays and Thursdays (These services under review by Tesco).

**Current subsidy per annum:-** All routes PT/V7 combined £72,411.  
Due to interworking of journeys it is not possible to break down this figure for the individual services.

**\*Average passengers per annum:-** 908

**\*Cost per passenger journey** £4.00 (Total contract)  
(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

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**Comments from consultation:-**

*Appleton with Eaton:-* Recent changes in NHS provision means more residents have to travel to doctors in Abingdon for treatment. Accept service is little used.

*Wootton:-* Not wish to lose 43 service

**Prices sought:-**

PT/V6A – Whole of existing route, Mondays only.

PT/V6B – Whole of existing route. Mondays and Thursdays only.

Following the normal consultation with existing operators at an early stage in the review Whites Coaches have also made a “de minimis” offer to vary their current contract PT/V61 to provide a Monday and Thursday service over this route. Details of the quotes received are contained within Confidential Annex 2.

**ITEM D****Service 44****Contract:- PT/V7 Oxford – Sunningwell – Abingdon**

Note this combined contract also includes routes 43, 46, 48, 49A and 218(Sats).

**Description** Peak and off-peak service deploying one bus between Oxford and Abingdon via South Hinksey, Sunningwell and Boars Hill. Operation into/out of Oxford is a loop from Hinksey Hill via A34, Botley Road, City Centre and Abingdon Road – Anti-clockwise AM and Clockwise PM.

**Operator:-** Grayline Coaches (T/A Local-Link)

**Days of operation:-** Mondays to Saturdays

**Frequency:** 6 journeys to Oxford, 5 to Abingdon (Mon-Fri)  
Three each way Sats (Off-peak only)

**Parishes served** (6) *Abingdon Town Council, North Hinksey PC, St. Helens Without PC, South Hinksey PC, Sunningwell PC, Wootton PC. Vale of White Horse DC. Oxford City Council (Carfax Ward, Hinksey Park Ward, Jericho & Osney Ward)*  
Oxford Area Committee: - Central/South/West

**Alternative services:-**

- a) Elms Rise and North Hinksey is served by Oxford Bus route 4A (daily up to every 20 mins) and BrookesBus U1 (daily every half-hour). Hinksey Hill is served by Stagecoach service 31 (M-Sat, Hourly).
- b) This is the only public service to South Hinksey, Boars Hill, Bayworth and Sunningwell. North Hinksey and South Hinksey have a free bus service to Cowley Tesco on Tuesdays and Thursdays. Bayworth and Sunningwell have a Tesco free bus service to Abingdon on Mondays and Wednesdays (These services are under review by Tesco).
- c) Wootton is served by Oxford bus routes 4, 4B hourly, daily; (the evening and Sunday service is part of this review – see item A).
- d) Wootton Road, Abingdon is served by R H Transport X15 (Mon-Sat), Heyfordian 114/116 (hourly Mon-Sat) and Town service 42 (4 jnys, Mon-Fri; 2 jnys Sats)

**Current subsidy per annum:-** All routes PT/V7 combined £72,411.

Due to interworking of journeys it is not possible to break down this figure into the individual services.

**\*Average passengers per annum:-** 15,384

**\*Cost per passenger journey** £4.00 (Total contract)

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*On record (public request):-* Earlier morning bus from villages into Abingdon after start of concessionary travel period (after peak bus in Abingdon at 08.55, current next arrival time is 12.25 Mon-Fri).

*Sunningwell* – Needs survey undertaken – retain or improve service.

*Wootton:-* Not wish to lose 44 service

Continued:-

**ITEM D (continued)**

**Contract:- PT/V7 Oxford – Sunningwell – Abingdon  
Service 44**

**Prices sought:-**

PT/V7A – Existing service 44 (Mon-Fri)(Incorporating 218 journeys).

PT/V7B – Modified 44 off-peak only (Mon-Fri)(Incorporating 218 journeys).

PT/V7C – Saturday service (off peaks only)(incorporating 218 journeys).

**ITEM E****Service 46****Contract:- PT/V7 Drayton St. Leonard – Long Wittenham – Appleford - Abingdon**

Note this combined contract also includes routes 43, 44, 48, 49A and 218(Sats).

**Description** One return trip on Fridays between Drayton St Leonard and Abingdon serving Berinsfield, Burcott, Clifton Hampden, Long Wittenham, Appleford and Culham. One return trip on Mondays runs between Clifton Hampden and Abingdon only.

**Operator:-** Grayline Coaches (T/A Local-Link)

**Days of operation:-** Mondays and Fridays only

**Frequency:-** One journey each way

**Parishes served:-** (7) *Abingdon Town Council, Appleford PC, Berinsfield PC, Clifton Hampden PC, Culham PC, Drayton St. Leonard PC, Long Wittenham PC.* South Oxfordshire DC. Vale of White Horse DC.

- Alternative services:-**
- a) Drayton St Leonards has a service to Cowley Centre via Berinsfield (Tues), which then continues to Abingdon (part of this review).
  - a) Berinsfield has regular services to Oxford (106, 116, X39 X40), and Wallingford (106, X39, X40), daily together with a direct hourly service to Abingdon (114/116) Mon-Sat. Service 97 runs to Didcot via Long Wittenham Mon-Sat (4 jnys).
  - b) Burcott and Clifton Hampton have the direct 114/116 to Abingdon (Mon-Sat) and route 97 to Didcot
  - c) Long Wittenham a link to Didcot and Berinsfield on route 97 (4 jnys e.w. Mon-Sat).
  - d) This is the only bus service to Appleford although there is a train service from the rail station to Oxford/Didcot (daily). This is mainly at peak times; off-peak service is poor although has been improved from December 2009 timetable. Appleford does however have a free bus to Didcot Tesco on Mondays and Wednesdays (service under review by Tesco's).
  - e) Culham has an hourly service Mon-Sat (except evenings) (route 32) to Abingdon and Didcot and 5 jnys on Sundays on route 32A
  - f) Berinsfield, Burcott, Clifton Hampden and Culham also have a free bus to Abingdon Tesco on Mondays and Wednesdays (service under review by Tesco).

**Current subsidy per annum:-** All routes PT/V7 combined £72,411.

Due to interworking of journeys it is not possible to break down this figure into the individual services.

**\*Average passengers per annum:-** 1,275

**\*Cost per passenger journey** £4.00 (Total contract)

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

Continued:-



**ITEM E (continued)**

**Contract:- PT/V7 Drayton St Leonard – Long Wittenham – Appleford - Abingdon  
Service 46**

**Comments from consultation:-**

*Appleford* – Strong representation for better service. Current times allow insufficient time in Abingdon for shopping.

*Long Wittenham* – Removal of service would be disappointing but understandable in view of lack of use. Lack of awareness of existing service.

*Vale of White Horse DC:-* Service between Appleford and Abingdon is extremely important and well used and should be enhanced at the expense of the link to Drayton St Leonards, a settlement which has good alternative services.

*Bus Users UK:-* Add new peak hour routes to attract commuters:- 46A Sutton Courtenay to Appleford and Culham (relieve use of Didcot Parkway). 46B Berinsfield – Milton Park via Long Wittenham and Appleford.

**Prices sought:-**

Following the normal consultation with existing operators at an early stage in the review Whites Coaches have also made a “de minimis” offer to vary their current contract PT/S78 (Berinsfield-Didcot)(service 97) to provide a Monday to Saturday service over this route to all points except Drayton St Leonards. Details of the quote received are contained within Confidential Annex 2.

The changes proposed under contract PT/V7 in respect of this service and (service 49A – item G) means that the village of Drayton St. Leonard could lose its public bus services in their entirety. Negotiations were entered into with Whites to see if two journeys on the 97 (which starts in Berinsfield) could be extended to start and finish in Drayton St. Leonards on up to two days per week. The outcome of these discussions will be reported in Confidential Annex 2.

**ITEM F****Service 48****Contract : PT/V7 Oxford (Jericho) – Cowley - Abingdon**

Note this combined contract also includes routes 43, 44, 46, 49A and 218(Sats).

---

**Description** One return trip on Wednesdays between Oxford, Jericho, Canal Street to Cowley Centre and Abingdon via South Parks and Longwall.

**Operator: -** Grayline Coaches (T/A Local-Link)

**Days of operation:-** Wednesdays only

**Frequency:-** One journey in each direction

**Parishes served:-** Abingdon Town Council,  
Oxford City Council (Carfax Ward, Cowley Ward, Holywell Ward, Iffley Fields Ward, Jericho & Osney Ward, St. Marys' Ward)  
Area Committees:- Central/South/West, Cowley, East Pl'ment.

**Alternative services:-** a) Jericho has an hourly service to Oxford City Centre (route 17)  
b) Cowley Centre is served by routes 1, 5, 10, 12, 16, 101, 103/104 all of which run to/from the City Centre at very frequent intervals.

**Current subsidy per annum:-** All routes PT/V7 combined £72,411.  
Due to interworking of journeys it is not possible to break down this figure into the individual services.

**\*Average passengers per annum:-** 194

**\*Cost per passenger journey** £4.00 (Total contract)

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

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**Loading breakdown:-**

- a) This service was introduced at the last review of services in this area in 2006 following requests received during consultation. Appears to have about 5 regular users.
- b) Originally served Bellbroughton Road (instead of service 218) but this diversion was withdrawn June 2008 (following review) which showed no usage of this section.

**Comments from consultation:-**

None

**Prices sought by tender:-**

None

In view of the fact that this service deployed what was otherwise spare time in the schedule for service 44 and the low level of usage, no replacement was put out to tender as this route failed to meet the criteria set out in the Bus Strategy. The journey can be made on a regular basis Mondays to Saturdays daytime with one change of bus at the Westgate Centre.

**ITEM G****Service 49A****Contract:- PT/V7 Drayton St. Leonard – Baldons – Cowley - Abingdon**

Note this combined contract also includes routes 43, 44, 46, 48, and 218(Sats).

**Description:-** One return trip on Tuesdays between Drayton St Leonard and Abingdon serving Berinsfield, Marsh Baldon, Toot Baldon, Kings Copse, and Cowley Centre.

**Operator:-** Grayline Coaches (T/A Local-Link)

**Days of operation:-** Tuesdays only

**Frequency:-** One journey each way

**Towns/Parishes served:-**

(7) *Abingdon Town Council, Berinsfield PC, Drayton St. Leonard PC, Garsington PC, Marsh Baldon PC, Toot Baldon PC.* Oxford City Council. (*Blackbird Leys PC, Blackbird Leys Ward, Cowley Ward*);  
Area Committee;- Cowley  
South Oxfordshire DC. Vale of White Horse DC

**Alternative services**

- a) Drayton St Leonards has a service to Abingdon via Appleton on a Friday (part of this review).
- b) Berinsfield has regular services to Oxford (106, 116, X39 X40), and Wallingford (106, X39, X40), daily together with a direct hourly service to Abingdon (114/116) Mon-Sat. Service 97 runs to Didcot via Long Wittenham Hourly Mon-Sat (4 jnys).
- c) Marsh Baldon, Toot Baldon and Kings Copse have a service to Cowley Centre and Oxford City on Wednesday and Friday (service 49).- part of this review.
- d) Long Wittenham a link to Didcot and Berinsfield on route 97 (4 jnys e.w. Mon-Sat).

**Current subsidy per annum** : - All routes combined £72,411.

\* **Average passengers per annum:** - 49A - 361

\* **Cost per passenger journey:** - £4.00 (Total contract)

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Baldons* – Operate 49 on more days or divert jnys on route 116 via Baldons.

*Nuneham Courtenay* – Strongly support retention – do not give long enough at Cowley Centre or in City.

*South Oxfordshire DC*:- Recent parish plan in the Baldons expressed view that retention of bus service is important (not specific to 49A). Consider operating 49 on more days per week.

**Prices sought by tender:-**

None

In view of the fact that this service deployed what was otherwise spare time in the schedule for service 44, a possible replacement facility to Drayton St Leonard is incorporated as an option in contract PT/V 7 (service 46) – see Item E - and to the Baldons in contract PT/O3 (see item T)

**ITEM H**

**Service 206**

**Contract:- PT/V12 Oxford City – Waterways Development**

Note this combined contract also includes routes 14X and 218 (Wednesday-Friday)

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**Description:-** Service 206 – Service from the City (Magdalen Street) to the Waterways Development off the Woodstock Road. Also serves Bainton Road This uses the same vehicle as for route 218. (206 is currently wholly funded from S106 contribution).

**Operator:-** R H Transport

**Days of operation:-** Wednesdays, Thursdays, & Fridays only

**Frequency: -** Two return journeys.

**Parishes served:-** Oxford City Council. (Carfax Ward, North Ward, St. Margaret's Ward, Summertown Ward). Area Committees; - Central/South/West, North

**Alternative services: -**

- a) The 206 is the only service to the new Waterways development
- b) Woodstock Road is served by frequent routes 6, 18, 18A. 300, S2 and S3 (daily).
- c) Service 17 operates daily along St Margaret's Road, the other end of Hayfield Road from Bainton Road.

**Current subsidy per annum: -** £1,705 (all S106 monies from Developers).

**\*Average passengers per annum: -** 206 = Nil (123 including those discounted).  
No recorded passengers on 206, (exclusive to this route), during our surveys.

**\*Cost per passenger journey: -** 206 / 218 combined = £4.29  
(and also includes 14X – PT/O 8)

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

---

**Comments from consultation:-**

*North Area Committee:-* Waterways has no other bus service but not useful at present. Provide service into town about 08.30 and back at 16.30; many people would use this (request from resident).

*Bus Users UK:-* Run 5 or 6 days per week and evaluate whether more journeys would attract significantly more passengers.

**Prices sought by tender:-**

Any contract awarded would have to be funded from the County Council Bus subsidy budget as all the S106 money has now been used up.

PT/O5 - Broad contract to provide limited service Peak/off-peak using any available vehicle  
Timetable to be devised by operator.

PT/V12 – Option to divert one jny each way on route 219 (Bladon – Oxford).

**ITEM I**

**Service 218**

This service is currently covered by two separate contracts

**Contract V7: Wytham – Oxford (Sats)**

Note this combined contract also includes routes 43, 44, 46, 48, and 49A.

**Contract V12: Woodstock- Bladon – Wytham – Oxford (Wed – Fri)**

Note this combined contract also includes route 14X and 206 (Wednesday-Friday)

**Description:-** Service between Woodstock and Oxford serving Bladon, Cassington, Godstow, Wytham, Wolvercote, Five Mile Drive and Summertown:- Saturdays operates from Wytham to Oxford City only. Vehicle also operates route 14X (contract PT/O8).

**Operator:-** R H Transport (Wed-Fri), Grayline Coaches (T/A Local-Link)(Sats)

**Days of operation:-** Wednesdays, Thursdays, & Fridays only under PT/V12  
Saturday service is provided under contract PT/V 7

**Frequency:-** One journey each way.

**Towns/Parishes served**

(6)Bladon PC, Cassington PC, Woodstock PC, Wytham PC, Yarnton PC  
Cherwell DC. West Oxfordshire DC. Vale of White Horse DC  
Oxford City Council. (Carfax Ward, North Ward, St. Margaret’s Ward, Summertown Ward, Wolvercote Ward).  
Area Committees; - Central/South/West, North

**Alternative services:-**

- a) Bladon has a Mon-Sat service to Witney and Woodstock on routes 242
- b) Cassington has stops on the main A40 for routes S2, 18/A, and 853 (daily) but far end of village is about 650m from main road.
- c) Wolvercote is served by route 6 (Daily) – also part of this review.(Eves & Suns service)
- d) This is the only public transport to Wytham and Godstow
- e) Five Mile Drive has regular services at either end of the estate on the A44 or Banbury Roads but the further parts of are more than 400m from nearest stops.

**Current subsidy per annum:** - Service 218 - £18,228.73 (cost includes 14X - PT/O 8).

**\*Average passengers per annum:** - 2,784.

**\*Cost per passenger journey:** -  $206 / 218 = £4.29$  (includes 14X – PT/O 8)

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Bladon P.C:-* All users are from Heath Lane area – convenient service to Oxford avoiding going via Woodstock.

*Cassington P.C:-* Needs Survey undertaken. Bus takes too long to get to Oxford; Allow longer stay in Oxford (return 14.00). Run twice daily. Run 18 service through village.

*Bus Users UK:-* Run twice per day on the days that it runs

Continued:-

**ITEM I (continued)**

**Service 218**

**Contract V7: Wytham – Oxford (Sats)**

**Contract V12: Woodstock- Bladon – Wytham – Oxford (Wed – Fri)**

**Comments from consultation (continued):-**

*Public Letters:-* 8 individual letters from residents of Lakeside Estate requesting retention

*Public Letters:-* 2 individual letters from residents Wytham village with concerns over loss of service.

**Prices sought by tender:-**

PT/V 7:- To maximise vehicle utilisation, incorporated in the specification for service 44 (see Item D). Retains one return journey from Wytham to City but option to run up to 6 days per week

PTV12 :- Shopping Service Bladon – City (with option to serve Waterways Estate).

**OXFORD AREA CONTRACTS (to be normally awarded for 6 years)****ITEM J****Service 2A****Contract PT/O2:- Diversion via Lyne Mead Estate, Kidlington**

**Description:-** The diversion of otherwise commercial service operated by Oxford Bus to serve the Banbury Road and Lyne Mead area of Kidlington during the evenings and Sunday daytime. The service on route 2A round these roads at all other times is provided commercially. Were this section not funded then service 2A would only operate via Grovelands.

**Operator:-** Oxford Bus Company

**Days of operation:-** Daily evenings after 20.00 and all day Sundays /Public Holidays

**Frequency:-** Hourly

**Towns/Parishes served:-** Gosford & Water Eaton PC, Kidlington PC, Oxford City. Cherwell DC.

**Alternative services: -** Commercial Services Oxford Bus 2A and Stagecoach 7A/B cover the whole route except the short section round Lyne Mead estate at the times that this contract operates.  
Stagecoach 59 (Oxford –Banbury) has 4 jnys each way on Sunday daytime that serve the Banbury Road north of the High Street (adjacent to Lyne Mead) (introduced June 2009).

**Current subsidy per annum: -** £20,053.58

**\*Average passengers per annum: -** Mon – Sat Eves - 4,574      Suns = 2,132

**\*Cost per passenger journey: -** £3.23 Mon-Sat eves (Cost £14,780 estimated)  
£2.47 Sundays (Cost £5,273 estimated).

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Outstanding requests or suggestions on record:-**

*Kidlington PTR:-* Regular service to The Moors Kidlington – replacing commercial withdrawal (served by local routes 203 and 223 at present)

**Comments from consultation:-**

*Kidlington Parish Plan (2007):-* Relatively well served; Improve links to Oxford Station.

*Public Letter:-* 1 letter received in support of continuation

**Prices sought:-**

As this was already a “de minimis” agreement with Oxford Bus, negotiations were entered into with the operator at an early stage in the review. Oxford Bus have offered to continue to serve Lyne Mead at all times (including those presently covered by this contract) at no cost, as part of the Quality Bus Partnership Agreement (QBP) recently entered into with the County Council. This would apply from the commencement of the QBP which is likely to be later than the 6<sup>th</sup> June 2010 (possibly Sept 2010). Authority is sought to continue the existing PT/O20 at the current price until the QPA commences (when PT/O20 will then be discontinued); full details will be contained in Confidential Annex 2.

NOTE: The QBP may also result in a revision to the routings within Kidlington with both operators serving this area in future.

**ITEM K**

**Service 6**

**Contract: PT/O9:- Oxford City – Wolvercote**

**Description:-** Support for service direct via Woodstock Road to Wolvercote village via Mere Road. Terminates at Magdalen Street East.

**Operator:-** Oxford Bus Company

**Days of operation:-** Monday to Saturday Evenings after 18.30  
All day Sundays and Public Holidays

**Frequency:-** Half Hourly. Note: This is the contracted frequency. Evenings the service is supported from 18.45 hours but a 20 min service is operated until 21.00 voluntarily by the operator.  
On Sundays between 12.00 -17.00 Oxford Bus Company voluntarily operates every 20 mins to achieve schedule efficiency.

**Towns/Parishes served** Oxford City

**Alternative services**

- a) Woodstock Road is also served by Park & Ride 300 to Peartree Mon-Sat eves, and Sunday daytime and buses observe all stops at these times. There is no 300 service on Sunday evenings. The Mon-Sat evening operation is currently supported and is part of this review.
- b) There is also a limited service on Stagecoach route S3 along Woodstock Road in the evenings, and a half-hourly service on S3 during Sunday daytime.
- c) This is the only service to Wolvercote village at the times that this contract applies. There is one daytime jny each way on route 218 (that continues to Wytham) on Wednesdays to Saturdays.

**Current subsidy per annum: -** £42,802.17

**\*Average passengers per annum: -** Eves (daily) 66,780 Suns = 46,895

**\*Cost per passenger journey: -** Mon-Sat eves = £0.42p (cost £27,913 pa)  
Suns = £0.32p (cost £14,890 pa)

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Public Letters:-* 4 letters of support for continuation

*North Area Committee:-* Already good value so should be no reduction. Helpful if extended to Rail station.

**Prices sought:-**

As the Oxford Bus Company operates most of this service commercially, negotiations were entered into with the operator at an early stage in the review. Oxford Bus has decided to declare the whole of the service 6 operation to be commercial as from the date of the cessation of this contract. Whilst the final version of the timetable is not yet available, the Company has advised that the service levels will be broadly as now (throughout operating period) with no requirement for any extra “de minimis” trips requiring funding by the County Council.



**ITEM L**

**Service 10.**

**Contract:- PT/O1:- Oxford City – Cowley – J.R. Hospital**

---

**Description:-** Service from Oxford City Centre (Speedwell Street) to J R Hospital via Cowley Centre, Holloway, The Slade, Wood Farm and Headington. A “de minimis” agreement extends the commercial daytime service into the evenings and early journeys on Sunday mornings.

**Operator:-** Stagecoach in Oxfordshire

**Days of operation:-** Daily evenings after approx. 19.00 and certain early AM jnys on Sundays and Public Holidays. (NB additional N10 jnys run after last contracted bus on F/Sat evenings from 20/9/09 – these are commercial operations and only run between City and Headington via Cowley and replace N15 jnys). Sunday daytime service is mainly commercial (except early AM jnys).

**Frequency:-** Every 30 mins

**Towns/Parishes served:-** Oxford City

**Alternative services**

- a) The section from the City to Cowley is the same as Stagecoach routes1 and Oxford Bus route 5.
- b) BrookesBus U5 (Oxford Bus Co) also serves the City, Cowley Road, Holloway and The Slade, daily
- c) This is however the only service along Horspath Road.
- d) Oxford Bus Co service 15 offers an alternative service to/from the City from Wood Farm
- e) It is the only link from Cowley / Wood Farm area to/from Headington and the J.R. Hospital.

**Current subsidy per annum: -** £69,500

**\*Average passengers per annum: -** Mon-Sat eves – 87,819  
 Sunday (all day) – 23,792 (AM jnys & Eves)

**\*Cost per passenger journey: -** £0.62p

Above data is based on former U10 operation – replaced by 10 (eves & Suns) from 29/6/09 with the loss of the BrookesBus work. U10 followed a slightly different route.

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

---

**Comments from consultation:-**

*Public Letters:-* One letter in support of evening service.

*South East Area Committee:-* Stressed need for bus service Cowley Centre direct to Hospitals.

**Prices sought:-**

As Stagecoach Oxford already operate most of service 10 commercially, negotiations were entered into with the operator at an early stage in the review. Stagecoach has decided to declare the whole of the service 10 operations to be commercial on Thursdays, Fridays and Saturday evenings as from the date of the cessation of this contract. A “de minimis” price has therefore been sought to continue the same level of service on Sundays to Wednesdays plus two existing early morning journeys on Sundays. Prices are given in Confidential Annex 2.

**ITEM M**

**Services 12, 12A**

**Contract: - PT/O 25 Oxford City – Cowley – Greater Leys (PT/O 32 from 8/2/10)**

**Description:-** Support for service from Oxford City Centre via Cowley Road to Cowley Centre then circular route (in clockwise direction) via Greater Leys Estate, returning to Cowley Centre Route12)  
 Service 12A is an off-peak shuttle between Cowley Centre and Greater Leys and back following the same route as the 12  
 Service 12B are certain peak hour buses that run to/from City Centre but at the Greater Leys end serve Watlington Road and Unipart direct to/from the Cowley Road passing Oxford Business Park (and not serving Cowley Centre). The Unipart diversion is a commercial initiative.

**Operator:-** Stagecoach in Oxfordshire

**Days of operation:-** Mon-Sat daytimes (Contract O14 – service 12C runs evenings, daily).

**Frequency:-** Broadly every half-hour peaks (services 12/12B)  
 Off-peaks service 12/12A combined give 20min service Cowley - Greater Leys – Cowley with one bus per hour (12 service) continuing to/from City.

**Towns/Parishes served:-** Blackbird Leys PC. Oxford City.

- Alternative services: -**
- 1) Cowley Road is served by very frequent commercial services 1, 5 10 and Brookes U5.
  - 2) Supported routes 101 and 103 also go this way and additionally serve parts of Watlington Road.
  - 3) The 12C replaces these routes in the evenings (daily)

**Subsidy per annum to 8.2.10: -** Joint contract with O10 (16/16A/16B) and O14 (12C) = £232,861p.a.

**\*Average passengers per annum: -** 184,056

**\*Cost per passenger journey: -** £0.63p = (Cost £115,280 estimated)  
 (NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures.

**Comments from consultation:-**

*Public Meeting (Jan 2010);* Concerns over reliability. Should be “limited stop” along the Cowley Road

*Public Letter:-* One; requesting operation both ways round estate (as prior to 2006)

*South East Area Committee:-* Support for service but some “unhappiness” about the Operation.

**Prices sought:-**

Following the normal consultation with existing operators at an early stage in the review Stagecoach Oxford decided to declare this contract as a mainly **commercial operation with effect from 8<sup>th</sup> February 2010**. the following changes also took place from this date:-

- a) Service reduced off-peak from every 20 mins Greater Leys – Cowley (with every 60 mins extended through to City) to a regular 30 mins service Greater Leys – City and route 12A was withdrawn.
- b) The service 12B jnys were maintained.

Continued:-

**ITEM M (continued)**

**Services 12, 12A**

**Contract: - PT/O 25 Oxford City – Cowley – Greater Leys**

**(PT/O 32 from 8/2/10)**

**Prices sought (continued):-**

From 8<sup>th</sup> February 2010 the County Council entered into a short-term “De minimis” contract (PT/O 32) until 5<sup>th</sup> June 2010 for the following existing journeys which were NOT declared as commercial, the aim being to maintain the existing timetable until such time as the whole review of Oxford City services had been concluded. The currently supported jnys are:-

Supported journeys, Mondays to Fridays from City

06.15 City – Greater Leys via Unipart (12B)

06.45 City – Greater Leys (12)

Supported journeys, Mondays to Fridays from Greater Leys

06.07 Grenoble Rd to City (06.11 from Elder Way)

Commercial 19.12 Elder Way to Cowley Centre (19.24) – Extended to City (arr 19.40)

=====

Supported journeys, Saturdays from City

07.51 Cowley Centre to Greater Leys

19.15 City to Greater Leys.

Supported journeys, Saturdays from Greater Leys

07.38 Grenoble Rd to City (07.42 from Elder Way)

18.30 Commercial Elder Way to Cowley Centre (18.42) – Extended to City (arr 19.59)

19.12 Commercial Elder Way to Cowley Centre (19.24) – Extended to City (arr 19.40)

19.42 Elder Way to City

=====

Details of the costs of the short term contract are given in Confidential Annex 2

From 6<sup>th</sup> June 2010:-

- a) Stagecoach will discontinue commercial 12B jnys via Unipart (partly replaced by option in contract PT/O3 – service 84 – Item U).
- b) The company will consider the best routeing into and out of the City Centre.
- c) The County Council will review usage of the above journeys and seek a “de minimis” price to continue those that are considered to be of value. The outcome of this investigation is reported in Confidential Annex 2.

**ITEM N**

**Service 12C**

**Contract: - PT/O14 City – Littlemore – Greater Leys – City (eves. daily)**  
**(PT/O 32 from 8/2/10)**

**Description:-** Support for service from Oxford City Centre via Iffley Road, Rose Hill, Littlemore, Sandford, Science Park, Kassam Stadium, Greater Leys, Cowley Centre and Cowley Road to City. Circular route in above direction (anticlockwise) only.

**Operator:-** Stagecoach Oxford

**Days of operation:-** Daily, evenings

**Frequency:-** Hourly from 20.00 ex City until 23.00 (4 trips)  
(covers daytime routes 106 and 12)

**Towns/Parishes served:-** Blackbird Leys PC, Littlemore PC, Oxford City, Sandford on Thames PC (South Oxfordshire DC)

**Alternative services: -**

- a) Iffley Road as far as Rose Hill is served by routes 3 and 4/4B in the evenings.
- b) Blackbird Leys, Cowley Centre and Cowley Road by routes 1, and 5
- c) Littlemore has an hourly service to the City on route 16 (evenings, daily).
- d) This is the only evening service to Sandford and Greater Leys (and the only service to these places on Sundays)
- e) Daytime services to the Kassam Stadium and Cinema Complex are provided on route 106

**Subsidy per annum to 8.2.10: -** Combined price with contracts PT/O10 and O25

**\*Average passengers per annum: -** 7,432

**\*Cost per passenger journey: -** £4.33

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Public Meeting (Jan 2010);* Request for Sunday daytime service.

*South East Area Committee:-* Support for Sunday service.

**Prices sought:-**

Following the normal consultation with existing operators at an early stage in the review Stagecoach Oxford confirmed that this operation was not commercial.

However the contract awarded in 2006 was for a combined price for O10 (route 16), O25 (route 12) and this service. With the commercial declarations of routes 12 and 16 this combined contract was surrendered as from 7<sup>th</sup> February 2010.

From 8<sup>th</sup> February Stagecoach Oxford quoted a combined price to continue the existing service unaltered (PT/O 32) together with the additional extra journeys listed on route 12 above (was PT/O 25 – Item M). These prices are given in Confidential Annex 2.

**From 6<sup>th</sup> June, De minimis prices sought from current operator for:-**

PT/O14A:- Existing evening 12C (with minor modifications)(renumbered 112).

PT/O14B:- Sunday daytime service (which may follow daytime 12 route)

**ITEM O****Services 14, 14A**

**Contract: - PT/O 11 Oxford Rail Station - City – Marston – J.R. Hospital (PT/O 33 from 8/2/10).**

**Description:-** Support for service from Oxford Rail Station to the John Radcliffe Hospital via Banbury Road, Marston Ferry Road. 14A journey operate via Marston Village.

**Operator:-** Stagecoach in Oxfordshire

**Days of operation:-** Mondays to Saturdays

**Frequency:-** Half-hourly (hourly via Marston Village). 06.00 -19.00  
(NB: route covered by service 17A eves (Daily) and 17C Sun daytime – see contract PTO2 – Item R))

**Towns/Parishes served** Oxford City, Old Marston PC.

- Alternative services**
- a) Banbury Road between Magdalen Street and Marston Ferry Road is also served by frequent buses on routes 2/A/B, 7A/B, 25/A, 59/A, 94, 218, 500 and S5.
  - b) Marston Ferry Road is also served by routes 100, 700 and 800 (M-F daytime).
  - c) This is the main service to Marston village although shoppers service 14X also currently runs on three days per week to Marston shops (1 jny e.w.). Part of this review (PT/O8 – item P).
  - d) This route together with the 100 links the Banbury Road area to the Rail Station but service 13 provides an alternative service from the station to J R Hospital via a longer route (daily).
  - e) New commercial route 100 duplicates this route between the Rail Station (Frideswide Square) and J.R Hospital, Monday to Fridays off-peak hours (half – hourly) but does not serve Marston village

**Subsidy per annum to 8.2.10: -** £139,956

**\*Average passengers per annum: -** 89,284

**\*Cost per passenger journey: -** £1.57p

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Andrew Smith MP:-* Seeking clarification of possible cuts to Marston Village service.

*Central, South, West Area Committee:-* Useful cross city route.

*North Area Committee:-* May not be essential; 700 and 800 cope with schools movement.

Need for North Oxford – Rail station link.

*North East Committee:-* Retain existing service to Marston Village.

*Public Letters:-* Five from Marston village supporting retention of service.

**Prices sought:-**

Following the normal consultation with existing operators at an early stage in the review Stagecoach Oxford decided to declare this contract as a mainly **commercial operation with effect from 8<sup>th</sup> February 2010**; The following changes also took place from this date:-

- a) Service headway slightly widened during AM and PM peaks to aid reliability.

Continued:-

**ITEM O (continued)**

**Services 14, 14A**

**Contract: - PT/O 11 Oxford Rail Station - City – Marston – J.R. Hospital  
(PT/O 33 from 8/2/10)**

**Prices sought:- (Continued)**

- b) 14A service via Marston Village was deemed as non-commercial (for the section via the village), but Stagecoach were prepared to continue existing journeys via this route as part of the “de minimis” package.
- c) The Saturday daytime service was only deemed commercial at an hourly frequency

From 8<sup>th</sup> February 2010 the County Council entered into a short-term “De minimis” contract (PT/O 33) until 5<sup>th</sup> June 2010 for the following existing journeys which were NOT declared as commercial, the aim being to maintain the existing timetable until such time as the whole review of Oxford City services had been concluded. The currently supported jnys are:-

Supported journeys, Mondays to Fridays from J.R. Hospital (peak headways widened)

05.55 J R Hospital to Rail Station

Supported journeys, Mondays to Fridays from Oxford Rail Station (peaks widened)

19.00 Rail Stn – J.R. Hospital

=====

Supported journeys, Saturdays from J.R. Hospital

06.40 J.R to Rail Station (14A)

07.40 J.R to Rail Station (14)

08.40 J.R to Rail Station (14)

09.50 J.R to Rail Station (14)

10.50 J.R to Rail Station (14)

11.50 J.R to Rail Station (14)

12.50 J.R to Rail Station (14)

13.50 J.R to Rail Station (14)

14.50 J.R to Rail Station (14)

15.50 J.R to Rail Station (14)

16.50 J.R to Rail Station (14)

17.50 J.R to Rail Station (14)

18.20 J.R to Rail Station (14)

18.50 J.R to Rail Station (14)

Supported journeys, Saturdays from Oxford Rail Station

06.20 Rail Station to J.R. (14)

07.15 Rail Station to J.R. (14)

07.45 Rail Station to J.R. (14)

08.15 Rail Station to J.R. (14)

09.20 Rail Station to J.R. (14A)

10.20 Rail Station to J.R. (14A)

11.20 Rail Station to J.R. (14A)

12.20 Rail Station to J.R. (14A)

13.20 Rail Station to J.R. (14A)

14.20 Rail Station to J.R. (14A)

15.20 Rail Station to J.R. (14A)

16.20 Rail Station to J.R. (14A)

17.20 Rail Station to J.R. (14A)

18.20 Rail Station to J.R. (14A)

18.50 Rail Station to J.R. (14)

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Details of the costs of the short term contract are given in Confidential Annex 2

From 6<sup>th</sup> June 2010:-

- a) The County Council will review usage of the above journeys and seek a “de minimis” price to continue those that are considered to be of value.
- b) Additionally an alternative option for enhancing the Saturday daytime service by running routes 17A/17C is included under contract PT/O2.
- c) The outcome of this exercise will be reported in Confidential Annex 2.

**ITEM P****Service 14X****Contract: - PT/O8:- Old Marston – Marston (Cherwell Drive shops)**


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<b>Description</b>	Shoppers service from Old Marston Bradlands to shops in Marston Road and Cherwell Drive / Headley Way.
<b>Operator</b>	R.H. Transport services
<b>Days of operation</b>	Wednesdays, Thursdays, Fridays only
<b>Frequency</b>	One journey in each direction. Allows about 30 minutes for shopping
<b>Towns/Parishes served</b>	Oxford City. Old Marston P.C.

**Alternative services**

- a) Marston village is served hourly by route 14A daytime (Mon-Sat) (17C Suns daytime). This service at one time double-ran to Cumberledge Close via Mill Lane (on the 14X route) but this involved a reversing manoeuvre and was discontinued.
- b) Marston Road is served by the 13, X13 (City – J.R. Hospital) and the U5 (City – Marston Road via Cowley). Cherwell Drive and Headley Way are both served by the 14/A, 100, 700 and 800 which operate along Marston Ferry Road to the Banbury Road.

**Current subsidy per annum:** - Included in contract PT/V 12 – worked by same bus**\*Average passengers per annum:** - 1,465 - average of 5 regular users each way.**\*Cost per passenger journey:** - N/A (Combined with routes 206/218)**Comments from consultation:-***Cllr Nils Bartleet:-* Could withdraw due to low usage.*North East Area Committee:-* Retain 14X service to Old Marston.*Bus Users UK:-* Evaluate subsidising 14X to operate twice per day on the days that it runs.**Prices sought:-**

PT/O5 -Option to include as part of 206 operation (as now)

Also discussion with OCC (Special Transport Services) as to possible operation as local route H1. The outcome of these discussions will be reported in Confidential Annex 2.

**ITEM Q**

**Services 16, 16A,16B**

**16 Minchery Farm – City (Via Florence Park and Donnington Bridge)**

**16A Cowley Centre City – Minchery Farm (Via Herschel Crescent)**

**16B Minchery Farm – City (Via Florence Park and Iffley Road)**

**Contract: - PT/O 10. (PT/O 34 from 8/2/10)**

**Description:-** Support for service from St Aldate's to Minchery Farm via Abingdon Road, Donnington Bridge, Florence Park, Cowley Centre and Littlemore. The 16A operates Mon-Sat off peak as a local service between Cowley Centre and Minchery Farm (serving Herschel Crescent). Certain peak jnys operate inbound to the City via Iffley Road and High Street as 16B.

**Operator:-** Stagecoach in Oxfordshire

**Days of operation:-** Daily

**Frequency:-** Every 30 – 40- mins peaks (hourly Suns and Eves) Off-peak there is a 20 minutes frequency between Minchery Farm and Cowley with one bus per hour continuing to the City via Donnington Bridge and the Abingdon Road

**Towns/Parishes served:-** Oxford City. Littlemore P.C.

**Alternative services:-**

- a) Abingdon Road has numerous services including X2, X3/X13, X4, X23, 31, X32,X39/X40, 34, 35, 44, 200 and 300.
- b) This is the only service over Donnington Bridge and through Florence Park.
- c) Iffley Road is served by routes 3, 4, 12C, 105/106. Service 85 presently provides an alternative link to Cowley Centre on two days per week.
- d) Service 116 operates from the City via Iffley Rd – certain off peak jnys operate via Cowley Centre and Littlemore (on alternate half hour to through jnys on 16) This route continues to Abingdon via Berinsfield village
- e) Cowley Centre is served by routes 1, 5, 10, 12/A, 12C, 85-87, 101, 103/4.
- f) Littlemore is also served by 105/106 and 116 (see d) above)

**Subsidy per annum to 8.2.10: -** PT/O10 - £232,861  
(Combined contract with O14 (12C) and O25 (12/12A)).

**\*Average passengers per annum: -** PT/O10 – Mon-Sat = 225,547  
Suns = 19,002

**\*Cost per passenger journey: -** PT/O10 Mon-Sat £0.21p (Cost £46,862 estimated)  
PT/O10 Suns £1.87 (Cost £35,508 estimated)

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Cllr Tanner:-* Support for Cowley – Rose Hill service via Rymers Lane and Florence Park.

*South East Committee:-* 16A not well used; Extend via Florence Park to Rose Hill (possibly as a circular route via Littlemore). Support for evening service.

*Public Letter:-* request better service fro Florence Park.

Continued:-



**ITEM Q (continued)**

**Services 16, 16A, 16B**

**Contract: - PT/O 11 City – Cowley – Minchery Farm  
(PT/O 34 from 8/2/10)**

**Prices sought:-**

Following the normal consultation with existing operators at an early stage in the review Stagecoach Oxford decided to declare this contract as a mainly **commercial operation with effect from 8<sup>th</sup> February 2010**. the following changes also took place from this date:-

- a) Service reduced off-peak from every 20 mins Minchery Farm – Cowley (with every 60 mins extended through to City) to a regular 30 mins service Minchery Farm – City and route 16A was withdrawn.
- b) The service 16B peak jnys via Iffley Road (inbound) were maintained.
- c) The evening service after 20.15 was declared as non-commercial.
- d) The Sunday daytime service (hourly) was declared commercial between 10.15 and 18.08.

From 8<sup>th</sup> February 2010 the County Council entered into a short-term “De minimis” contract (PT/O 34) until 5<sup>th</sup> June 2010 for the following existing journeys which were NOT declared as commercial, the aim being to maintain the existing timetable until such time as the whole review of Oxford City services had been concluded. The currently supported jnys are:-

Supported journeys, Mondays to Fridays from Minchery Farm

05.35 Minchery Farm – City  
06.05 Minchery Farm – City  
20.15 Minchery Farm – City  
21.15 Minchery Farm – City  
22.15 Minchery Farm – City  
23.15 Minchery Farm – City

Supported journeys, Mondays to Fridays from City

06.05 City – Minchery Farm  
06.35 City – Minchery Farm  
20.45 City – Minchery Farm  
21.45 City – Minchery Farm  
22.45 City – Minchery Farm  
23.45 City – Minchery Farm

=====  
Supported journeys, Saturdays from Minchery Farm

07.15 Minchery Farm – City  
17.42 Minchery Farm – City  
20.15 Minchery Farm – City  
21.15 Minchery Farm – City  
22.15 Minchery Farm – City  
23.15 Minchery Farm – City

Supported journeys, Saturdays from City

07.45 City – Minchery Farm  
18.15 City – Minchery Farm  
20.45 City – Minchery Farm  
21.45 City – Minchery Farm  
22.45 City – Minchery Farm  
23.45 City – Minchery Farm

=====  
Supported journeys Sundays from Minchery Farm

08.15 Minchery Farm – City  
09.15 Minchery Farm – City  
18.15 Minchery Farm – City  
19.15 Minchery Farm – City  
20.15 Minchery Farm – City  
21.15 Minchery Farm – City  
22.15 Minchery Farm – City

Continued:-

**ITEM Q (continued)**  
**Services 16, 16A, 16B**  
**Contract: - PT/O 11 City – Cowley – Minchery Farm**  
**(PT/O 34 from 8/2/10)**

Supported journeys, Sundays from City

08.45 City – Minchery Farm  
09.45 City – Minchery Farm  
18.45 City – Minchery Farm  
19.45 City – Minchery Farm  
20.45 City – Minchery Farm  
21.45 City – Minchery Farm  
22.45 City – Minchery Farm

Details of the costs of the short term contract are given in Confidential Annex 2

From 6<sup>th</sup> June 2010:-

The County Council will review usage of the above journeys and seek a “de minimis” price to continue those that are considered to be of value. The outcome of this investigation is reported in Confidential Annex 2.

**ITEM R****Services 17, 17A, 17C****Contract: - PT/O2:- City – Jericho – Cutteslowe / J.R. Hospital**

**Description:-** **17:-** Service from Oxford (New Road) via Magdalen Street , Canal Street, Walton Street (Jericho), Summertown, Banbury Road, Cutteslowe North (Templar Road ) and Cutteslowe South (Wren Road).(M-Sat Daytime)

**17A:-** Service from Oxford Rail Station via Magdalen Street, Walton Street (Jericho), Banbury Road, Marston Ferry Road to J.R. Hospital (evenings, daily).

**17C:-** As service 17A but also serves Marston village between Marston Ferry Road and the J.R. Hospital (Suns daytime).

**Operator:-** Stagecoach in Oxfordshire

**Days of operation:-** Daily

**Frequency:-** Hourly

**Towns/Parishes served:-** Oxford City, Old Marston P.C.

**Alternative services:-**

- a) This is the only service along Walton Street and to the Canal Street area in Jericho. Evening and Sunday services (17A and 17C go direct along Walton Street but do not serve Canal Street).
- b) Services 6, 18/A, 206, 218, 300, S2 and S3 serve the parallel Woodstock Road; (6 eves & Suns and 300 eves are part of this review).
- c) The service to Templar Road (Cutteslowe North) and Wren Road (Cutteslowe South), in 2006, replaced a former commercial operation and at the further ends are just over 400m from the main Banbury Road routes.
- d) Banbury Road is served by numerous other routes; viz 2/A/B/C/D. 7/7A, 25/A, 59/A, 500, and S5 all to/from the City. Service 17 is however the only route from Banbury Road serving the City centre to the Westgate area.
- e) The 17A and 17C are the only services along Marston Ferry Road and to Marston village at the times that they operate.
- f) The J.R Hospital also has services on route 13/X13 (to the City via Marston Road) and 10 (City via Cowley) at the times that the 17A/17C operates (Eves and Suns).

**Current subsidy per annum: -** £153,325.42

**\*Average passengers per annum:-**

17 – Mon-Sat =	72,878
17A – Daily eves =	15,589
17C – Sun day =	5,876

**\*Cost per passenger journey: -** 17 /17A/17C = £1.63

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Cllr Fooks:-* Request service from Cutteslowe South (Wren Road) to North (only one –way loop at present).

Continued:-

**ITEM R (continued)**

**Services 17, 17A, 17C**

**Contract: - PT/O2 City – Jericho – Cutteslowe / J.R. Hospital**

**Comments from consultation:- (continued)**

*Central, South, West Area Committee:-* Needs to be extended to Cutteslowe Children's Centre.

*North Area Committee:-* Vital service for Cutteslowe; demand for evening service. Could 17 terminate at Rail Station?

*Bus Users UK:-* Replace fixed bollards with retractable ones in Hayfield Road and re-route 17 this way.

*Public Letters:-* Three letters in support including a request for Jericho – Rail Station link and more frequent service. Also re-route via Beaumont Street (northbound) vice Little Clarendon Street.

**Prices sought:-**

**PT/O2A:- (1 bus) 17 (Mon-Sat daytime).**

**(1 bus) 17A (eves daily).**

**(1 bus) 17C (Sun, daytime).**

**PT/O2B:- Option 1 (2 buses) 17, 17B (Mon-Fri), (1 bus), 17A evening.**

**(1 bus) 17 (Sat daytime), 17A evening.**

**(1 bus) 17C (Sun daytime), 17A evening.**

**PT/O2B:- Option 2 (2 buses) 17, 17B (Mon-Fri), (1 bus), 17A evening.**

**(2 buses) 17, 17C (Sat daytime), 17A evening.**

**(1 bus) 17C (Sun daytime), 17A evening.**

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**ITEM S**

**Service 49**

**Contract: - PT/O3:- Berinsfield – The Baldons – Cowley – Oxford City**

**Contract O3 comprises the following services:-**

**Service 49 Berinsfield – The Baldons – Kings Copse – Cowley – Oxford**

**Service 85 Donnington Health Centre – Iffley Village – Cowley Centre**

**Service 86 Lye Valley – Fern Hill Road – Cowley Centre**

**Service 87 Rose Hill – Cowley Centre**

**For details on services 85-87 please see item U**

**Description:-** Service 49 is a “market-day” type service from villages just to the south of Oxford, but between Cowley and the City also serves Southfield Park Flats

**Operator:-** Heyfordian Coaches

**Days of operation:-** Wednesdays and Fridays ONLY

**Frequency:-** One journey in each direction during the morning period 09.00 – 14.00.

**Towns/Parishes served:-** *Berinsfield PC, Clifton Hampden PC, Garsington PC, Marsh Baldon PC, Nuneham Courtenay PC, Toot Baldon PC, Oxford City Council*

**Alternative services:-** Berinsfield has regular services to Oxford (106, 116, X39/X40 daily) and Wallingford (106, X39/X40). Also link to Abingdon by routes 46, 114.and 116  
Marsh Baldon has services 106/116/X39/X40 on the main road (A4074) through Nuneham Courtenay. Also 49A to Cowley and Abingdon on Tuesdays (part of this review).  
Toot Baldon and Kings Copse are also currently served by route 49A on Tuesday.

**Current subsidy per annum:** - £14,348.98 (for combined contract)

**\*Average passengers per annum:-** 49 = 4,100

**\*Cost per passenger journey:** - £1.30 (including routes 85-87)

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Bus Users UK:-* Run twice per day on the days that 49 runs.

*Baldons P.C:-* (Parish Plan). Strongly support for more regular service – run more days per week. Divert 116 via Baldons.

*Nuneham Courtenay P.C:-* Strongly support – Current services give insufficient time at Cowley centre or City. Also support diversion of 116 journeys via Baldons.

*South Oxfordshire District Council:-* Supports operation of 49 on more days. Sees benefits in the diversion of 116 but this would mean fewer buses through Sandford on Thames.

NOTE: Service 116 is not part of this review, being a Wallingford area contract.

**Prices sought:- PT/O3:-** The Baldons – Cowley Centre (included with 85-87)

(NB:- would give Mon-Sat service but no through link to City; Southfield Park Flats is not continued due to nil use).

**ITEM T****Service 59****Contract: - PT/O23:- Diversion of Oxford – Banbury service to/from Oxford Airport**

**Description:-** De minimis agreement to divert certain through jnys on route 59 via Langford Lane, Kidlington (Oxford Airport)

Note: The main Oxford – Banbury service is supported under contract PT/C8 which is awarded until 1<sup>st</sup> June 2013. If awarded, this contract may terminate on the same date.

**Operator:-** Stagecoach in Oxford

**Days of operation:-** Mon-Sat

**Frequency:-** 4 off peak jnys e.w. Mon-Fri, 8 jnys e.w. Sats

**Alternative services: -** Commercial services 2C and 2D operated by Oxford Bus serve the Airport every 15 mins during M-F peaks only (05.40 – 09.11 and 15.55 to 19.23). There are no 59 jnys via the Airport at these times. Oxford Bus return/season tickets are accepted on Stagecoach buses.

Kidlington local services 224, 224A also serves Langford Lane (3 jnys per day to Kidlington in AM peak, Mon-Fri and 7 towards Begbroke/Woodstock on Mon-Fri, 4 jnys on Sats).

**Current subsidy per annum** : - £3,232.26

**\*Average passengers per annum:** - Estimated as roundly 3,000 p.a. (about 5 per trip)

**\*Cost per passenger journey:** - £1.07

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Bus Users UK:-* Maintain at broadly current level.

*Kidlington PTR:-* Regular hourly service desirable – some usage now established from villages on northern section of 59. Re-examine extension of 242 from Woodstock to Kidlington via Airport (contract not part of this review).

**Prices sought:-**

As this was already a “de minimis” agreement with Stagecoach Oxford, negotiations were entered into with the operator at an early stage in the review. Stagecoach reiterated that this diversion was non-commercial but were prepared to continue on the existing basis (and the current timetable). Prices are given in Confidential Annex 2.

Note: Other services in Kidlington, including routes 2C and 2D are to be part of the new Quality Bus Partnership to be introduced in Autumn 2010 (also see item J – service 2A (PT/O 20). This may possibly affect this contract; any changes will be advised orally to members at the Decision Meeting.

**ITEM U**

**Services 85, 86,87**

**Contract: - PT/O3:- Cowley Local services**

**Contract O3 comprises the following services:-**

**Service 49 Berinsfield – The Baldons – Kings Copse – Cowley – Oxford (see item S)**

**Service 85 Donnington Health Centre – Iffley Village – Cowley Centre**

**Service 86 Lye Valley – Fern Hill Road – Cowley Centre**

**Service 87 Rose Hill – Cowley Centre**

**Description:-** Services 85-87 currently provide a local network based on Cowley Centre to pockets of housing away from the main bus routes or giving direct links not otherwise provided.

**Operator:-** Heyfordian Coaches

**Days of operation:-** Wednesdays and Fridays ONLY

**Frequency:-** One journey in each direction on each route during the morning period 10.00 – 13.00.

**Towns/Parishes served:-** Oxford City Council

**Alternative services**

**85** – Iffley Road and Church Cowley Road are served by route 16 to Cowley Centre or routes 3, 4 or 16 to the City. Only service to Iffley Village

**86** - The Slade, Holloway and Horspath Road areas have routes 10 and U5 daily to Cowley Centre. Only service to Lye Valley or Oliver Road areas.

**87** - Rose Hill loop served by buses 3 and 4 to the City but otherwise no link to Cowley. There is however a free bus from Rose Hill to Cowley Tesco (Watlington Road) on Tuesdays and Thursdays.

**\*Current subsidy per annum** : - £14,348.98 (combined price including 49)

**\*Average passengers per annum:** - 85 = 3,382 86 = 205 87 = 3,382

**Cost per passenger journey:** - £1.30 (including route 49)

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Outstanding request:-* Service 85 to serve Stanley Road (off Iffley Road). However too far off route and difficult access. Residents of home moved out from Meadow Lane in 12/08. Will move back in 4/10 and will then be back on existing route.

*Cllr Tanner:-* Support for Cowley – Rose Hill service via Rymers Lane and Florence Park.

*Bus Users UK:-* 85:- Run at least twice per day and up to five or six days per week

86:- Run several times per day, five or six days per week

87:- Higher priority in this review. Hourly service Rose Hill – Templar Square  
– Oxford Business Park – Oxford retail centre.

Also link Church Way and Nowell Road with retractable barrier and run 85/87 as single route.

Continued:-

**ITEM U (Continued)**

**Services 85, 86, 87.**

**Contract: - PT/O3:- Cowley Local services**

**Comments from consultation:- (Continued).**

*South East Committee:-* Cowley – Rose Hill; Need for regular dedicated service.

*Cowley Area Committee:-* Like to see single deck service along Rymers Lane and Littlehay Road

*Public Letter:-* request for better service on all routes.

**Prices sought:-**

**PT/O3A:-** 84 (Rose Hill – Cowley – Unipart)(Mon-Fri peaks replacing 12B)

86 (Lye Valley – Cowley) (one jny each way Mon-Fri)

87 (Rose Hill – Cowley) (Hourly off-peak Mon-Fri)

87A (Rose Hill – Iffley village – Cowley (one jny each way Mon-Fri) replaces 85)

89 (Marsh Baldon – Cowley) (One inward, two outwards jnys Mon-Fri) (was service 49).

**PT/O3B:-** Saturday service on 87, 87A and 89



**ITEM V**

**Service 300**

**Contract: - PT/O26:- City Centre – Peartree Park & Ride (eves)**

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**Description:-** Evening service Pear Tree – City Centre. Daytime journeys on this route are operated without subsidy.

**Operator:-** Oxford Bus Company

**Days of operation:-** Mon-Sat (approx 20:30 to 23:00)

**Frequency:-** Every 30 minutes

**Alternative services: -** None at times when contract operates to Park & Ride site. Stagecoach service S3 has limited evening jnys past outside of site (but currently no stops provided on main road).

**Current subsidy per annum: -** £24,632.25

**\*Average passengers per annum: -** 26,529

**\*Cost per passenger journey: -** £0.93p

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures.

---

**Comments from consultation:-**

*Central, South, West Area Committee:-* Need south to north bus

*North Area Committee:-* Present half-hourly service is very valuable and inexpensive – should be retained.

*Bus Users UK:-* Maintain current level of service.

**Prices sought:-**

Following the normal consultation with existing operators at an early stage in the review the Oxford Bus Company has decided to declare this contract as a wholly **commercial operation with effect from 6<sup>th</sup> June 2010**. Contract PT/O26 will not be re-awarded.

Officers have been informed that this will be part of general review of the evening operation of Park & Ride services and that the commercial service to/from Peartree will be broadly the same as provided for under this contract.

**ITEM W****Service 600**

**Contract: - PT/O22:- Thornhill Park & Ride – Churchill Hospital (via Nuffield Ortheopedic Hospital).**

**Description:-** The County Council currently contracts (on behalf of a number of Stakeholders) a service from Thornhill P & R to Churchill Hospital via Headington and the grounds of the Nuffield Hospital. The service was re-routed in the spring of 2009 with the opening of the new Main entrance of the Churchill Hospital.

**Operator** R H Transport

**Days of operation** Mondays to Friday

**Frequency** 30 mins

**Towns/Parishes served** Oxford City. Risinghurst & Sandhills P.C.

**Alternative services: -**

- a) P & R 400, Arriva 280, and Brookes Buses U1 and U5 link Thornhill P & R with Headington shops.
- b) Service 10 serves Windmill Road passing the Nuffield Hospital
- c) Service 15 serves Old Road and the rear entrance to the Churchill (as also does the U5)
- d) Churchill Hospital grounds and the Nuffield site are also traversed by the extended 700, every 15mins Mon-Fri but in one direct only (towards Headington). This route also serves J.R Hospital, Water Eaton P & R and Kidlington. Introduced July 2009.

**Current subsidy per annum: - £99,546.90 wholly paid from section 106 monies – no OCC contribution)**

**\*Average passengers per annum: - 49,370**

Data based on pre 13/7/09 service – frequency subsequently reduced

**\*Cost per passenger journey: - £3.45**

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures).

**Comments from consultation:-**

Since commencement in March 2003 route has been funded by section 106 contributions from the Nuffield Ortheopedic Hospital, Oxford University (Old Road Campus) and Oxford Radcliffe NHS Trust (in respect of the Churchill Hospital site). Discussions were held with Stakeholders regarding future provision of this service. Although they felt it was a vital part of their parking management programme on the various sites, none had any funding available at present to secure the long-term future of the route.

**Prices sought:-**

For one year operation only to June 2011.

PT/O22A – Two buses all day Mon-Fri (20 min service)

PT/O22B – Existing service; One bus all day Mon-Fri (30 min service).

PT/O22C – One Bus Mon-Fri extended peaks only

PT/O22D – Enhanced with commercial extension to city (requests received).

## **SECTION B: New Service Contracts - OXFORD CITY**

### **ITEM X**

#### **Service 9**

**Contract: - PT/O21:- Oxford City – Risinghurst Estate.**

---

**Description:-** *The Oxford Bus Company operates a commercial service between Oxford City centre and Risinghurst between approximately 0700 and 1900 Monday to Saturday. These evening journeys would complement the day time service.*

**Note:-** The daytime commercial service 9 is liable to be included as part of the London Road Quality Bus Partnership from the Autumn 2010.

**Frequency:-** Various options Mon-Sat (see below).

**Towns/Parishes served:-** Oxford City. Risinghurst & Sandhills P.C.

---

#### **Comments from consultation:-**

*Public Letters:-* Long standing request for evening & Sunday service to Risinghurst

*North East Area Committee:-* Request for evening service to Risinghurst

#### **Prices sought:-**

PT/O21A Monday to Saturday five journeys (approx hourly)

PT/O21B Monday to Saturday three journeys (approx two-hourly)

PT/O21C Monday to Saturday one journey each way (mid-eve inbound, 22.30 from City)

PT/O21D Friday and Saturday evenings only (as option C)

PT/O24A Sundays and Bank Holidays, Hourly. (09.00-18.00).

PT/O24B Sundays and Bank Holidays, 2-hourly (09.00–18.00).

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**SECTION C: Other contracts elsewhere in the County requiring a decision**

**ITEM CA**

**Services 61, 63**

**Contract: - PT/V70:- Faringdon Town service (61) and Faringdon – Lechlade  
(service 63)**

**Description:-** Volunteer run community service covering most parts of Faringdon Town with journeys on Tuesdays only to Buscot, Coleshill and Lechlade.

**Operator:-** Faringdon Community Transport

**Days of operation:-** Mondays to Fridays

**Frequency:-** Tues:- Two town circular trips plus two return jnys to Lechlade  
Mon/Wed/Thur/Fri:- Four circular trips round town

**Towns/Parishes served:-** *Buscot P.C, Coleshill P.C, Easton Hastings P.C, Faringdon T.C  
Vale of White Horse D.C, Gloucestershire C.C.*

**Alternative services: -**

- a) Faringdon has a regular service to Oxford and Swindon (route 66, daily) – see items CB and CC. Service 66 also serves Park Road and Coxwell Road within Faringdon.
- b) Faringdon also has a two-hourly service to Wantage via Stanford in the Vale.
- c) Coleshill has one journey each way (Mon-Sat) on route 64 to/from Highworth and Swindon.
- d) This is the only service to Buscot and Eaton Hastings.
- e) Lechlade (in Gloucestershire) has regular links to Swindon, Highworth and Carterton.

**Current subsidy per annum: -** £6,981.62 (de minimis contract).

**\*Average passengers per annum: -** Nil observed on service 63.

**\*Cost per passenger journey: -** N/A (combined contract with 61) .

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures).

**Comments from consultation:-**

*Cllr J Heathcoat:-* Supports withdrawal of service 63 with resources re-allocated to enhance service 61 with no reduction in subsidy.

**Changes proposed:-** (current contract ends 10<sup>th</sup> December 2011)

**Service 61 (Town service):-** To run to same times on five days per week (4 round trips) and modify route within Faringdon to serve new developments.

**Service 63 (Faringdon – Lechlade, Tues) -** withdrawn

**ITEM CB**

**Service 66**

**Contract: - PT/V74:- Oxford – Swindon via Faringdon**

---

**Description:-** Main, regular inter-urban link between Oxford and Swindon via Southmoor, Faringdon, Watchfield and Shrivenham.

**Operator:-** Stagecoach Swindon.

**Days of operation:-** Mondays to Fridays

**Frequency:-** Hourly (Mon-Sat), half-hourly peaks (Mon-Fri).

**Towns/Parishes served:-** *Bessels Leigh P.C, Bourton P.C, Buckland P.C, Cumnor P.C, Fyfield & Tubney P.C, Great Coxwell P.C, Great Faringdon T.C, Hinton Waldrist P.C, Kingston Bagpuize & Southmoor P.C, Little Coxwell P.C, Littleworth P.C, Longcot P.C, Longworth P.C, North Hinksey P.C, Oxford City, Pusey P.C, Shrivenham P.C, Watchfield P.C, Vale of White Horse D.C, Gloucestershire C.C.*

**Alternative services: -**

- a) Southmoor and Kingston Bagpuize have alternative service to Oxford on route 63 and links to Abingdon on route X15.
- b) Faringdon has a two-hourly service to Wantage via Stanford in the Vale and additional journeys to Swindon on route 65 via the villages of Longcot and Bourton.

**Current subsidy per annum: -** £9,476.67 (de minimis contract).

(Note:- The current contract covers one AM peak journey from Faringdon to Swindon).

**\*Average passengers per annum: -** N/A.

**\*Cost per passenger journey: -** N/A

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures).

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**Changes proposed:-** (current contract ends 10<sup>th</sup> December 2011)

**Service 66:-** Continue contract for this journey until December 2011

**ITEM CC**

**Service 66**

**Contract: - PT/V78:- Oxford – Swindon via Faringdon**

-----  
**Description:-** Main, regular inter-urban link between Oxford and Swindon via Southmoor, Faringdon, Watchfield and Shrivenham.

**Operator:-** Stagecoach Swindon.

**Days of operation:-** Sundays and Public Holidays

**Frequency:-** Two-Hourly, daytime.

**Towns/Parishes served:-** *Bessels Leigh P.C, Bourton P.C, Buckland P.C, Cumnor P.C, Fyfield & Tubney P.C, Great Coxwell P.C, Great Faringdon T.C, Hinton Waldrist P.C, Kingston Bagpuize & Southmoor P.C, Little Coxwell P.C, Littleworth P.C, Longcot P.C, Longworth P.C, North Hinksey P.C, Oxford City, Pusey P.C, Shrivenham P.C, Watchfield P.C, Vale of White Horse D.C, Gloucestershire C.C.*

**Alternative services: -** There are no other bus services to places on this route on Sundays. There is a train service from Oxford to Swindon but this normally involves a change at Didcot.

**Current subsidy per annum: -** £12,166.04 (de minimis contract).

**\*Average passengers per annum: -** N/A.

**\*Cost per passenger journey: -** N/A

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures).

-----  
**Changes proposed:-** (current contract ends 10<sup>th</sup> December 2011)

**Service 66 (Suns and Public Holidays).**

Enhance frequency to hourly to reflect the large increase in level of service on Mondays to Saturdays using S106 monies from a new development in Faringdon.

**ITEM CD**

**Service Vitality 2**

**Contract: - PT/S33:- Reading – Peppard Common**

---

**Description:-** *One late night journey from Reading (at about 23.40) to Sonning Common introduced June 2008 following requests received during consultation.*

**Operator: -** Reading Transport

**Days of operation: -** Friday & Saturday evenings

**Frequency: -** 1 journey

**Parishes served: -** (3) – Kidmore End, Rotherfield Peppard, Sonning Common.

**Alternative services: -** None within Oxfordshire at the time that this journey operates.

**Current subsidy per annum: -** £6,326 (expires 2 June 2010).

**Average passengers per day: -** 5.6 (573pa) (figures supplied by Reading Transport)

**Cost per passenger journey: -** £11.04

---

**Comments from consultation:-**

Consultation for the local area review in 2007 (introduced with this contract in June 2008), saw requests for an evening and Sunday service (including a petition), but at the time the County Council were only able to afford the late night journey covered by this contract

**Background:-**

However following review and public consultation exercise, Reading Transport amended its commercial daytime service to Sonning Common from 20<sup>th</sup> April 2009 to:-

- Renumber service from 137 to Vitality 2 and extend across Reading Centre to Burghfield Heath
- Extend all journeys to Peppard Common (Unicorn) giving half-hourly daytime frequency.
- Introduce new hourly evening service and hourly daytime Sunday/Public Holiday service.

As this was awarded as an experimental service in June 2008 (albeit on a full 4 year contract) this should have been reported on again in June 2009. In view of the material changes to the operation from April 2009 outlined above this review was deferred until June 2010.

**Changes proposed:-** (current contract ends 2<sup>nd</sup> June 2012)

To confirm award of contract until original award date without further review, unless there is a change in the commercial operations on Vitality 2.

**ITEM CE**

**Services X39, X41**

**Contract: - PT/S80:- Oxford – Wallingford – Reading**

---

**Description:-** The County Council has historically funded one evening journey each way at approx 21.30 (on four evenings per week) between Oxford and Wallingford on an otherwise mainly commercially operated service X39/X41.

**Operator:-** Thames Travel.

**Days of operation:-** Mondays to Thursdays only (jnys are commercial on Fri and Sat).

**Frequency:-** One mid-evening journey in each direction, Oxford – Wallingford to maintain an hourly evening frequency.

**Towns/Parishes served:-**

**Alternative services: -** There are no other bus services to places on this route at the times that this service operates although Wallingford has through services to Oxford and Reading until about 23.00 (02.30 on Saturday and Sunday mornings).

**Current subsidy per annum: -** £4,242.93+ (de minimis contract).

+ = Price adjusted from 30 Jan 2010; contract terminates 29 Jan 2011.

**\*Average passengers per annum: -** N/A.

**\*Cost per passenger journey: -** N/A

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures).

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**Background:-**

- 1) Contract S80 was originally awarded in February 2003 so as to maintain the hourly evening frequency on service X39 (Oxford – Wallingford) on six days per week (two of which, on Fri/Sat, were run commercially)(i.e. OCC paid for Mon-Thurs eves).
- 2) In January 2006 a five year agreement was reached with Thames Travel to “pump-prime” the main X39 service using the Premium Route funding, increasing the daytime frequency to half-hourly. This was declining subsidy arrangement over five years.
- 3) The S80 contract was excluded from this agreement and therefore continued through to its next termination date in June 2008.
- 4) At the same time the County Council obtained funding from a Government Bus Challenge bid to improve the evening service on route X40 (RAF Benson – Wallingford – Reading). This was a declining subsidy contract over 4 years with the final year at nil cost.
- 5) In June 2007 Thames Travel merged the X39 and X40 routes to give a broadly half-hourly Oxford – Wallingford – Reading trunk service although certain daytime X40 buses (under another OCC contract) still diverted to serve RAF Benson. The evening services (including the journeys covered by contract S80) were revised to operate via RAF Benson on route between Wallingford and Benson Marina (as X41).
- 6) At the regular four yearly review of routes in the Wallingford area in June 2008, the position was regularised with the X39/X40/X41 becoming a standard route and timings, a local service contract providing the Wallingford – RAF Benson daytime link.

Continued:-



**ITEM CE (continued).**

**Services X39, X41**

**Contract: - PT/S80:- Oxford – Wallingford – Reading**

**Background:- (continued)**

- 7) It was noticed however that the Wallingford – RAF Benson section of the journeys covered by contract S80 were also part of the Challenge bid (para. 4) above so a reduced amount was agreed with the operator (to cover just the Benson – Oxford leg) for the re-award of the contract from June 2008.

**Changes now proposed:-**

- 1) With the ending of the “challenge funding” on 29<sup>th</sup> January 2010, a very slight increase in the cost of S80 was agreed with Thames Travel to reflect that it is now again funding the throughout journey from Wallingford – Oxford and vice versa.
- 2) It was agreed in June 2008 re-tendering that contract S80 would terminate simultaneously with the Premium Route pump-priming (para.2 above). Current contract therefore ends 29<sup>th</sup> January 2011.
- 3) Thames Travel has decided to discontinue the evening X41 diversion via RAF Benson (and Benson village) as from 15<sup>th</sup> February 2010 but will run these journeys via the normal X39/X40 route instead via Benson Marina. This will include the one journey in each direction (Mon-Thur) covered by contract S80.
- 4) There was no alteration to the contract price of S80 when it was altered from the X39 to X41 route (via RAF Benson) in June 2007, so there is no change in price proposed now in respect of this reversion to the original route.