

ITEM CMDT11E

TRANSPORT DECISIONS COMMITTEE - 1 OCTOBER 2009

BUS SERVICE SUBSIDIES

Report by Head of Transport

Introduction

1. This report and associated Annexes deals with the following which now require decisions to be made by the Committee:-
 - (A) The Review of Subsidised Bus Services in the Bicester and Kidlington area, which, if awarded, will be effective from 13 December 2009.
 - (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 the report. Section A of Annex 1 deals with services under review in the Bicester and Kidlington area, whilst Section B deals with other services elsewhere in the County.
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 organisations.
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 12 October) 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 analysed, 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 1 October 2009 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 12 December 2009. 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 June 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 12 December 2009, 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 12 October 2009 (the tenth day of the 'cooling-off' period being the preceding Sunday).

Financial Position – Current Year (2009-10)

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

	£000's
Bus Subsidy Budget	3,200
Rural Bus Subsidy Grant (RBSG)	1,663

This figure essentially represents a stand still budget when the annual inflation cost, to be applied to existing contracts, is taken into account.

Note that this excludes budgets for public transport development, some of which are used for pump-priming bus services. It also excludes over £1 million 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.

Financial Position – Bicester and Kidlington Review

12. The current annual net cost to the bus subsidy budget of the contracts under review is £492,000. However, there are also external contributions to the contracts (largely from Section 106 developer contributions and sums provided from the 'Home-to-School' transport budget for transporting students to catchment area school on subsidised public bus services) which total an additional £172,030 annually. Given the significant sums coming from sources other than the bus subsidy budget, it is likely that significant cost reductions will be necessary to maintain services should the availability of external funding be greatly reduced.

Contract Numbering

13. 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 Bicester and Kidlington areas

Background

14. Subsidised bus services in the Bicester and Kidlington area are due for their regular four-yearly review, and tenders have been invited for new contracts to run from 13 December 2009 until 1 June 2013 (unless stated otherwise). 10 contracts are currently operating in this area and are included in this review. 4

other contracts serving areas outside the review area are also due for consideration. These are dealt with separately in section B of this report.

15. 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 parishes in the review area with no existing bus service. The views of Oxfordshire's four District Councils, Oxford City Council and Northamptonshire County Council were also requested. 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, local health representatives 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 summarised under the respective contract headings in Annex 1.
16. A response rate of around 40% was achieved from Parish and Town Councils as a result of the public consultation exercise. Of these, several 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. Some made suggestions for additional journeys or variations to services, although it was made clear at the commencement of the consultation process that spare funds for significant improvements were likely not to be available at this time. However, prices have been sought for some route diversions or other realistic improvements where feasible. In addition to the above responses, several further comments were received from other consultees.

Services under Review

17. A number of factors have had to be taken into consideration during the course of the review. These include:-
 - (a) Wholly or partial commercial declarations by existing operators, and subsequent 'de minimis' prices sought
 - (b) Other 'de minimis' prices sought for some contracts
 - (c) Cross-boundary issues relating to operations within the Northamptonshire County Council administrative area
 - (d) Home to School Transport: revised joint working arrangement
 - (e) Exploration of possible synergies with Chiltern Railways' peak and off-peak 'taxibus' feeder service to/from Bicester North Station

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

18. Commercial journeys are those which operate without any subsidy. All existing contractors were approached regarding the declaration of any route

or section of route, currently supported by the County Council, that could be continued without subsidy (i.e. commercially).

Full commercial declarations

No such developments have occurred during the course of this review: all services under review will therefore continue to maintain an element of financial support from the County Council should they continue.

Part-commercial declarations with potential significant changes to service

RH Transport services 25/25A (Contracts PT/C50/C51): Bicester – Upper Heyford or Weston-on-the-Green – Kirtlington – Oxford (item B)

The current operator, RH Transport, had indicated that they were willing to run some journeys on service 25A commercially from Monday 14 December. However, officers were of the view that the level of service proposed fell far short of what was essential on both routes 25 and 25A and decided to offer both routes for full tender. Additionally, awarding a sizeable 'de minimis' contract would take the total value of 'de minimis' contracts to close to the government-imposed limit of nearly 25% of total bus subsidy expenditure. This could limit the flexibility of Council officers to negotiate with bus operators for the provision of small numbers of subsidised journeys on largely commercial services, which is a useful tool to have available in providing additional journeys at potentially lower cost than if procured by competitive tender. RH Transport have been advised of this situation but they may decide to register a commercial service following the award of tenders.

19. For all contracts under review and made available for tender, officers have as a basic specification sought tenders for the current level of service. However, as usual various alternative options have also been specified for many contracts at either a lower level of service, or for a combination of existing routes in order to achieve savings.

b – Other 'de minimis' prices sought

20. **Grayline services 37/81 (Contract PT/C39): Somerton-Bicester and Bicester-Stoke Lyne Monday to Wednesday, Bicester-Brackley Thursday and Friday (item C)**

As the route covered by the service 81 element of contract PT/C39 is essentially a truncated version of the Bicester-Banbury service operated commercially on Thursday and Friday, Heyfordian Travel has been asked under 'de minimis' rules to submit prices for the service 81 element of contract PT/C39 which operates between Somerton and Bicester: this would potentially replace the service 81 section of contract PT/C39 (item C).

21. Tenders have also been invited for a more comprehensive replacement service incorporating elements of service 37 and service 81. Most of the places served by service 37 would be served by the revised Northamptonshire-subsidised service X88 (see sub-section c 'Cross-boundary services' below), but those that would not be served have been included within the specification for this replacement service. Prices for the variants described above are detailed within Annex 2 (item C).

22. **Heyfordian Travel service 81 (Contract PT/C30): Bicester-Banbury Saturdays (item D)**
Heyfordian Travel currently operates a commercial service between Bicester and Banbury on Thursday and Friday, in addition to the subsidised service on Saturdays. The Thursday and Friday services were declared commercial at the last review. As the commercial operator on two days of the week, Heyfordian Travel has been asked to submit 'de minimis' prices for continuation of the Saturday service detailed above. Prices will be detailed within Annex 2 (item D).
23. **Charlton Services service 94 (Contracts PT/C44, PT/C45 & PT/C46): Bicester-Blackthorn-Charlton-Oxford (item E)**
These contracts currently ensure the provision of a Monday to Friday morning peak service and a single Saturday round trip from the Otmoor villages to Oxford that complement other commercial journeys. Additionally, a single round trip between Charlton, Ambrosden and Bicester on Tuesday and Fridays and Ambrosden, Charlton and Oxford on Wednesdays and Fridays have recently been declared "uncommercial" by the operator, and have as a result been subsidised in the short-term while this review is conducted.
24. As Charlton Services continue to operate a significant number of commercial journeys, officers have been able to negotiate 'de-minimis' payments for future service provision. Prices for various options have been requested, and details of these will be contained in Annex 2.
25. Until now the early morning journey into Oxford has been provided in conjunction with (and using the same vehicle as) a Home-to-School contract also held by Charlton Services to transport students entitled to free transport from the Otmoor villages to Gosford Hill School. Discussions were held with members of the Home-to-School transport team early in the review process about the continuation or otherwise of this synergy, and the potential for registering this journey as a public service and Home-to-School transport contributing to the subsidy cost for the carriage of the 'entitled' students. However, it was felt by Home-to-School transport that better value may be achieved via open tender than by continuation of this arrangement on the basis detailed above. However, should Charlton Services successfully retain the Home-to-School contract, it would seem sensible to maintain the current arrangement if possible: officers will continue to liaise with colleagues within the Home-to-School Transport team as both tendering exercises progress.
26. It has become apparent that there are 15 to 20 'non-entitled' students currently paying to travel on this journey, both to Gosford Hill School and to independent schools in Oxford. It is hoped that this respectable number of guaranteed passengers on schooldays in addition to adult passengers and the potential to use a smaller, more economical vehicle for this journey should help to keep costs down if the Home-to-School and public bus elements are separated. Charlton Services have offered to run an additional commercial journey to return non-entitled students home after school, should such a journey be required: most traveling from Gosford Hill currently use the school bus from here, but some attendees of private schools in Oxford use the commercial 16.10 journey, which should continue. Details of prices received will be contained within Annex 2 (item E).

c – Cross-boundary services

27. A single Oxfordshire-administered contract in this review currently operates into Northamptonshire (contract PT/C39 (Item C) – service 37 Bicester-Cottisford-Brackley Thursday and Friday). Currently this service receives no financial contribution from Northamptonshire County Council. The service also operates on Monday to Wednesday, but commences/terminates at Hethe or Stoke Lyne, and as a result does not extend into Northamptonshire on these days.
28. During the review, Northamptonshire County Council advised officers that they would be happy to consider diverting their subsidised X88 service (Silverstone-Brackley-Bicester-Oxford) via most of the villages in Northamptonshire and Oxfordshire currently served by service 37. Those omitted would be Tingewick (which is in Buckinghamshire and has more frequent alternative services to Brackley) and Finmere, Stoke Lyne and Hardwick in Oxfordshire (although only partially in the case of Finmere). The specification for the revised service X88 is for a Monday to Saturday peak and off-peak service, with through journeys possible to Oxford. Peak journeys and direct travel to Oxford have not previously been available from the Oxfordshire villages served, so this would represent a significant improvement in service provision if prices are acceptable. Oxfordshire's potential contribution has been agreed at 26% of the total subsidy cost (based on the mileage between Brackley and Bicester): the potential cost of this significantly improved service will be outlined within Annex 2 (item C), along with alternative options. Any Oxfordshire parishes potentially disadvantaged by pursuing this partnership with Northamptonshire have been included in an alternative contract which has been made available for tender (contract PT/C42: Finmere-Newton Purcell-Hardwick-Stoke Lyne-Bicester and Somerton-Fritwell-Bicester): details of prices received for this contract will also be included in Annex 2 (item C).

d – Home-to-School Transport – revised joint working arrangements

29. It had been normal practice for subsidised bus services and home-to-school transport to be reviewed at the same time to identify any opportunities for economies or improvements. In practice the opportunities presented have been minimal. Following a review of procurement arrangements for home-to-school transport it was agreed by the Integrated Transport Board that the two processes should now be carried out on different timetables.
30. Given the above, it is now not straightforward to create new synergies between school and public bus contracts. Following discussions with the Home-to-School transport team, most of the existing formal linkages in this review area (i.e where a school contract is fulfilled by a service bus, or where fare-paying passengers are carried on a bus largely for students in return for a contribution to the cost of provision from either the Bus Subsidy budget or the Education Transport budget) will therefore cease in December. However, one or two informal arrangements remain where a flow of students to a school or college can be easily accommodated within existing vehicle resources and

without compromising other passengers' journey requirements. Schools in the review area have been consulted in an attempt to identify additional flows of students that could be similarly catered for. However, in this instance no such flows were identified.

e – Discussions with taxi operators

31. Early in the review, officers met with the proprietor of Walters Limousines, a taxi operator who also has experience of operating subsidised bus services and is currently contracted to provide the 'Octabus' community transport facility. The purpose of the meeting was to attempt to ascertain whether taxi operators could have a more significant role in the provision of County subsidised public transport, either on a timetabled or demand-responsive basis, with a potential benefit of reduced subsidy costs due to the less complex nature of the vehicles used and less stringent driving regulations.
32. From these discussions it became apparent that although maintenance and fuel costs could be reduced should taxis replace buses on some contracts (generating a potential reduction in necessary subsidy), drivers would still be required to be 'on standby' even if services were operated on a demand responsive basis. There are also advantages to accessibility by using buses, which are now 'low-floor' on many subsidised services and enable easy access for the elderly and disabled, as well as those with push-chairs and shopping trolleys: most cars (and indeed minibuses) used as taxis do not permit this ease of access and it would be necessary to alight from wheelchairs and fold buggies. The potential benefit generated by the increased flexibility of a 'demand-responsive' service provided by taxis may therefore be outweighed by the increased difficulties of using the vehicles that may operate the service.
33. In conclusion, there seems to be no significant benefit to be gained from increasing the scope of taxi operation of subsidised services at present, but the potential for this method of operation should be considered as an available alternative should circumstances dictate.

f – Exploration of possible synergies with Chiltern Railways' peak and off-peak 'taxibus' feeder service to/from Bicester North Station

34. Currently Chiltern Railways provides a timetabled peak hour 'taxibus' service, linking Bicester North Station with Greenwood Estate, Bure Park, Langford Village and Bicester Fields. In off-peak periods a 'demand-responsive' service is provided linking the entire Bicester urban area with Bicester North Station.
35. Early in the review, officers identified that there was a significant amount of duplication between the 'taxibus' service and the subsidised Bicester Town service, currently under review, which links Langford Village, Bicester Fields, Bure Park, Southwold and Caversfield with Bicester town centre. Currently buses do not pull into the station forecourt at Bicester North, but instead stop nearby on Buckingham Road.

36. Having identified this duplication, officers approached Chiltern Railways to investigate the possibility of a funding partnership between the rail operator and the County Council for continuation of the town bus service, with a potential revision of the route to include a stop at the station forecourt. In addition, Grayline Coaches were approached to ascertain if they would be interested in diverting their commercial 21 service (Bicester Town Centre-Greenwood Estate) to call at the station, in return for a small 'de minimis' subsidy payment. The combined effect of these alterations would ensure access to Bicester North Station for the majority of the Bicester urban area, and render the 'demand-responsive' off-peak service unnecessary. If attractive tender prices were received for an earlier start (around 0600) and later finish (around 2000) than under the current specification, it may have been possible that the peak hour taxibus service could also be replaced by the bus service. These ideas were positively received by Chiltern Railways.
37. Discussions relating to the potential for a funding partnership between Chiltern Railways and Oxfordshire County Council for provision of a combined Bicester town service and 'railbus' were still ongoing at the time of writing: details of any potential cost implications will be contained within Annex 2 (item A).

Identification of flows of non-entitled schoolchildren

38. 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.
39. Following internal discussions with colleagues in the School Travel Plans team it was decided to write to all schools in the review area to explore whether in their opinion any of the routes under review catered for significant numbers of non-entitled schoolchildren and whether, if through minor adjustments to timings, it might be possible to benefit more children than are currently carried. Few responses were received and those that were contained no suggestions for changes that could be made to increase the numbers of these passengers.

Developer Funding – Section 106 Monies

40. 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.

Publicity

41. In order to assist the travelling public it is possible to publish a publicity leaflet containing all the new bus service timetables covering the Bicester, Woodstock and Kidlington area together with details of the changes. This would be distributed locally and carried on board the current buses serving this area. This would also help with the challenge of keeping passengers

informed of the changes where the contract may transfer from one bus company to another one and is good public relations. It is anticipated that the cost would be approximately two thousands pounds. Previous publicity of this type has attracted favourable comment.

Contract Costs

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

Use of County Council owned vehicles

43. Officers considered the possible use of County Council-owned vehicles in the context of this review but no opportunities were identified.

Contributions towards timetabled Community Transport operations

44. There are no Community Transport operations in this review area which are currently under review.

Consultation During Review

45. Extensive consultation has been carried out during the course of this review and around half of those consulted responded. A brief summary of all the comments received is set out at Annex 1 under their respective contracts.
46. In addition, public meetings were held in Kidlington and Bicester in June 2009 to which all consultees were invited and at which various proposals were outlined and comments received.

B. Contracts for Subsidised Bus Services Elsewhere

Oxford Bus Company service 4B (Contract PT/V4): Oxford-Cumnor-Wootton-Abingdon evenings and Sundays (item H)

47. This contract is currently paid for entirely by Section 106 funding generated by a new housing development in Wootton (near Abingdon) and provides a service from here to Abingdon and Oxford at times when there would otherwise be no service. It has now been established that there is enough money from the Section 106 agreement to continue to fund the existing level of service until June 2010. The future of these journeys can then be examined as part of the Oxford Review.

Stagecoach service 31 (Contract PT/V43): Oxford-Abingdon-Marcham-East Hanney-Grove-Wantage Monday-Thursday evenings (item I)

48. Stagecoach had made a commercial decision to reduce the Monday to Thursday evening timetable on service 31 earlier this year from hourly to 2-hourly. Following this proposed reduction a short term emergency contract

was awarded to Stagecoach to maintain the existing level of evening service while this full review could be conducted. This contract expires on Saturday 12 December and a decision is needed on whether to award a further contract until the Wantage Review in 2011.

RH Transport service 36 (Contract PT/V36): Wantage-Steventon-Milton Park Mon-Fri a.m/evening peak (Item J)

49. The contract for this new service was awarded in December 2007, with the proviso that a 'mini-review' should be carried out midway through the contract to ascertain current patronage and identify potential minor improvements.
50. Additional Section 106 money is available from various sources to potentially enhance the service to include the off-peak hours. This would benefit shift workers and part-time staff employed at Milton Park. RH Transport have also suggested one or two minor amendments to the timetable to improve reliability and coverage: these will be detailed in Annex 2.

Service 105: 0745 Wallingford-Dorchester-Berinsfield-Oxford

Service 106: 0850 Oxford-Oxford Science Park

Service 136: Cholsey-Wallingford a.m peak

(All operated by Thames Travel: Contract PT/S81 (Item K))

51. Following the commercial withdrawal earlier this year of the journeys detailed above (which are all operated by the same vehicle), a short-term emergency contract was awarded to Thames Travel to maintain these journeys while a full review could be conducted. This contract expires on Saturday 12 December and a decision is needed on whether to award a long term contract until the Wallingford Review in 2012.

How the project supports LTP2 objectives

52. The 'Accession' system is able to provide a detailed accessibility study for the area under review. This highlighted that most villages had good accessibility to the main centres (in this case Bicester and Kidlington), with one or two exceptions. Officers will give a provisional indication in Annex 2 of those service options which, if agreed, would have either a significant positive or negative effect on the accessibility score.

Financial and Staff Implications

53. 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

54. 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 officers 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 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 officers recommended option if they so wish).

RECOMMENDATION

55. The Committee is RECOMMENDED to:

- (a) make its decisions on subsidy for the services described in this report on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2 to be reported subsequently;**
- (b) record that in the opinion of the Committee the decisions made in (a) above are urgent in that any delay likely to be caused by the call in process would result in service discontinuity and in accordance with the requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process; and**
- (c) agree that a publicity leaflet is published and distributed containing bus timetables for all the new bus services in the Bicester, Kidlington and Woodstock area dealt with in this review.**

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.
Tim Darch (Tel: Oxford 815587): Bicester and Kidlington area review

September 2009

Bicester Area Review – December 2009

A: Contracts under review in Bicester and Kidlington area

Item number	Service number	Contract number	Route	Days of operation	Operator	Page
A	22/23	C40	Bicester Town services	Mon – Sat	Grayline	3
B	25/ 25A/25B/ 59B	C50/C51	Oxford – Bicester via villages	Mon – Sat	RH Transport	4
C	37/81	C39	Bicester-Hethe-Fringford-(Brackley) (Mon-Fri) Bicester-Bucknell-Ardley-Fritwell-Souldern (MTW)	Mon – Fri	Grayline	6
D	81	C30	Bicester-Banbury	Sat	Heyfordian	8
E	94	C44/C45/ C46	Bicester-Blackthorn-Oxford *	Mon – Sat	Charlton Services	9
F	201 203/220 242	W47	Tackley – Woodstock Kidlington – Woodstock Woodstock-Wootton/Glympton Bladon – Woodstock	Mon – Fri	RH Transport	10
G	223 224	C60	Kidlington Town service Yarnton – Kidlington	Mon – Sat	RH Transport	12

B: Other contracts under review

Item number	Service number	Contract number	Route	Days of operation	Operator	Page
H	4B	V4	Cumnor-Abingdon via Wootton *	Daily	Oxford Bus	13
I	31	V43	Oxford-Abingdon-Wantage *	Mon-Thurs	Stagecoach	14
J	36	V36	Grove-Wantage-Milton Park-Didcot peak (<i>mini-review</i>)	Mon-Fri	RH Transport	15
K	105 106 136	S81	Wallingford-Oxford * Oxford-Oxford Science Park * Cholsey-Wallingford *	Mon-Fri Mon-Fri Mon-Fri	Thames Travel	16

* *Certain journeys only (see detailed service descriptions for clarification)*

Notes

Parishes served: Where a parish is listed in [square brackets], the service passes through the parish but does not serve the main area of population. Another service operates to the area of population (listed under alternative services).

Alternative services: Services only serving Banbury, Bicester, Gosford & Water Eaton, Kidlington and Oxford City are not listed for clarity.

A: Contracts under review in Bicester and Kidlington

ITEM A

Services 22/23

Contract C40: Bicester Town Services

A “figure of eight” circular service serving north and south areas of Bicester, along with Caversfield. The two routes operate in alternate directions round the loop every hour.

Operator Grayline

Days of operation Monday to Saturday

Frequency Combined frequency of every 30 minutes in alternate directions

Parishes served 3 (Ambrosden, Bicester, Caversfield)

Alternative services

- The estates in Bicester (Bure Park, Fields Farm, Langford and Southwold) served by this contract do not have any alternative services, with the exception of Langford which is also served by Stagecoach service S5 to Bicester Bure Place and Oxford. Currently this service leaves Langford at xx49 in the off-peak: services 22 and 23 depart at xx22 and xx50. Returning from Bicester, service S5 departs Bure Place at xx30: service 22 and 23 depart at xx15 and xx45.

Current subsidy per annum £90,028 (+£66,480 developer funding: ***this will cease to be available when the current contract expires, but other sources of external funding in Bicester are currently being explored***)

Average passengers per day 276

Cost per passenger journey £1.07 (cost to bus subsidy budget only)
£1.86 (total contract value)

Comments from consultation

Bicester Town Council: general comment that cuts to any service should only be considered as a last resort.

Prices sought

PT/C40A Current level of service and route

PT/C40B Hourly service, current route

PT/C40C Half-hourly service covering Bure Park, Southwold and Caversfield only

PT/C41A Peak/off-peak rail feeder service

PT/C41B As option A but with additional early and late journeys requiring second vehicle

PT/C41C Peak/off-peak rail feeder service with earlier start/finish times

ITEM B

Contract C50/C51: **Service 25 (Oxford-Kirtlington-Weston-Wendlebury-Bicester)**
 Service 25A (Oxford-Kirtlington-Heyfords-M.Stoney-Bicester)
 Service 25B (Somerton-Heyfords-Bicester Community College)
 Service 59B (Lower Heyford-Kirtlington-Oxford early a.m)

Operator RH Transport

Days of operation Monday to Saturday

Frequency **AM Peak:**
 One journey 25/25A to Bicester
 Two journeys on 25A to Oxford, plus early am journey on 59B (currently not part of this contract).
PM peak:
 One peak journey on 25 and 25A from Oxford, plus a 'short' 1630 25A (terminates Kirtlington), an 1805 25A and a 1905 25 (request beyond Weston).
 1605/1810 25A and 1705 25 from Bicester.
Off-peak: Two hourly through services on each route, with hourly service available by changing at Kirtlington Green
Late evening Fri-Sat: two round trips (primarily to enable access to Oxford for evening entertainment).

Parishes served 15 (Bicester, Bletchington, [Bucknell], Chesterton, Gosford & Water Eaton, Hampton Poyle & Gay, Kidlington, Kirtlington, Lower Heyford, Middleton Stoney, Oxford City, Somerton, Upper Heyford, Wendlebury, Weston-on-the-Green)

Alternative services

- Chesterton is served by one morning peak service 21 journey into Bicester
- Lower Heyford and Middleton Stoney are served by market day service 82 to Bicester on Fridays.
- Lower Heyford and Upper Heyford are also served by market day service 90 to Banbury on Thursday.
- This contract provides the only service to the villages of Bletchington, Hampton Poyle, Kirtlington, Upper Heyford (to Oxford/Bicester) and Weston-on-the-Green.
- Chesterton (approx. 1/3 mile) and Wendlebury (approx. 250 yards) are served by Service S5 to Bicester and Oxford daily. Stops exist for both villages on A41, but travel to and from each place entails crossing the busy dual-carriageway (previous objections from residents).

Current subsidy per annum £250,820 (plus £45,550 S106 and £34,424 Home-to-School (contract 1404: Somerton-Bicester Community College)

CONTINUES OVERLEAF

ITEM B CONTINUED

Average passengers per day 334 (excluding Summertown/Cotteslowe/Gosford pax)
20 (Friday / Saturday night extras)

Cost per passenger journey £2.46 (excluding Friday/Saturday night extras and external contributions)
£3.47 (Friday/Saturday night only)
£3.19 (cpj from total contract value)

Comments from consultation

Bletchington: extend Kirtlington 'short' journeys to Woodstock every two hours

Gosford and Water Eaton: simplify timetable

Hampton Poyle (Transport Needs Study): happy with service as is!

Kirtlington: extend Kirtlington 'short' journeys to Woodstock every two hours

Middleton Stony: retain current level of service

Upper Heyford: retain hourly 25/25A. More journeys to Banbury.

Wendlebury (Transport Needs Study). General concern at potential need to cross A41 if 25 withdrawn. Footbridge suggestion. Church Lane unlit.

Weston-on-the-Green: buses unreliable. General view that hourly service may be a little excessive, but request for some service to Bicester and Oxford, peak and off-peak.

Prices sought

- PT/C48A Two-hourly peak/off-peak service (service 25 only)
- PT/C48B Two-hourly off-peak service (service 25 only)
- PT/C48C Two-hourly off-peak service with mid-afternoon break (service 25 only)

- PT/C49A Current level of service and route (services 25 and 25A)
- PT/C49B Hourly service 25A, two-hourly service 25 with off-peak extension to Woodstock

- PT/C50A Hourly service (service 25A only)
- PT/C50B Two-hourly service (service 25A only)
- PT/C50C Reduced peak service and hourly off-peak service (service 25A only)

- PT/C51A Single late evening journey on Friday and Saturday (service 25A)

- PT/C52A Single early morning journey (service 25A)

ITEM C

Services 37/37A/81

**Contract C39: Bicester – Finmere/Brackley via Mixbury, Fringford and Stratton Audley (Mon-Fri: Service 37)
Bicester – Souldern via Ardley, Bucknell and Fritwell (Mon/Tues/Weds: Service 81)**

This service also passes through Northamptonshire (without contribution), serving Evenley and Brackley.

Operator Grayline

Days of operation Monday to Friday (services 37/37A)
Monday to Wednesday (service 81)

Frequency Service 37: 3 'short' journeys each way to Stratton Audley, Fringford, Hethe Mon-Weds, plus one round trip serving Stoke Lyne. Journeys extended to Cottisford/Finmere/Brackley Thurs/Fri.
Service 81: two journeys each way Mon-Weds to Bucknell, Fritwell and Souldern

Parishes served **37/37A**
Mon/Tues/Weds: 7 (Bicester, [Caversfield], Fringford, Hardwick with Tusmore, Hethe, Stoke Lyne, Stratton Audley)
Thurs/Fri: 8 (Bicester, [Caversfield], Cottisford, Finmere, Fringford, Hethe, Mixbury, Stratton Audley)
81
Mon/Tues/Weds: 6 (Ardley, Bicester, Bucknell, Fritwell, Souldern, Stoke Lyne)

Alternative services

- Services 22/23 also operate between Bicester and Caversfield.
- Services 37/37A are the only services to Bicester for all Oxfordshire villages served except Stoke Lyne, which also has a service on Thursday, Friday and Saturday via Heyfordian service 81 (Contract C30: q.v).
- The villages between Souldern and Bicester also have a service to Bicester and Banbury on Thursday, Friday and Saturday via Heyfordian service 81 (Contract C30: q.v).
- Brackley is linked to Bicester direct by 2-hourly Stagecoach service X88.
- Evenley (Northants) is linked to Brackley by 2-hourly SMS service 499.

Current subsidy per annum £37,958 (combined cost for 37/37A/81)

Average passengers per day Mon-Weds: 24 (service 37) + 11 (service 81)
Thurs-Fri: 25 (service 37 only)

Cost per passenger journey Mon-Weds: £4.46 (Total for services 37 and 81)
Thurs-Fri: £5.75

CONTINUES OVERLEAF

ITEM C CONTINUED

Comments from consultation

Bicester Town Council: bus service to Banbury should be maintained.

Bucknell (Transport Needs Study): looks largely to Bicester for all services. Improve publicity. Smaller buses preferable to large coaches.

Fritwell: retain daily service to Bicester and Saturday service to Banbury.

Hardwick with Tusmore: retain service 37.

Mixbury (Transport Needs study): run Saturday instead of Thursday. Allow more time in Brackley. Happy to assist with publicity. Publicise Octabus. Bicester is not a popular destination.

Newton Purcell: 'some level of subsidised public transport' requested. Re-investigate X5 stopping there?

Stratton Audley: need more buses to Bicester/Bicester North/Oxford, including peak service.

Souldern (Transport Needs Study): bus needed to Banbury pm. Buses too big. Roughly equal usage to Bicester/Banbury.

Prices sought

Service 37

Northamptonshire County Council has tendered a service to run from Silverstone to Oxford via Mixbury, Hethe, Fringford, Cottisford and Stratton Audley. Officers have declared an interest in contributing to the cost of this service should Northamptonshire award the contract: details of potential contributions are contained in Confidential Annex 2.

Service 81

Heyfordian Travel (the current operator of commercial service 81 from Banbury to Bicester on Thursday and Friday, which is subsidised on Saturday by contract PT/C30 (q.v)) has been asked under 'de minimis' rules to provide prices for maintaining a service on the current route on Monday and/or Tuesday and/or Wednesday. Prices quoted are detailed in Confidential Annex 2.

Services 37/81

PT/C42A: Finmere-Newton Purcell-Hardwick-Bicester (Tuesday shoppers' service)

This contract has been tendered to provide a Tuesday only service on the current Monday to Wednesday service 81 route, along with a new link to Bicester for Newton Purcell and continuation of a service to Hardwick (who would lose their bus service entirely should Oxfordshire contribute to the Northamptonshire contract detailed above, which will not operate via Hardwick).

ITEM D

Service 81

Contract C30: Bicester – Banbury via Ardley, Fritwell, Somerton and Souldern

This service is also operated commercially on Thursdays and Fridays by Heyfordian (declared commercial at last review).

This service currently passes through Northamptonshire (without contribution), serving Aynho.

Operator Heyfordian

Days of operation Saturday

Frequency Three journeys towards Bicester, two towards Banbury (enabling bi-directional travel)

Parishes served 10 (Adderbury, Ardley, Banbury, Bicester, [Bodicote], Bucknell, Fritwell, Somerton, Souldern, Stoke Lyne)

Alternative services

- Adderbury and Bodicote are served by service 59 to Banbury and Oxford Monday to Saturday.
- Ardley, Bucknell, Fritwell, Souldern and Stoke Lyne are also served on Monday, Tuesday and Wednesday by Grayline service 81 (Contract C39: q.v), and by the commercial service provided by Heyfordian between Bicester and Banbury on Thursday and Friday.
- Somerton has no other bus service except ***schooldays only*** 25B (Contract C50: q.v) which offers one journey to Bicester at 0807, returning at 1510. No known public use of this facility, which will be withdrawn in December and replaced by a school bus.

Current subsidy per annum £7,325

Average passengers per day 46.5 (all passengers)
20 (excludes passengers from Bicester who could use rail)

Cost per passenger journey £3.04 (all passengers)
£7.08 (excludes passengers from Bicester)

Comments from consultation

Bicester Town Council: bus service to Banbury service should be maintained.

Bucknell (Transport Needs Study): looks largely to Bicester for all services Improve publicity. Smaller buses preferable to large coaches.

Deddington: run Saturday bus via Clifton.

Fritwell: retain daily service to Bicester and Saturday service to Banbury.

Souldern (Transport Needs Study): bus needed to Banbury pm. Buses too big. Roughly equal usage to Bicester/Banbury.

CONTINUES OVERLEAF

ITEM D CONTINUED

Prices sought

As the commercial operator on Thursday and Friday, Heyfordian Travel has been asked under 'de minimis' rules to provide prices for maintaining the current Saturday service on the current route, but with a minor diversion to include Clifton (near Deddington), which has no other bus service at present. This would necessitate the withdrawal of this service from Aynho in Northamptonshire, but this community is linked with Banbury by two-hourly service 499. Prices quoted for continuation of the Saturday service are detailed in Confidential Annex 2.

ITEM E

Service 94

Contract C44: Blackthorn – Oxford (Mon-Fri a.m peak and Weds pm)

Contract C45: Blackthorn – Oxford (Sat: single return trip)

Contract C46: Bicester/Blackthorn-Oxford (Tues/Weds/Fri: one daily return trip)

Enhancement of commercial service (except Saturday: no commercial journeys)

Operator Charlton-on-Otmoor Services

Days of operation Monday to Saturday

Frequency As above

Parishes served 13 (Ambrosden, Arncott, Blackthorn, Bicester, Charlton-on-Otmoor, [Fencott & Murcott], Gosford & Water Eaton, Islip, Kidlington, Merton, Oddington, Oxford City, Piddington)

Alternative services

- Commercial service 94 journeys operate at peak times Monday to Friday to Oxford, and on certain days of the week off-peak.
- Contract C45 (q.v) provides a single round trip on Saturday.
- Ambrosden is served by Stagecoach S5 to Bicester and Oxford daily.
- Piddington and Blackthorn are served by market day service 30 to Bicester on Friday.
- Islip is served by rail services to Bicester and Oxford Monday to Saturday.
- Fencott and Murcott are served by 95 to Oxford on Wednesday and Friday.
- Bicester and Oxford are linked by frequent Stagecoach service S5.

Current subsidy per annum C44: £17,201 (de-minimis)
 C45: £3,516 (de minimis)
 C46: £5,886 (de minimis)

Average passengers per day C44: 55.5 (includes schoolchildren for Gosford)
 16 (passengers traveling beyond Gosford school only)
 C45: 20.5
 C46: 10.8

Cost per passenger journey C44: £1.22 (includes schoolchildren)
 £4.25 (excludes schoolchildren)
 C45: £3.31
 C46: £3.54

CONTINUES OVERLEAF

ITEM E CONTINUED

Comments from consultation

Ambrosden: additional evening journey from Oxford

Islip: retain. Increase use by improving off-peak frequency?

Merton: non-catchment kids travel on bus to Gosford and private schools. Some commuters and off-peak passengers too. Retain service.

Oddington (Transport Needs study): start Bicester service from Oddington?

Services poorly publicised. Consistent timetable, publicity drive and low-floor bus may be helpful to increase usage.

Prices sought

As the commercial operator of several journeys on this route, Charlton Services has been asked to provide prices for various levels of the subsidised element of service 94. Details of the various quotes received are contained within Confidential Annex 2.

ITEM F

Services 201/203/220/242

Contract W47: 'Woodstock Wanderer'

Service 201: Tackley – Woodstock

Service 203: Kidlington – Shipton-on-Cherwell – Woodstock

Service 220: Wootton/Glympton-Woodstock

Service 242: Bladon (Heath Lane) – Woodstock

Operator RH Transport

Days of operation Monday to Friday

Frequency 201: 2 round trips
 203: 4 round trips
 220: 1 round trip
 242: 5 round trips

Parishes served 6 (Bladon, Blenheim, Kidlington, Shipton-on-Cherwell & Thrupp, Tackley, Woodstock)

Alternative services

- Bladon village is served by Stagecoach service 242 to Woodstock and Witney every hour.
- Tackley, Shipton-on-Cherwell and Thrupp are served by Stagecoach service 59/59A (stopping on the A4260) to Oxford, Kidlington and Banbury hourly Monday to Saturday.
- Kidlington has frequent services to Oxford and hourly Stagecoach 59/59A to Banbury, but no other service to Woodstock.
- Woodstock has a high-frequency peak service and a half-hourly off-peak service to/from Oxford via Stagecoach S3, but no other service to Kidlington.
- This is the only service to Heath Lane in Bladon (approximately ¼ mile uphill from the main road served by Stagecoach service 242)

Current subsidy per annum £39,202 (using individual price from combined tender for Kidlington local service and this contract)

Average passengers per day 201: 2
 203: 28
 220: 11
 242: 18 (commercial passengers removed)
 Average off-peak passengers per day: 4
 Average school passengers per day: 14
 Total: 59

Cost per passenger journey £2.62

Comments from consultation

Bladon: duplication of many journeys doesn't improve potential for decent patronage. Apart from school journeys (which could be replaced by Stagecoach buses, though need to cross main road in a.m). Retain a 9.30-ish to Woodstock, and 11-ish (and 12-ish?) journeys back. If days reduced, Tuesday and Friday preferable.

CONTINUES OVERLEAF

ITEM F CONTINUED

Kidlington: divert odd 59s Tackley-Woodstock-Kidlington? Operate 203/224 via 203 route, then via Sandy Lane to Begbroke/Yarnton/Kidlington, then back to Woodstock via 203 route.

Tackley: retain (surgery in Woodstock). Additional afternoon trip? Low-floor bus?

Woodstock: Woodstock-Kidlington peak service requested. Improve connections between 242 and S5.

Wootton: enhance with a minimum of one extra afternoon journey. Peak service/evening service/Saturday and Sunday service requested (M-F out 0730/1300/1800, back 1200/1800/2200: Sat/Sun out 0900/1400, back 1400/2200!!!)

Cllr Ian Hudspeth: extend to Wootton and Glympton at expense of Tackley journeys as they have hourly 59

Prices sought

PTW47A Current level of service and route

PTW47B Off-peak service, with increased frequency for Wootton (reduced service for Bladon)

PTW47C As option B but with earlier finish

PTW47D Revised route (serves Yarnton and Begbroke)

ITEM G

Contract C60: Kidlington local services

Service 223: Kidlington Town circular service

Service 224: Yarnton / Begbroke / Kidlington circular

Operator RH Transport

Days of operation Monday to Saturday

Frequency Service 223: 7 journeys, Service 224: 3 journeys

Parishes served 3 (Begbroke, Kidlington, Yarnton)

Alternative services

- Begbroke and Yarnton are served by Stagecoach service S3 (to Oxford, Woodstock and Chipping Norton: stops on main road at Begbroke) and RH Transport service 7C to Kidlington Sainsbury. Kidlington has many other services, but not to all the areas that are covered by services 223/224.

Current subsidy per annum £44,719 (using individual price taken from tender bid)

Average passengers per day 69.5

Cost per passenger journey £2.11

Comments from consultation

Begbroke: collect passengers from other side of A44 too. Retime first journey to 0930. Circular service to Water Eaton P&R (though not required due to 700 extension). PM service to Kidlington.

Kidlington: No need to run via airport on current 224 route. Retain half-hourly 223.

Yarnton: retain 224 for access to Kidlington.

Prices sought

PT/C60A Existing routes, current frequency

PT/C60B Hourly service 223, enhanced service 224 and peak journeys to/from Wootton, Glympton and Woodstock

PT/C60C Shipton-on-Cherwell-Kidlington-Sainsbury's hourly off-peak service, including Saturday service to/from Wootton, Glympton and Woodstock

B: Other contracts under review

ITEM H

Service 4B

Contract V4: Cumnor-Abingdon via Wootton

Monday to Saturday evenings and all day Sunday

Operator Oxford Bus Company

Days of operation Daily (Mon-Sat evenings, all day Sunday)

Frequency Hourly

Parishes served 4 (Cumnor, Wootton, St Helen Without, Abingdon)

Alternative services

- There are no alternative services from Cumnor and Wootton to Abingdon at the times covered by this contract, and no other services serve the Wootton Road area of Abingdon.

Current subsidy per annum £69,958 (entirely funded from Section 106 agreement. Some funding remains available, but not enough to sustain service for another long-term contract)

Average passengers per day 41 (Mon-Sat)
170 (Sun)

Cost per passenger journey £3.57 (Mon-Sat)
£2.67 (Sun)

Comments from consultation

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

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

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)

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. Details of the various quotes received are contained within Confidential Annex 2.

ITEM I

Service 31

Contract V43: Oxford-Abingdon-Wantage evenings (Monday to Thursday)

Commercial journeys withdrawn: subsidised in short-term to enable review

Operator Stagecoach

Days of operation Monday to Thursday (Friday, Saturday and Sunday not affected)

Frequency Hourly – part commercial and part subsidised

Parishes served 10 (Oxford, Kennington, Sunningwell, Abingdon, Marcham, [Frilford], [Garford], East Hanney, Grove, Wantage)

Alternative services on Monday to Thursday evenings

- Journeys between Abingdon and Oxford via A34 every 15 minutes via service X3
- Journeys between Abingdon and Oxford via Radley and Kennington every 30 minutes via service 35
- No other services operate via Bagley Wood Road at this time
- A single service 32 journey operates from Abingdon to Wantage at 1921 via Didcot
- No other services operate beyond Abingdon to Wantage at this time

Current subsidy per annum £32,733

Average passengers per day 116

Cost per passenger journey £1.39

Comments from consultation

East Hanney: object to any reduction in service.

Marcham: wish to retain hourly service.

Prices sought

As the commercial operator of the daytime service on this route, Stagecoach Oxford has been asked to provide prices for various levels of the subsidised element of service 31. Details of the quotes received are contained within Confidential Annex 2.

ITEM J

Service 36

Contract V36: Grove-Wantage-Milton Park-Didcot peak (*mini-review: experimental service*)

Morning and evening peak hour 'express' service

Operator RH Transport

Days of operation Monday to Friday

Frequency 3 am peak journeys, 2 pm peak

Parishes served 6 (Didcot, East Hanney, Grove, Milton, Steventon, Wantage)

Alternative services

- Alternative peak hour journeys between Wantage and Milton Park and Didcot exist via Thames Travel service 32, but with longer journey times.
- Alternative peak hour journeys from Steventon to Milton Park and Didcot exist via Oxford Bus service 35A.

Current subsidy per annum £44,662 (entirely funded from S106 money)

Average passengers per day 48

Cost per passenger journey £3.67

Comments from consultation

Steventon: run contra-flow journeys in service

Didcot: extend to Ladygrove and 'old town'

Prices sought

This contract was awarded for four years in December 2007 as an 'experimental service', and is currently subject to a mid-term review. Officers have also investigated the potential for additional journeys between Wantage and Milton Park, funded by Section 106 monies or other external sources. Details of any potential service enhancements are contained within Confidential Annex 2.

There will be no recommendation to withdraw the service as officers consider that passenger numbers are sufficient to maintain the service until 2011.

ITEM K

Services 105/106/136

Contract S81: Wallingford-Oxford/Oxford-Oxford Science Park/Cholsey-Wallingford

Commercial journeys withdrawn: subsidised in short-term to enable review

Operator Thames Travel

Days of operation Monday to Friday a.m peak, as follows:

- 1) 0745 service 105 journey from Wallingford to Oxford via Dorchester and Berinsfield Village
- 2) 0850 service 106 journey from Oxford to Oxford Science Park
- 3) 0725 service 136 journey from Cholsey to Wallingford

Parishes served 7 (Berinsfield, Cholsey, Dorchester-on-Thames, Oxford, Sandford-on-Thames, Shillingford, Wallingford)

Alternative services

- Service 136: no alternative peak hour journeys from Cholsey to Wallingford
- Service 106: three earlier morning peak journeys remain (arriving Science Park 0750, 0831, 0858)
- Service 105: two earlier journeys via Dorchester, Berinsfield Village and Sandford-on-Thames (arriving Oxford 0720, 0755). Service X39 operates half-hourly via Shillingford, Berinsfield (A4074) and Nuneham Courtenay (omits Dorchester-on-Thames, Berinsfield Village and Sandford-on-Thames)

Current subsidy per annum 105/106: £38,000
136: £1,000

Average passengers per day 105: 31
106: 11
136: 3.5

Cost per passenger journey 105/106: £3.57
136: £1.13

Comments from consultation

Baldons: retain peak 105 as Baldons have few alternatives.

Berinsfield: essential to retain peak 105.

Cholsey: essential to retain first 136. Increase viability with additional preceding journey **to** Cholsey?

Dorchester: earlier buses are better used from here, but bus is busy from elsewhere, therefore should be retained.

Wallingford: retain 136 or provide alternative. 105/106 not essential to Wallingford residents.

Prices sought

As the commercial operator of services 105, 106 and 136, Thames Travel has been asked to provide prices for continuation of the individual 105 and 136 journeys provided by this contract. As all other journeys to the Science Park are directly subsidised by the Science Park owners they have been advised that it is not County Council policy to continue to pay for the 0850 No.106 journey. Details of the quotes received are contained within Confidential Annex 2