

## HENLEY &amp; WALLINGFORD AREA REVIEW

*Contracts affected: expiring 2 June 2012***SECTION A:- Review area contracts**

<b>Item code</b>	<b>Service number</b>	<b>Contract number</b>	<b>Route</b>	<b>Days of operation</b>	<b>Current Operator</b>	<b>Page</b>
<b>A</b>	91-93	PT/S 30	<i>Didcot Town Services</i>	<i>Mon-Sat</i>	<i>Whites Coaches</i>	3-4
<b>B</b>	97	PT/S 75	<i>Berinsfield – Didcot – Abingdon</i>	<i>Mon-Sat</i>	<i>Whites Coaches</i>	5-6
<b>C</b>	105, 136	PT/S 88	Cholsey – Wallingford – Oxford	AM jny Mon-Fri	Thames Travel	7-8
<b>D</b>	114, 115, 116	PT/S 72	Oxford – Wallingford / Abingdon	Mon-Sat	Heyfordian	9-10
<b>E</b>	114	PT/S 73	Wallingford – Berinsfield	PM jny Mon-Sat	Heyfordian	11
<b>F</b>	115	PT/S 70	Wallingford – Oxford	AM jny Mon-Fri	Whites Coaches	12
<b>G</b>	125	PT/S 61	Wallingford – Watlington	Mon, Thur, Fri	Whites Coaches	13
<b>H</b>	129, 131, 133	PT/S 62	Wallingford Market services	Fri Only	Whites Coaches	14-15
<b>I</b>	130	PT/S 65	Wallingford – Didcot	Mon- Sat	Thames Travel	16
<b>J</b>	130	PT/S 63	Wallingford – Didcot	Fri/Sat Evenings	Thames Travel	17-18
<b>K</b>	132	PT/S 64	Wallingford - Benson	Mon-Sat (also see S85)	Thames Travel	19
<b>L</b>	134, 135	PT/S 60	Wallingford – Goring	Mon-Sat	Heyfordian	20-21
<b>M</b>	138	PT/S 69	Wallingford – Berinsfield	Mon-Sat	Whites Coaches	22-23
<b>N</b>	139	PT/S 84	Wallingford – Henley	Mon-Sat	Thames Travel	24-25
<b>O</b>	132, 139	PT/S 85	Benson – Wallingford – Henley	Sundays	Thames Travel	26
<b>P</b>	142	PT/S 36	Reading – Pangbourne – Checkendon	Mon-Sat	Reading Buses	27-28
<b>Q</b>	145	PT/S 30	Woodcote – Henley	Mon-Sat	Whites Coaches	29-30
<b>R</b>	151-154	PT/S 30	Henley Town Services	Mon-Sat	Whites Coaches	31
<b>S</b>	800	PT/S 31	Henley – Reading section	Suns ONLY	Arriva the Shires	32

*Italics – If awarded, will run to 30 May 2015 (Faringdon & Wantage)***Bold – Wallingford & Henley contracts; if awarded will run to 3 June 2017 (South Oxfordshire)**

**SECTION B: - Other contracts elsewhere in County requiring a decision.**

<b>Item code</b>	<b>Service number</b>	<b>Contract number</b>	<b>Route</b>	<b>Days of operation</b>	<b>Current Operator</b>	<b>Page</b>
<b>T</b>	X32	PT/V 34	<i>Didcot – Chilton (Didcot – Oxford section is commercial)</i>	Mon-Sat	Thames Travel	33
<b>U</b>	36	PT/V 36	Grove – Milton Park	Mon-Fri	Thames Travel	34
<b>V</b>	32	PT/V 35	<i>Extension of 19.14 ex Abingdon to Wantage</i>	Mon-Sat	Thames Travel	35
<b>W</b>	32	PT/V 37	<i>Diversion of AM peak jny via Ardington.</i>	Mon – Fri	Thames Travel	36
<b>X</b>	A1	PT/V 71	<i>West Hanney – Wantage – Ardington</i>	Mon/Wed/ Fri	OCC (STS)	37
<b>Y</b>	113	PT/W 13	Fulbrook – Carterton	Thurs	R. H. Transport.	38
<b>Z</b>	600	PT/O 22	Thornhill P & R – Churchill Hospital	Mon- Fri	OCC STS	39

*Italics – If awarded, will run to 30 May 2015 (Faringdon & Wantage)*

*Contract Y will, if awarded, expire on 1<sup>st</sup> June 2014.*

*Contract Z will be awarded until the opening of the extended Thornhill P & R site.*

**SECTION C: - Community Transport services included in review**

<b>Item Code</b>	<b>Service Number</b>	<b>Contract Number</b>	<b>Route</b>	<b>Days of Operation</b>	<b>Current Operator</b>	<b>Page No.</b>
	N/A	N/A	Goring – Reading	Thursdays	Readibus	
	Swyncombe Lifeline	N/A	Russell's Water – Henley	Thursdays	Walters Limos	

**Goring Dial-a-Ride and Swyncombe Lifeline**

These two demand-responsive services for disabled and mobility-impaired people provide transport in parts of South Oxfordshire, and would normally have been considered as part of this review.

However, formal authority will be sought to extend the current funding arrangements until 7 December 2012 to allow for a proper review to be carried out in the light of the conclusions to the Transport for the Community project work being undertaken elsewhere in the County Council. A report on these two services will be brought before the Cabinet Member for Transport in September 2012.

## SECTION A: - HENLEY & WALLINGFORD AREA REVIEW

Henley & Wallingford area contracts to be awarded for 5 years (2012 – 2017).

Didcot area contracts to be awarded for 3 years (2012 – 2015).

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### ITEM A

#### **Services 91, 92, 93**

#### **Contract: PT/S 30:- Didcot Town Services**

(To be awarded for 3 years)

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#### **Currently combined contract with services 145, 151-4**

**Description:** Three routes serving Didcot Town Centre (Broadway, Orchard Centre and Parkway Station) and the West, South and Northern estates of the Town on generally a regular frequency, mornings and early afternoon.

**Service details:** - Didcot town services

91 - Broadway – Ladygrove – The Oval – Broadway

92 – Broadway – Barnes Road - Broadway

93 – Broadway – Meadow Way – Freeman Road – Broadway

**Days of operation:** - Mondays to Saturdays, hourly 09.00 – 15.00

**Currently operated by:** - Whites Coaches

**Current subsidy:** - £155,528.74 per annum for all routes (includes £66,600 developer contribution for the Ladygrove section of route 91).  
(Note:- Combined contract including routes 145 and 151-4)  
Only certain journeys on each route are supported financially whilst the remainder of the service is provided on a commercial basis by the present contractor.

**Ave passengers per annum:** - 106,522 (total contract)

**Cost per passenger jny:** - £0.83 (Overall)

(NB:- \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures)

Average loads per day on these services are:-

91 (77), 92 (106), 93 (57) (total 240).

**Parishes/Towns served:** - 1 – Didcot Town.

**Alternative services:** - This group of routes provide the main service the suburban areas to the South, South West and West of Didcot Broadway plus the new housing to the north of the railway at Ladygrove. Service 97 (Didcot – Berinsfield) also serves the eastern side of the Ladygrove Estate (Mon-Sat).

These services are bisected by main roads served by the country bus services into Didcot from Wallingford (130), East Hagbourne (94/95) Harwell (32/X32) and Milton Park (32, 36, X2) which generally offer at least one or two buses per hour during the Mon-Sat daytime periods along these roads.

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**Changes agreed and awaiting implementation:** - Section 106 money is available from the new Great Western Park development on a green-field site on the west side of Didcot. Development has now commenced and the first contract for new route (Service 98) was awarded at the Cabinet Member Decision Meeting held on 1<sup>st</sup> September 2011 to R.H. Transport Services. The proposed start date is 6<sup>th</sup> February 2012.

**Comments from consultation:-**

*NFBU – Retain as is – later journey(s) useful*

**Prices sought.**

**A commercial proposition has been received to operate almost all of this service based on the current timetable; this is detailed further in Annex 2.**

A “de minimis” quotation was sought from the commercial operator for those existing journeys that are not covered by the commercial proposal: these are also set out in Annex 2.

**ITEM B**

**Service 97**

**Contract: PT/S 75:- Berinsfield - Didcot**

(To be awarded for 3 years)

**Service descriptions:** - 97 – Abingdon – Appleford - Didcot – Long Wittenham – Berinsfield  
(*Extended Fridays only to Drayton St Leonards*).

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

**Currently operated by:** - Whites Coaches

**Current subsidy:** - £45,560.23 per annum

**Ave passengers per annum:** - 11,536\*

**Cost per passenger jny:** - £3.95

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

NOTE: - Peak journeys from Dorchester to/from Didcot Girls School (and vice verse) are provided commercially by the existing operator; only off-peak and Saturday journeys are supported financially.

**Parishes/Towns served:** - 7 – Abingdon, Appleford, Berinsfield, Clifton Hampden, Culham, Didcot, and Long Wittenham.

**Alternative services:** - Clifton Hampden and Berinsfield village are on the regular Oxford/Wallingford – Berinsfield - Abingdon routes (114/116) (Mon-Sat). Culham village is served by route 32 (Mon-Sat) (Abingdon – Didcot – Wantage). This is the only bus service to Long Wittenham and Appleford although the latter has a rail station with through services to Oxford, Didcot or Reading (daily).

**Background**

This service was extended from Didcot to Abingdon via Appleton in June 2010 replacing a previous market service on route 46, and giving an enhanced 6-day per week shopping facility into Abingdon (two return journeys). Previously only ran two days per week; the extension from Berinsfield village to Drayton St Leonards still only operates on Fridays.

**Overview:-**

Route has generated usage between Berinsfield and Didcot and has potential with planned growth of the latter during the duration of this three-year contract. Regular users from Drayton St Leonards but usage of the improved service from Appleford has been minimal.

**Comments from consultation:-**

*Appleford Parish Council: - Older residents disadvantaged if service is reduced – 24 steps to negotiate at railway station. Strongly recommend increase in frequency to allow morning and afternoon bus journeys.*

*Appleford resident: - Regular user; greatly affect the residents if service reduced.*

*Berinsfield Parish Council: - All services retained but if reductions should be at off-peak times.*

*NFBU – Concern over usage to/from Abingdon – suggest later journey from Abingdon.*

*Continued*

**Prices sought.**

**PT/V 31A – Two hourly off-peak service (3 jnys)**

**PT/V 31B – Hourly / Two hourly service (4 jnys)**

**PT/V 31C – Hourly / two / three hourly service (5 jnys)**

**PT/V 37 – Drayton St. Leonard – Abingdon (service 46) – replacement for part of 97**

**Also option to run the school-day only journeys on a commercial basis in addition to the above.**

**ITEM C**

**Services 105, 136**

**Contract: PT/S 81:- Cholsey – Wallingford - Oxford**

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**Service descriptions:** - **105:** - Wallingford – Dorchester - Berinsfield – Sandford – Oxford  
**136:** - Cholsey – Wallingford

**Days of operation:** - Mondays to Friday only  
One AM peak northbound journey from Cholsey to Oxford  
Departs Cholsey 07.30, Wallingford 07.45

**Currently operated by:** - Thames Travel

**Current subsidy:** - £42,144.00 per annum (de minimis arrangement)

**Ave passengers per annum:** - 20,254\*

**Cost per passenger jny:** - £2.08

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

**Parishes/Towns served:** - 11 – Berinsfield, Brightwell cum Sotwell, Clifton Hampden, Cholsey, Dorchester, Littlemore, Marsh Baldon, Nuneham Courtenay, Sandford on Thames, Wallingford and Warborough.

**Alternative services:** - Commercial Services X39/X40 provide a regular fast service between Oxford and Wallingford but does not serve Sandford, Berinsfield village or Dorchester.  
Dorchester has an additional peak buses on routes 114 and 115 and a daytime service on route 138.

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**Overview:** - The prime purpose of this journey is to provide a through bus from Dorchester and Berinsfield Village to Oxford; the fact that the journey originates in Cholsey is coincidental (but does provide an early bus from that village). The original deregistration by Thames Travel was due to the allocation of an extra peak bus just to provide this working.

On average 4 passengers travel through from Cholsey to points beyond Wallingford; there is one regular user from Dorchester and 4 from Berinsfield village. Considerable numbers of passengers are picked up in Sandford (ave 10) and Littlemore (ave 6) which have other services.

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**Comments from consultation:-**

*Baldons P.C. - Support maintenance of 105 service.*

*Cholsey P.C. - 07.33 bus absolute lifeline for some people.*

*Cholsey Needs Survey: - Know many people who use 07.33 to work! No evening buses.*

*Crowmarsh Needs Survey – Helpful if Cholsey bus connected with X39/X40*

*Dorchester on Thames P.C. – Request to run 105 15 mins earlier so as to carry students.*

*NFBU – Vital to continue peak service to Dorchester / Sandford. Suggest Evening peak return? (see 115 q.v.).*

*Resident (Open Meeting) – Hourly service to Cholsey should be maintained.*

*Sandford P.C – Losing 08.12 105 would mean workers catching the 07.49, 106 as later buses are not reliable enough.*

*Wallingford PTR – Early 136 essential; no views on 105 journey.*

*Continued*

**Prices sought.**

**Contract PT/S 81 has not been retendered in its current form. See PT/S 72 (below)**

The 07.30 from Cholsey has been incorporated in the new de minimis contract for services 135 / 136 involving an enhanced service using S106 monies from the Fairmile Hospital re-development site

The 07.45 from Wallingford has been incorporated in contract PT/S 72 (services 114, 115, 116).

Further S106 monies from the development of the former Cholsey Fairmile Hospital site will be used to enhance the existing daytime and peak service on route 136 (Wallingford – Cholsey) currently provided commercially by Thames Travel. This will be a negotiated “de minimis” enhancement.



**ITEM D**

**Services 114, 115, 116**

**Contract: PT/S 72:- Oxford – Abingdon / Wallingford**

(To be awarded for 5 years)

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**Service descriptions:** - 114 – Wallingford – Berinsfield – Abingdon  
115 – Oxford – Berinsfield – Wallingford (PM peak)  
116 – Oxford – Berinsfield – Abingdon

**Days of operation:** - Mondays to Saturdays  
The regular daytime off-peak service is route 116 between Oxford and Abingdon, whilst the 114 Wallingford – Abingdon only runs at peak times (Mon-Sat).  
Service 115 comprises one PM peak jny from Oxford to Wallingford southbound only (Mon-Sat). The off-peak link from Wallingford to Berinsfield via Dorchester is provided by route 138 (PT/S 69).

**Currently operated by:** - Heyfordian Travel

**Current subsidy:** - £221,578.43 per annum (includes £24,685.00 p.a. contribution from Abingdon College)

**Ave passengers per annum:** - 126,342

**Cost per passenger jny:** - £1.75

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

**Parishes/Towns served:** - 14 – Abingdon, Benson, Berinsfield, Brightwell cum Sotwell, Clifton Hampden, Crowmarsh, Culham, Dorchester, Littlemore, Marsh Baldon, Nuneham Courtenay, Sandford on Thames, Wallingford, and Warborough.

**Alternative services:** - The section between Wallingford and Shillingford/Berinsfield roundabout / Oxford is also served by Thames commercial routes X39/X40. Service 97 (Berinsfield – Didcot) also covers the section between Berinsfield and Clifton Hampden whilst Thames Travel 32 serves Culham village (together with the 97) on weekdays at present. Service 97 is part of this review.  
Sandford on Thames and Littlemore are also served by Thames Travel route 106 (Mon-Sat daytime) and Stagecoach 12C (daily, evenings)

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**Overview:** - There are significant numbers of scholars carried to the European School, Abingdon College and Wallingford school on this group of routes as well as workers to Culham science centre. This group of routes provides the main serve to the Berinsfield Village. It provided a new link (when introduced in 2008) between Berinsfield and Cowley Centre which has proved popular.

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**Comments from consultation:-**

*Baldons P.C. - Divert 116 to give Baldons a daily or twice daily service to complement 49!*

*Berinsfield Parish Council: - All services retained but if reductions should be at off-peak times.*

*Bus Users meeting Oxford – Resident asked why no bus between 17.30 and 18.40 ex City?*

*Culham Science Park – Retain existing level of service – minimum service level is not less than hourly.*

*Dorchester on Thames P.C. – Suggest withdraw 138, run 114 jnys through village at 10.30, 12.30, 14.30 to Abingdon; 09.35, 11.35, 13.35 to Wallingford 17.20 from Abingdon to serve Dorchester.*

*NFBU – Earlier 116 to arrive Oxford by 09.00. All jnys to go via Cowley Centre Run to Evelyn Road, Abingdon in service. Serve Stratton Way towards Culham?*

*Sandford Resident – Gap in service PM Peak (departures from City 16.00, 17.30, 18.40) No Sunday daytime service (Divert X39/X40)?*

*Sandford P.C. – Loss of 115 at 17.30 would mean no bus from Oxford from 17.00 until 18.40.*

*South Oxfordshire D.C. – Concern at possible loss of peak 114's – used by joint staff with VoWH D.C. to/from Abingdon.*

*Wallingford PTR – Lack of off-peak 114 to Abingdon is a disincentive. Run 2 hrly incorporating 138.*

*Sustainable Wallingford – Reintroduce two-hourly service to Abingdon incorporating 138.*

*Go-Ride CIC – Withdraw 116. Run 114 hourly and extend to RAF Benson via 132.*

**Prices sought.**

**PT/S 72A:- Services 114, 115, 116 (Hourly) (existing service) (3 bus)**

**PT/S 72B:- Services 114, 115, 116 (Hourly) (reduced service) (2 bus)**

**PT/S 73A:- Services 114, 115, 116 (Hourly) (Modified service inc. 138) (3 bus)**

**PT/S 74A:- Service 114 Supplementary service M-F peaks**

**PT/S 74B:- Service 114 Supplementary service M-Sat off-peaks**

**PT/S 74C:- Service 114 Supplementary service M-F peaks & M-Sat off-peaks.**

**ITEM E**

**Service 114.**

**Contract: PT/S 73:- Wallingford – Berinsfield**

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**Service descriptions:** - 114 – Wallingford – Dorchester – Berinsfield Village.

**Days of operation:** - Mondays to Saturdays  
**1 journey at 17.10 from Wallingford to Berinsfield village**  
This supplements contract PT/S 72 which covers the normal peak service on route 114 (Wallingford – Abingdon) and well as services 115 and 116.  
The off-peak link from Wallingford to Berinsfield is provided by route 138(PT/S 69).  
*This journey was added during the term of the contract following requests for a peak bus from Wallingford to Dorchester and commenced 14th December 2008*

**Currently operated by:** - Heyfordian Travel

**Current subsidy:** - £8,041.08 per annum

**Ave passengers per annum:** - 203\*

**Cost per passenger jny:** - £39.56

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

**Parishes/Towns served:** - 5 – Berinsfield, Brightwell cum Sotwell, Dorchester, Wallingford, and Warborough.

**Alternative services:** - The section between Wallingford and Shillingford/Berinsfield roundabout is also served by Thames commercial routes X39/X40.

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**Overview:** - Despite the requests made in 2008 there has been very little use made of this journey (0.6 passengers per trip) and it is recommended that it be discontinued.  
(Alternative services at this time are provided to Shillingford Bridge on route 132 and to the Dorchester By-Pass on routes X39/X40 – the only consequence is to withdraw the northbound peak journey through Dorchester village).

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**Comments from consultation:-**

*Wallingford PTR – withdraw journey*

*Sustainable Wallingford group – cut*

**Prices sought.**

**PT/S 73:- None – Not re-tendered**

Continuation of this journey cannot be justified due to very low usage.

**ITEM F**

**Service 115**

**Contract: PT/S 70:- Wallingford - Oxford**

Currently a short term contract awarded June 2011 for one year

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**Service descriptions:** - Wallingford – Dorchester – Berinsfield – Sandford – Oxford

**Days of operation:** - Mondays to Friday, 1 northbound jny AM Peak only  
06.50 Wallingford – Oxford

**Currently operated by:** - Whites Coaches

**Current subsidy:** - £15,120.00 per annum  
Short-term one year contract commenced 6<sup>th</sup> June 2011  
*Replaced two commercially provided journeys on Thames Travel route 105 at 06.35 and 07.05 from Wallingford to Oxford which were deregistered. Serves the Berinsfield estate loop.*

**Ave passengers per annum:** - 253\*

**Cost per passenger jny:** - £59.72

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

**Parishes/Towns served:** - 10 – Berinsfield, Brightwell cum Sotwell, Clifton Hampden, Dorchester, Nuneham Courtenay, Oxford City, Sandford on Thames, Wallingford and Warborough.

**Alternative services:** - Commercial Services X39/X40 provide the fast service between Oxford and Wallingford but they do not serve Sandford, Berinsfield village or Dorchester.  
Dorchester has additional peak jnys on services 105 and 114, and a daytime service on route 138. Berinsfield village has an hourly daytime service to Abingdon/Oxford on route 116 and two-hourly service to Didcot on route 97 (Mon-Sat).  
Sandford on Thames and Littlemore are also served by Thames Travel route 106 (Mon-Sat daytime) and Stagecoach 12C (Eves, daily).

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**Overview:** - The level of usage is much less than the previous 105 jnys which it replaced in June 2011. Cost is not justified (alternative jnys on X39/X40 direct, 114 from Wallingford and 106 from Sandford at relevant times).

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**Comments from consultation:-**

*Wallingford PTR – Withdraw journey.*

*Sustainable Wallingford Group – Cut*

**Prices sought.**

**PT/S 70:- None – Not re-tendered**

Continuation of this journey cannot be justified due to very low usage.

Alternative facilities provided by contract PT/S 72 (main service) although it is possible that there will NOT be a journey exactly at the current times.

## **ITEM G**

### **Service 125**

#### **Contract: PT/S 61:- Wallingford – Watlington**

Currently a short term contract awarded June 2011 for one year  
(To be awarded for 5 years)

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**Service descriptions: - 125 – Wallingford – Ewelme- Watlington**

**Days of operation: -** Mondays, Thursdays and Fridays only  
One return morning shopping trip to/from Wallingford

**Currently operated by: -** Whites Coaches

**Current subsidy: -** £9,255.00

**Ave passengers per annum: -** 2,394

**Cost per passenger jny: -** £3.86

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

**Parishes/Towns served: -** (6) Benson, Brightwell Baldwin, Britwell Salome, Ewelme, Wallingford, Watlington.

**Alternative services: -** Benson is also served by route X39/X40 daily, (from the Marina stop) to/from Oxford/Reading. Service 132 also serves the Village centre. Crowmarsh also has routes X39/X40 and additionally has service 139 to Henley (daily).

This is the only bus service to Brightwell Baldwin, Britwell Salome and Ewelme village, but the 132 provides a regular service to Ewelme (Shepherd's Hut)(Daily).

Watlington has links to Oxford (route 101/106), Thame (124) and Nettlebed/Reading (route M1).

Wallingford also has regular Mon-Sat links to Abingdon, Didcot, Goring, and Henley, and to Oxford and Reading (daily).

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**Other requests/suggestions received prior to the review: -** Offer two return journeys instead of one with time at the Watlington end for shopping.

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

*Crowmarsh Needs Survey: - Would like Wallingford – Watlington – Lewknor service.*

*Crowmarsh P.C. – Support link through Watlington to Lewknor (for Tube) replacing 125.*

*NFBU – Recommend route should remain.*

*Wallingford PTR – If 125 reduced could jnys on 132 divert via Ewelme village?*

*Watlington PTR – Timetable OK as stands; not like circular linked to 126. Request 2 return jnys.*

*Watlington P.C. – Not like linking to 126; Request a Tuesday service (vice Monday and Thursday) or a return to previous pattern of two return trips each way per day giving variable times in Wallingford.*

*Watlington Resident – Either no change or Friday only service. Other options unacceptable.  
2<sup>nd</sup> letter – longer time in Wallingford for shopping.*

*Watlington Resident – Keep as is; stupid to only be able to use it once per week.*

*Go-Ride CIC - Link with 134 to give five day a week service on the 125 route?*

#### **Prices sought.**

PT/S 61A – Current service (3 days per week)

PT/S 61B - Enhanced service (6 days per week)

## **ITEM H**

### **Services 126, 131, 133**

#### **Contract: PT/S 62:- Wallingford Market day services**

(To be awarded for 5 years)

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#### **Item H (Part 1) - Service 126** – joint contract with 131, 133

**Service descriptions:** - 126:- Wallingford – Chalgrove – Wallingford (Circular)

**Days of operation:** - Friday morning only – two journeys, anti-clockwise round loop on first journey and clockwise on second, both back to Wallingford

**Currently operated by:** - Whites Coaches

**Current subsidy:** - £7,439.93 per annum combined with routes 131 and 133  
All three Friday only contracts are worked by one bus

**Ave passengers per annum:** - 3,755\* (total contract).

**Cost per passenger jny:** - £1.98 (all routes).

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

The 126 averages 26 passengers on each journey (Total 52 pass)

**Parishes/Towns served:** - 11 – Benson, Brightwell cum Sotwell, Brightwell Baldwin, Chalgrove, Crowmarsh, Cuxham with Easington, Ewelme, Newington Stadhampton, Wallingford and Warborough.

**Alternative services:** - Chalgrove, Cuxham and Stadhampton are served by routes 101/6 (Watlington – Oxford) which is not part of this review. Benson and Ewelme are served by service 125 to/from Watlington and service 132 to Wallingford (included in this review). This is the only public bus route to Brightwell Baldwin, Newington and Warborough village.

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#### **Item H (Part 2) - Service 131** – joint contract with 126, 133

**Service description:** - 131 – East Hagbourne – Blewbury – Aston's –Moretons' – Brightwell cum Sotwell - Wallingford

**Days of operation:** - Fridays morning – one jny in each direction.

**Currently operated by:** - Whites Coaches

**Current subsidy:** - £7,439.93 per annum combined with routes 126 and 133  
All three Friday only contracts are worked by one bus

**Ave passengers per annum:** - 3,755\* (total contract).

**Cost per passenger jny:** - £1.98 (all routes).

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

The 131 averages 10 passengers each way.

**Parishes/Towns served:** - 8 – Aston Tirrold, Aston Upthorpe, Blewbury, Brightwell cum Sotwell, East Hagbourne, North Moreton, South Moreton, Wallingford.

**Alternative services:** - East Hagbourne and Blewbury are served by the hourly 94/95 circular route to/from Didcot. The Aston's and Moreton's are served by the 95 section of this service from Didcot, whilst the

main part of Brightwell village has the hourly 130 (Didcot – Wallingford) route, Daily.

**Specific usage: -** The routing through Brightwell serves a completely different area of the village to the 130. 3 regular users. Also one or two regular passengers from most of the villages served.

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**Item H (Part 3) - Service 133** – joint contract with 126, 131.

**Service descriptions: -** 133 – Wallingford – Ipsden (circular)

**Days of operation: -** Fridays morning – one inward and one return journey only

**Currently operated by: -** Whites Coaches

**Current subsidy: -** £7,439.93 per annum combined with services 126 and 131  
All three Friday only contracts are worked by one bus

**Ave passengers per annum: -** 3,755\* (total contract).

**Cost per passenger jny: -** £1.98 (all routes).

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

The 133 averages 1 regular passenger each way.

**Parishes/Towns served: -** 3 – Crowmarsh, Ipsden, Wallingford.

**Alternative services: -** Ipsden turn, on A4074, is served by half-hourly service X39/X40 Daily. This is the only route into the village itself, the further point of which is just over ¾ mile from the A road.

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**Comments from consultation:-**

*Cllr David Turner: - service 126 very popular, urge to keep operational.*

*Chalgrove Health Walks – Use 126 service regularly to do walks/shopping in Wallingford; 12+users.*

*Crowmarsh P.C. – 133:- Lightly used, money better spent on flexible service.*

*NFBU – Retain 126 and 131 but accept 133 usage is low.*

*North Moreton PTR – 131:- Useful service; retain if 130 not diverted via village.*

*Resident, Chalgrove. 126:- 10-12 regular users; shame if service discontinued.*

*South Moreton PTR – 131; Go direct from S. Moreton via Hithercroft Rd if 130 serves N. Moreton.*

*Sustainable Wallingford Group – Cut 133*

*Wallingford resident 126 – Retain service so can participate in health walks round Wallingford.*

*Wallingford PTR – 133 poorly used and could not argue if this was cut*

**Prices sought.**

PT/S 62A – Service 126, 131 (Existing operation)

PT/S 62B – Services 125, 126, 131

PT/S 62C – Services 125, 126

Note: service 133 has not been included in these tenders but will be discontinued due to low usage.

## **ITEM I**

### **Service 130**

#### **Contract: PT/S 65:- Wallingford – Didcot**

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**Service descriptions:** - 130 – Wallingford – Brightwell – Didcot

**Days of operation:** - Mondays to Saturdays, hourly 06.30 – 19.00

**Currently operated by:** - Thames Travel

**Current subsidy:** - £32,542.65 per annum

**Ave passengers per annum:** - 118,007\*

**Cost per passenger jny:** - £0.28p

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

**Parishes/Towns served:** - 3 – Brightwell cum Sotwell, Didcot, and Wallingford.

**Alternative services:** - This route provides the main Didcot – Wallingford link. The Friday only route 131 also provides a market day link to Wallingford from Brightwell cum Sotwell.

Wallingford also has regular Mon-Sat links to Goring, and Watlington plus Oxford, Reading and Henley (daily).

Didcot has other bus/rail links to Abingdon, Wantage, and Oxford.

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**Other requests/suggestions received prior to the review:** -. North/South Moreton expressed preference for diversion of 130 round these villages instead of service 95.

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

*Cllr Lynda Atkins: - Essential link for Brightwell residents.*

*Cllr Patrick Greene: - Strongly press case for serving North/South Moreton villages on 130.*

*Brightwell PTR (Open Meeting):- Do not want route to go via Moretons/Astons*

*Brightwell cum Sotwell P.C:- Essential link – unacceptable to re-route via Moreton's (improve 95).*

*Crowmarsh needs survey: - Half-hourly service to Didcot would be helpful.*

*North Moreton PTR: - Loop 130 via Long Wittenham Rd. and Wallingford Rd. through village*

*Bus pre 09.00, Lunchtime and 17.00 hrs would satisfy some needs.*

*South Moreton PTR: - Need for daytime access to Wallingford divert three 130 jnys each way via*

*Moreton's. (discontinue 131 through Moretons).*

*Wallingford PTR: - Agree deletion of Wilding Road section if new town bus introduced.*

*Link with 132 to provide east-west service? Important service and keen to retain current daytime frequency; improvements evenings and weekends? Request for connections in Didcot with services 32/X32 to Harwell.*

*Sustainable Wallingford Group: - Ideally run half-hourly (commercial?). Pump-primed?*

#### **Prices sought.**

**A commercial proposition has been received to operate this service; this is detailed further in Confidential Annex 2.**

A number of “De minimis” quotations will be sought from the commercial operator for those existing journeys not covered by the commercial proposals



## **ITEM J**

### **Service 130 (Evenings)**

#### **Contract: PT/S 63:- Wallingford – Didcot**

(To be awarded for 5 years)

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**Service descriptions:** - 130 – Wallingford – Brightwell – Moreton's - Didcot

**Days of operation:** - Friday, Saturday evenings and certain Sat PM journeys

Contract covers Fridays:-

Wallingford – Didcot at 19.30, 20.30, 22.30, 23.30.

Didcot – Wallingford at 19.55, 20.55, 22.55, 23.55.

Contract Covers Saturdays:-

Wallingford – Didcot at 16.53, 19.30, 20.30, 22.30, 23.30.

Didcot – Wallingford at 17.16, 19.55, 20.55, 22.55, 23.55.

**Currently operated by:** - Thames Travel

**Current subsidy:** - £12,343.77 per annum

**Ave passengers per annum:** - 4,305\*

**Cost per passenger jny:** - £2.87

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

The 130 Fri/Sat averages 40 passengers per night.

NB: - The limited 130 Sunday /Public Holiday service is provided on a wholly commercial basis. The Mon-Sat daytime service has also been declared commercial (see Item I).

**Parishes/Towns served:** - 5 – Brightwell cum Sotwell, Didcot, North Moreton, South Moreton, and Wallingford.

**Alternative services:** - The villages of North and South Moreton are also served by the circular 95 route based on Didcot (part of the Dec 2011 review)(not evenings);

Wallingford also has regular evening links to Oxford and Reading (daily).

Didcot has evening services to/from Abingdon (services 32B and 32C) and Oxford (X2)(daily) plus rail services. Note: the evening journeys on 130 do not go round Wilding Road Estate in Wallingford which is unserved by public transport at these times.

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**Outstanding requests from parishes/towns on waiting list:** - Journeys to serve Didcot (Tesco) (first and second journeys each way do so at present)

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

*Cllr Lynda Atkins:-Ensures Brightwell residents who cannot drive access to key services.*

*NFBU:-Believe Fri/Sat eves are important part of route and should be retained.*

*North Moreton PTR:-Queries data on usage – If reduced retain 19.43 and 20.08 / Midnight jnys.*

*South Moreton PTR:-Suggest retention of 19.30 and 22.30 ex Wallingford as a minimum – dwell time in Didcot extended to 30 mins?*

*Sustainable Wallingford Group:-Hourly evening and weekends should continue to be subsidised?*

*Wallingford PTR:-Request improvements to evening and weekend services?*

Continued:-

**Prices sought.**

PT/S 63A – Friday / Saturday evening service

PT/S 63B – Friday / Saturday evening service via the Moretons

PT/S 63C – Monday to Saturday early evening service.

*Note: the commercial declaration in respect of contract PT/S 65 (See Item I) would include the late afternoon journeys on Saturdays currently part of this contract. These are excluded from this specification.*

## **ITEM K**

### **Service 132**

#### **Contract: PT/S 64:- Wallingford – R.A.F. Benson**

(To be awarded for 5 years)

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**Service descriptions:** - RAF Benson – Shillingford - Wallingford  
**Days of operation:** - Mondays to Saturdays Hourly, 07.00 – 20.00  
Note: - *A separate contract (PT/S85) covers the Sunday and public holiday service on route 132 (every two hours) and is a combined contract with service 139 (Wallingford – Henley) on this day. See Item O.*

**Currently operated by:** - Thames Travel  
**Current subsidy:** - £66,207.46 per annum  
**Ave passengers per annum:** - 48,483\*  
**Cost per passenger jny:** - £1.37

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

**Parishes/Towns served:** - (5) Benson, Brightwell cum Sotwell, Crowmarsh, Ewelme, Wallingford.

**Alternative services:** - Benson is also served by routes X39/X40 (daily, from the Marina stop) to/from Oxford / Wallingford / Reading; Crowmarsh additionally has service 139 to Henley (daily). Benson village additionally has occasional services on routes 125 and 126, the former also serves Ewelme.

The 132 is the only service RAF Benson  
Wallingford also has regular Mon-Sat links to Abingdon, Didcot, Watlington, and, Henley, Reading, Oxford (daily).

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**Other requests/suggestions received prior to the review:** - check inter-change times with X39/X40 at Benson Marina (to/from Oxford) or Wallingford (Market Place) to/from Reading.

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

*Benson/Crowmarsh Needs survey: - Better connections in Wallingford esp to/from Didcot. (Or extend 130). Number of request for Benson – Lewknor service, also divert X39/X40 through village. Many favourable comments on existing services. Still concern over services to Ewelme and Hampden Way.*

*Benson P.C:-132 must connect better with X39/X40 and with 130 to Didcot. Extra evening services for leisure/work purposes. Demand for services to Lewknor Tube!*

*Brightwell cum Sotwell P.C:-132 should remain unchanged. Vital for Shillingford Hill Residents.*

*Cllr Lynda Atkins: - Great importance to residents of Shillingford Park site (and RAF Benson). .*

*Ewelme P.C. (Needs survey):- Connections with 130 to Didcot important. Link services? Reroute 132 via Kingspool.*

*NFBU: - Recommend through ticketing Benson – Cholsey? All be numbered 136?*

*Shillingford Hill Park Home Residents Association:-*

*No facilities on site and access to major centres (esp Wallingford essential during day. Most residents are senior citizens with no transport.*

*Wallingford PTR: - Disagree with suggestion of linking with 139; Jnys on 132 to serve Ewelme village if 125 reduced.*

*Go-Ride CIC: - Link with service 114 and run hourly to/from Abingdon (via Wallingford).*

#### **Prices sought.**

PT/S 64A:- Current Service (Hourly)

PT/S 64B:- Current service (Hourly) (Improved connections)

PT/S 64C:- Reduced Service (2 hourly off-peak, hourly peak).

## ITEM L

### **Services 134, 135**

#### **Contract: PT/S 60:- Wallingford – Goring Station**

(To be awarded for 5 years)

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**Service descriptions:** - **134** – Wallingford – Stokes – Goring – Moulsoford – Wallingford  
**135** – Wallingford – Moulsoford – Goring – Stokes - Wallingford

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

**Currently operated by:** - Heyfordian Travel

**Current subsidy:** - £95,930.76 per annum (Includes payment for ED 2806 – part of route 135)

**Ave passengers per annum:** - 15,823 (excluding scholars).

**Cost per passenger jny:** - £6.06

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Ave passengers per day: - 70 (158 including ED journeys)

**Parishes/Towns served:** - (6) Cholsey, Crowmarsh. Goring, Moulsoford, South Stoke, Wallingford. Also Streatley in West Berkshire

**Alternative services:** - The 134/5 is the only bus service to North Stoke, South Stoke and Moulsoford but is paralleled between Wallingford and Cholsey by an hourly 136 route which is provided commercially by Thames Travel.

Goring has services to points in West Berkshire including Pangbourne and Reading as well as daily rail services.

Wallingford also has regular Mon-Sat links to Abingdon, Didcot, and Watlington plus Oxford, Reading, and Henley (daily).

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**Overview:** - S106 Monies have been received for the improvement to transport links to/from the former Fairmile Hospital site in Cholsey during currency of this contract. This will result in improvement to the existing (commercial) 136 service which could possibly also incorporate the current 135 service. The 134 service would therefore be restricted to the route through the Stokes.

**NOTE:** It has been agreed with the Home to School Transport section (ITU) that they will cater for current student transport movements under ED2806 separately from the 135 contract as from June 2012. See “overview” above.

**Outstanding requests from parishes/towns on waiting list:** -

Reinstatement of evening bus services (Cholsey Parish Plan 2007)

**Other requests/suggestions received from all sources:** -

Need to review train times at Goring to maintain connections (up to twice per year in May and December).

**Comments from consultation:-**

*Cholsey P.C. 134/5 essential for public access to facilities in Wallingford. Issues with wheelchairs on existing operation (only one at a time).*

*Cholsey Community Development Trust – Want Quality, frequent and useful bus service, integrated with Train services and extended evening service. .*

*Corn Exchange Cinema & Theatre (Wallingford) – if 136 enhanced request arrival at 19.15, return 22.00 or later. Suggests “holding” bus for patrons leaving event.*

*Continued:-*

*Crowmarsh Needs Survey: - Not many buses in the evening from station to Wallingford  
Have to go all way round to get to North Stoke.*

*Useful to have bus around 22.00 from Wallingford to Cholsey.*

- *No Sunday or late buses to Cholsey.*
- *Half-hourly service would be ideal.*
- *Doubt that an evening service would be economically viable!*

*Crowmarsh Parish Council (covers North Stoke) Should be a regular service. Support community minibus idea.*

*Goring P.C. – Service to Wallingford is vital and consider that essential service should provide:-*

- a) Workers journeys (arr by 08.30, return 17.45)*
- b) Shoppers journeys morning and afternoon (allowing 2 hours in Wallingford)*
- c) Connections in Wallingford with other services*
- d) Regular frequency (60-90 mins)*
- e) Connections with trains, 07.26 departure, 19.18 arrival*
- f) Possible service for evening functions in Wallingford.*

*Also suggest extending route 133 from Goring to Wallingford*

*Moulsford P.C. – Would like existing circular pattern to continue. If unrealistic agree link with existing Cholsey service; fixed pattern timetable would be helpful (e.g. every hour at xx10). More flexible Saturday service with later bus than current 16.30.*

*NFBU – Regular 2 hourly service in each direction recommended.*

*South Stoke PTR. – To use facilities in Goring/Wallingford needs regular service (Hourly) – 06.00 to 22.00. Suggest 15 seat community minibus using volunteers.*

*Could go via Crowmarsh, Serve South Stoke village roads, and Goring centre.*

*Streatley P.C. (West Berks) – Accept low usage; cannot make strong representations to retain service.*

*Wallingford PTR: - Very expensive and little used. Consider reduced service to Goring via Stokes and Moulsford served by improved Cholsey service.*

*South Oxfordshire D.C. – Continue to subsidise this vital service. Also look at:-*

- a) Diverting X40 on route to Woodcote*
- b) Extend 133 route from Goring to Wallingford*
- c) Support community minibus scheme.*

*Sustainable Wallingford Group – Change to run east side only. Use 106 monies to increase service to Cholsey and extend 3 jnys to Moulsford.*

*Go-Ride CIC: - Link with 125 to give five day a week service on that route*

### **Prices sought.**

**PT/S 60A:-** Existing loop service

**PT/S 60B:-** Service via the Stokes only including peaks

**PT/S 60C:-** Service via the Stokes, off-peak only.

## **ITEM M**

### **Service 138**

#### **Contract: PT/S 69:- Wallingford – Berinsfield (A4074)**

Currently a short term contract awarded June 2011 for one year

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**Service descriptions:** - 138 – Wallingford – Dorchester - Berinsfield

**Days of operation:** - Mondays to Saturdays, broadly hourly 09.30 – 14.30  
Runs off-peak only. Peak jnys over same route are provided either by Services 105/115 (S70/S81) or service 114 (S72/S73)  
*Buses are timed so as to connect with service X39/X40 to/from Oxford at Berinsfield A4074 Lay-by and buses normally wait for southbound connections*

**Currently operated by:** - Whites Coaches

**Current subsidy:** - £26,000 per annum.  
(Short term one-year contract commenced 6<sup>th</sup> June 2011).

**Ave passengers per day:** - 3,201\*

**Cost per passenger jny:** - £8.12

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

**Parishes/Towns served:** - 5 – Berinsfield, Brightwell cum Sotwell, Dorchester, Wallingford, and Warborough.

**Alternative services:** - The section between Wallingford and Shillingford/Berinsfield roundabout is also served by Thames Travel commercial route X39/X40 (Daily); - these routes stop on the Dorchester by-pass. Peak hour journeys on 105/114/115 also serve this section and go through Dorchester.  
The road through Shillingford Bridge to Wallingford is also served by route 132 (daily). The 138 is the only off-peak service through Dorchester on Thames.

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#### **Other requests/suggestions received prior to the review:-**

(Dorchester Village Plan 2006) - To liaise with neighboring villages regarding provision of ongoing community minibus - ensure existing volunteer driver scheme remains robust (To Berinsfield Health centre). (No further developments recorded regarding provision of minibus).

**Overview:** - Contract not viable as usage is very low (essentially provided just for the use of Dorchester residents) – unable to continue on this basis in view of high c.p.j. Level of service and aspirations for the various destination(s) for Dorchester village residents need to be ascertained.

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

*Brightwell cum Sotwell P.C. – Link with 116 at Berinsfield unreliable – Extend to Abingdon (114 route)  
Crowmarsh needs survey: - X39/X40 very good but might be improved if went through Dorchester a few times a day!*

*Dorchester on Thames P.C. – Withdraw 138 and replace with off-peak Abingdon jnys on 114  
NFBU – Connections with X39/X40 should be improved. Run Round Berinsfield village?*

*Wallingford PTR – Very expensive and little used. Reduced to 2 hourly or remerge with 114 to give two-hourly service to/from Abingdon.*

*Sustainable Wallingford Group – Withdraw and replace by 114.*

*Go-Ride CIC- Replace by hourly 114 and extend to RAF Benson via 132 route.*

**Prices sought.**

**Not re-awarded** - Service provision for Dorchester on Thames to be incorporated in other contracts (Mainly PT/S 72).

## **ITEM N**

### **Service 139**

#### **Contract: PT/S 84:- Wallingford – Henley on Thames**

(To be awarded for 5 years)

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**Service descriptions:** - 139 – Wallingford – Huntercombe – Nettlebed – Bix – Henley  
*NB: - Sunday service is provided by contract PT/S 85*

**Days of operation:** - Mondays to Saturdays, broadly hourly 06.30 – 19.00  
*An additional late journey runs Fri/Sat eves only*

**Currently operated by:** - Thames Travel

**Current subsidy:** - £96,235.36 per annum

**Ave passengers per annum:** - 53,413\*

**Cost per passenger jny:** - £1.80

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

**Parishes/Towns served:** - 6 – Bix & Assendon, Crowmarsh, Henley, Nettlebed, Nuffield and Wallingford.

**Alternative services:** - The section between Wallingford and Crowmarsh is also served by Thames commercial route X39/X40 and supported routes 114/132 (peak jnys), and 133 (also part of this review). The Reading – Watlington route (Whites M1/M2) crosses at Nettlebed. Henley also has bus links to Marlow, Reading and Maidenhead plus train services to London and Reading. Nettlebed has a shopping service to Reading (Tues/Wed/Thurs). Assendon is also served by the “Swyncombe Lifeline”. This is the only service to Huntercombe and Bix.

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**Other requests/suggestions received prior to this review:** Current timetable involves a change at Crowmarsh if making an Oxford – Henley journey (buses just miss in Wallingford) and observations indicate that this is not always achieved (generally due to late running by the bus from Oxford). This may have deterred passengers from making a trip that was at one stage could be undertaken on a through bus. Suggestion that connections be made in Wallingford?

**Overview:** - Whilst considered an important inter-urban connection actual observed usage of this route is disappointing. Intermediate settlements are small (Huntercombe, Nettlebed and Bix) and therefore only generate limited usage; - most journeys carry less than 10 passengers per trip. It is therefore difficult to justify the current level of service.

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

*Cllr Nimmo-Smith: - Endorse Bix & Assendon comments.*

*Bix & Assendon P.C:- Maintain current level; Strategic link and vital access to services for residents.*

*Crowmarsh Needs Survey: - More buses up Crowmarsh Hill; Up to 23.00 would be nice.*

*Crowmarsh P.C:- Valued by residents, should be maintained and improved (?).*

*Nettlebed PTR (Open Meeting: - promote route as serving Nuffield Place (National Trust).*

*NFBU: - Link with X39 to run Henley- Oxford without change.*

*Nuffield P.C. (Parish Plan):- Vital link; serves HM Prison and new National Trust house at Nuffield Place.*

*Wallingford PTR: - Maintain as now; not merge with 132. Subsidy lower than other routes.*

Continued:-



**Prices sought.**

PT/S 84A:- Current service (Hourly) – including late jny Fri/Sat

PT/S 84B – Modified service (Hourly) – excluding late jny

PT/S 84C – Reduced service (Two hourly off-peak)

PT/S 86A:- Combined 132, 139 service hourly M-Sat

PT/S 87A:- Combined 132, 136, 139 services, Sun (Two-hourly)

## **ITEM O**

### **Services 132, 139 (Sundays)**

#### **Contract: PT/S 85:- R.A. F Benson - Wallingford – Henley on Thames**

(To be awarded for 5 years)

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**Service descriptions:** - 132 – Wallingford – RAF Benson  
139 – Wallingford – Nettlebed – Henley

**Days of operation:** - Sundays and Public Holidays, approx every two hours 10.00 – 19.00 (*5 journeys each way*)

**Currently operated by:** - Thames Travel

**Current subsidy:** - PT/S 85 - £10, 323.88 per annum

**Ave passengers per annum:** - 4,666\*

**Cost per passenger jny:** - £2.21

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

**Parishes/Towns served:** - 10 – Benson, Bix & Assendon, Brightwell cum Sotwell, Crowmarsh, Ewelme, Henley, Nettlebed, Nuffield, Wallingford, and Warborough.

**Alternative services:** - The section between Wallingford and Crowmarsh and Benson (Marina stop) is also served by services X39/X40. (Oxford - Wallingford – Reading) Additionally Henley also has bus links to Marlow/High Wycombe and Reading plus train services to London and Reading on Sundays

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**Overview:** - Withdrawal on Sundays would leave a large gap in the network on that day (although it would still be possible to go from Wallingford to Henley via Reading), but usage overall is low and probably quiet variable, being largely based on leisure traffic.

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

*Wallingford PTR – maintain if possible*

#### **Prices sought.**

PT/S 85A:- Current service on 132, 139 (two hourly)

PT/S 85B:- as A but includes 136 (Wallingford – Cholsey) (Two Hourly)

PT/S 87A:- Combined 132, 136, 139 (Suns) (Two hourly)

## **ITEM P**

### **Service 142**

#### **Contract: PT/S 36:- Checkendon – Pangbourne – (Reading)**

(To be awarded for 5 years)

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**Service descriptions:** - Goring Heath - Checkendon - Woodcote - Pangbourne  
Extends to Reading via Purley and Tilehurst (not part of OCC specification)

**Days of operation:** - Mondays to Saturdays 07.50 – 18.15  
Every two-hourly daytime. Goring Heath loop 3 jnys off –peak only

**Currently operated by:** - Reading Buses (Goldline)

**Current subsidy:** - £56,695.35 per annum  
It is understood that there is no financial contribution by either West Berks or Reading Borough to this service.

**Ave passengers per annum:** - 14,027 (within Oxon) (48, 178 overall)  
Surveys showed 46 passengers per day within Oxon (of which virtually all are cross boundary to either West Berkshire or Reading – there was no recorded local usage within Oxfordshire). A further 112 passengers per day approx travel wholly within the (commercial) West Berks and Reading section of route (giving a total average of 158 passengers per day).

**Cost per passenger jny:** - £4.06 (Oxon Passengers only).

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

**Parishes/Towns served:** - 4 – Checkendon, Goring Heath, Whitchurch on Thames, Woodcote,

**Alternative services:** - Checkendon is also served by PT/S 30 (service 145 to Henley). Woodcote has regular direct services to Reading/Wallingford/Oxford (daily) (Thames Travel commercial service X40). This is the only bus service to Goring Heath, Whitchurch Hill and Whitchurch on Thames. Contract PT/S 30 is also part of this review.

**Changes agreed and awaiting implementation:** - Necessary renovation work on the toll bridge at Whitchurch on Thames has been under discussion for some time but is very likely to take place during the early stages of this new contract.

This will effectively cut the link between these Oxfordshire villages and one of the main traffic objectives (Pangbourne), particularly if the Reading connection from Whitchurch on Thames is maintained using the A4074 road. The final diversion timetable for this closure, which could be for up to 9-12 months has yet to be formulated. Latest date for these works is now autumn 2013.

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**Note** From Pangbourne most journeys on bus 142 currently continue to/from Reading inter-worked with service 133 (Goring/Streatley – Pangbourne - Reading) giving broadly an hourly interval service over this section. The 142 extension is commercial, receiving no funding from either West Berks or Reading Borough. The 133 over this section is only partly funded by

*West Berks with no OCC contribution. Any changes to the West Berkshire funding commitment could obviously have an effect on this arrangement. Tickets are not interchangeable.*

**Overview:** - Usage in Oxfordshire has declined since the last review and what local passengers there were within Oxfordshire (e.g. Goring Heath to Woodcote) seem to have ceased travelling regularly. This may be due to improvements in the main Woodcote – Reading direct route (Thames Travel commercial X40) which now runs regularly every hour, every day and throughout the night at weekends. Main users of 142 are now therefore from Whitchurch Hill and Whitchurch on Thames. On average two passengers per day travel to/from Checkendon. No usage from Goring Heath or Exlade Street was recorded during our surveys.

**Comments from consultation:-**

*Cllr Nimmo-Smith: - Endorse Checkendon P.C. comments.*

*Checkendon P.C.: - Links to nearest large village of Woodcote for medical services etc (very dangerous to walk). Maintain current level of service.*

*Checkendon PTR: - Retain current service as is, Mon-Sat.*

*Goring Heath P.C.: - Maintain service – 2 hourly is minimum level for access to Reading for flexibility. Eliminate Exlade Street and reduce no. of Goring Heath loop jnys.*

*NFBU: - Service should remain. Suggest Upton – Reading one day per week shopper's service.*

*Woodcote resident: - Divert X39 via Woodcote but only serve Memorial (together with X40)*

*During the consultation period concern was expressed regarding the routeing of this service during the bridge closure. Initially thought to commence in autumn 2012 (some 3 months after the start of the new contract) it emerged in January 2012 that a new start date of autumn 2013 was now being considered. Parishes affected were specifically consulted regarding the revised route. A summary of the replies are:-*

*Cllr David Nimmo-Smith: - No easy option – support village suggestions.*

*Checkendon PTR: - Run between Checkendon and Whitchurch Hill with interchange at Woodcote or possibly Cane End.*

*Checkendon P.C.: - Queried level of usage to Pangbourne, Support shuttle to/from Woodcote.*

*Whitchurch Hill PTR: - Run direct to Reading via Goring Heath and A4074. Whitchurch on Thames unserved (Residents will use temporary footbridge to Pangbourne).*

**Prices sought.**

PT/S 36A:- Existing operation

PT/S 35A:- The Goring connection (North side of Thames operation only)

## **ITEM Q**

### **Service 145**

#### **Contract: PT/S 30:- Woodcote – Sonning Common – Henley on Thames.**

(To be awarded for 5 years)

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#### **Currently combined Contract with services 91-93, 151-154**

**Service description:** - 145:- Woodcote – Sonning Common – Henley

**Days of operation:** - Mondays to Fridays –  
Three journeys; Woodcote – Henley (2 supported)  
Two journeys; Henley – Woodcote (1 supported)  
Saturdays – One journey each way (both commercial)

**Currently operated by:** - Whites Coaches

**Current subsidy:** - £155,528.74 per annum  
(Note: - includes routes 91-3 and 151-4 in a combined quotation)  
Only certain journeys on each route are supported financially whilst the remainder of the service is provided on a commercial basis by the present contractor.

**Ave passengers per annum:** - 106,522 (total contract)

**Cost per passenger jny:** - £0.83 (Overall)

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Service 145 carries, on average, 31 passengers per day on the supported journeys only.

**Parishes/Towns served:** - 9 – Checkendon, Kidmore End, Henley, Highmoor, Rotherfield Greys, Rotherfield Peppard, Sonning Common, Stoke Row, Woodcote,

**Alternative services:** - Checkendon is also served by contract S36 (service 142) and Woodcote by Thames Travel commercial service X40 (daily) which provide a direct links to/from Reading. Woodcote also has a regular daily service to Wallingford, whilst Sonning Common has commercial services 2/2A, to/from Reading. Stoke Row also has a shopping service on Tues-Thurs to/from Reading, (M2) (Re-introduced June 2011) whilst M1/M2 also serves Highmoor and Kidmore End. This is the only service to Rotherfield Greys.

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**Other requests/suggestions received prior to review:** - Problems in past of overcrowding by Gillott's children from Sonning Common (on commercial journey). White's Coaches currently run commercially registered duplicate buses from Caversham – Sonning Common – Henley (route 145C).

**Overview of Loadings:** Most usage is between Henley and Sonning Common but one and two from most of the other villages served including some Woodcote – Henley passengers.

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

*Cllr Nimmo-Smith: - Endorse comments from Checkendon & Stoke Row P.C.*

*Checkendon PTR (Open Meeting):- Keep existing times off peak*

*Checkendon PTR: - Important link to facilities such as Gillotts School, Townlands Hospital.*

*Checkendon P.C:- Reduction in service will lead to decline in usage.*

*Chair, Harpsden P.C:- No demand for service from Harpsden*

*NFBU: - Service should remain.*

*Stoke Row P.C:- Maintain at current level; used by students and to access Henley for Shops and Townlands Hospital.*

**Prices sought.**

PT/S 30A:- Services 145, 151, 152, 153, 154 (Existing operations)

PT/S 30B:- Services 145, 151, 152, 153, 154 (modified 145)

**Note: - A commercial proposition has been received to operate certain school-day only journeys on the 145 service; this is detailed further in Annex 2.**

These journeys have been omitted from the above specifications.

## **ITEM R**

### **Services 151, 152, 153, 154.**

#### **Contract: PT/S 30:- Henley Town Services.**

(To be awarded for 5 years)

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#### **Combined Contract.**

**Service descriptions:** - 151 – Henley (Town Hall) – Elizabeth Road (Circular)  
152 – Henley (Hart Street) – Waterman’s Road (Circular)  
153 – Henley (Town Hall) – Abrahams Estate  
154 – Henley (Town Hall) – Blandy Road (Circular)

**Days of operation:** - Mondays to Fridays 08.30 – 17.45, Saturdays 08.35 – 15.00  
Routes 151/2/4 hourly throughout day. 153 runs hourly until 13.45

**Currently operated by:** - Whites Coaches

**Current subsidy:** - £155,528.74 per annum  
(NOTE; includes services 91-3 and 145 in a combined quotation).  
Only certain journeys on each route are supported financially whilst the remainder of the service is provided on a commercial basis by the present contractor.

**Ave passengers per annum:** - 106,522 (total contract)

**Cost per passenger jny:** - £0.83 (Overall)

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures)

Average loads per day are: - 151 (101), 152 (72), 153 (22), 154 (72),  
Total = 267 (159 on supported jnys).

**Parishes/Towns served:** - 1. (Henley)

**Alternative services:** - Greys Road is served by a limited number of journeys on ‘country’ route 145 (Mon-Sat) (part of this review) whilst Reading Road is served by Arriva the Shires mainly commercial service 800 (daily) (supported by OCC on Suns). Northfield End and Fairmile are served by service 139 (daily).

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**Overview:** - Usage increased by approx 25% since last review in 2008. Already high use by pensioners, and concessionary scheme was subsequently altered to give free travel. Main 151 usage is from Elizabeth Road and Greys Rd area whilst on 152 main patronage is Wilson’s Road area. The few users of the 153 go mainly to Crisp Road and the 154 also carries Greys Road users. Should there be a service (153?) to Townlands Hospital?

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

*NFBU – Services should remain – are well used*

*Henley PTR (at PTR meeting) - Revert 151 to 30 min frequency*

*152 To get closer to Tesco store.*

*153 To serve Townlands Hospital (not possible due to humps on site)*

*154 Merge with 151 route?*

#### **Prices sought.**

PT/S 30A:- Services 145, 151, 152, 153, 154 (Existing operations)

PT/S 30B:- Services 145, 151, 152, 153, 154 (modified 145)

## **ITEM S**

### **Service 800 (Sundays)**

### **Contract: PT/S 31:- (High Wycombe) – Henley – Reading**

(To be awarded for 5 years)

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**Description: -** The above contract (for a Sunday and Public Holiday service) is between the County Council and the operator (Arriva the Shires Ltd), for an hourly daytime operation within the County only. This is from a point east of Henley at Fawley Court to the Reading Borough Boundary at Caversham.

Buses however operate as a through service from High Wycombe to Reading, the section within Buckinghamshire being provided commercially by Arriva since summer 2011 (since the withdrawal of support by Buckinghamshire County Council on that day for the daytime service – they continue to support evening journeys between Henley and Wycombe every night of the week). The operations within Reading do not receive any support on Sundays and are therefore also deemed as commercial.

The company run the 800 service on Monday – Saturdays (supplemented by service 850 via Wargrave) on a wholly commercial basis within Oxfordshire.

**Operator: -** Arriva the Shires Ltd.

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

**Frequency: -** 800 – Hourly

**Towns/Parishes served: -** 4 - Binfield Heath, Eye & Dunsden, Henley, Shiplake

**Alternative services: -**

Henley also has a two-hourly service to Wallingford (service 139) on Sundays  
First Great Western runs an hourly service to the main line at Wargrave for connections to Reading and London.

**Current subsidy per annum: -** £4,659.82

**Ave passengers per annum: -** 9,793 within Oxon (Arriva data)

**Cost per passenger journey: -** £0.47

**Loading breakdown: -** No surveys have been undertaken on this service since a review in 2008.

The above passenger data has been supplied by the operator but is comparable to the 2008 figures obtained from our own surveys. Significantly there appears to have been no substantial increase in usage in Oxfordshire over the past four years despite an increase in Sunday trading.

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**Comments from consultation:-**

*Binfield Heath P.C:- Sunday service appreciated and support retention*

*Eye & Dunsden P.C:- Appreciate service and there is no alternative facility.*

*NFBU: – Services should remain.*

**Prices sought.**

A de minimis proposition has been received from Arriva the Shires to continue the existing level of service. This is detailed in Confidential Annex 2.



**SECTION B: Other contracts elsewhere in County requiring a decision.**

**ITEM 1**

**Service X32** (Mon- Sats)

**Contract: PT/V 34:- Didcot – Chilton** (Didcot – Oxford section is Commercial)

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**Service descriptions: -** X32 Didcot – Harwell – Rowstock – Harwell IBC – Chilton  
Buses continue commercially to/from Oxford via A34.

**Days of operation: -** Mondays to Saturdays  
NOTE: a Sunday and Public Holiday service provided over this route is wholly commercial throughout

**Currently operated by: -** Thames Travel

**Current subsidy: -** £Nil (Final year of declining subsidy agreement).

**Ave passengers per day: -** n/a

**Cost per passenger jny: -** n/a

**Parishes/Towns served: -** 3 – Chilton, Didcot, Harwell.

**Alternative services: -** The Rowstock / Harwell to Didcot section is served by Thames Travel route 32 (Mon-Sat) and route 32A (Sun) (not part of this review – new contracts awarded for these routes from December 2011). Harwell IBC is only served by route 32/X32, but has additional peak journeys on Stagecoach route 34 direct to Abingdon and Oxford and Newbury & District routes 6/6A to the Ilsley's and Newbury.

---

**Prices Sought:-**

**A commercial proposition has been received to operate all of this service (Mon-Sat) based on the current timetable; this is detailed further in Annex 2.**

This contract will therefore cease as from 2<sup>nd</sup> June 2012.

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## **ITEM U**

### **Service 36**

#### **Contract: PT/V 36:- Grove – Milton Park – Didcot**

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**Service descriptions:** - 36 - Wantage – Grove – Steventon – Milton Park – Didcot.  
X36 - Wantage – Rowstock Corner – Harwell – Didcot.

Comprises peak / off-peak 36 service funded entirely by the County Council (although was initially started using Section 106 funding) linking Wantage / Grove with Milton Park and Didcot. Commercial journeys (all X36) are not part of this contract.

**This contract was awarded in December 2011 until June 2012 only to permit potential revisions to the service based upon ongoing developments in the Didcot area**

**Operator:** Thames Travel  
**Days of operation:** - Monday to Friday  
**Frequency:** - Broadly hourly morning and evening peak (hourly commercial off-peak)  
**Parishes served:** - 6 - Wantage, Grove, East Hanney, Steventon, Milton, *Milton Park*, Didcot.

**Alternative services:-**

- Wantage and Grove are already linked with Milton Park and Didcot via Thames Travel service 32. However the journey takes 45 minutes rather than around 25 minutes via service 36, as it operates via the A417 and the Hendreds rather than the quicker route via East Hanney and Steventon.
- Grove and East Hanney have regular services to Abingdon (31) and Oxford (X30/31).
- Steventon is served by route X2 (Daily) which also serves Milton Park.

**Current subsidy per annum:** - £26,165.00 p.a.

**Average passengers per day:** - 49 (2011 data – supported journeys only)

**Cost per passenger journey:** - n/a

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**Prices Sought:-**

**A commercial proposition has been received to operate all of this service (Mon-Fri) based on the current timetable; this is detailed further in Annex 2.**

This contract will therefore cease as from 2<sup>nd</sup> June 2012.

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**ITEM V**

**Service 32** (Mon-Sat)

**Contract: PT/V 35:- Extension of evening journey from Didcot to Wantage**  
(To be awarded for 3 years)

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**Service description: -**

This is a negotiated “de minimis” contract to extend the “commercial” journey at 19.14 from Abingdon to Didcot, onward to Wantage (Market Place) via Harwell IBC. Departs Didcot Parkway Station at 19.46 (Mondays to Saturdays).

This contract was awarded in December 2011 until June 2012 only to permit a review of the usage of this additional journey.

**Operator:** Thames Travel.

**Days of operation:** - Monday to Saturday.

**Frequency:** - 1 single journey.

**Parishes served:** - 7 – Ardington, Didcot, East Hendred, Lockinge, Harwell, and Wantage West Hendred.

**Alternative services:-**

- Wantage has an evening service to/from Abingdon and Oxford on Stagecoach service 31.
- There is a later bus from Didcot to Rowstock Corner only on service X32 at 20.19.
- There are no other evening journeys between Didcot and Wantage after this bus although routes 32B and 32C run between Didcot and Abingdon (daily).

**Current subsidy per annum:** - £4,995.00p.a.

**Average passengers per day:** - n/a

**Cost per passenger journey:** - n/a

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**Prices Sought:-**

A de minimis price has been requested from the current contractor to continue this extension.

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**ITEM W**

**Service 32** (Mon-Fri)

**Contract: PT/V 37:- Diversion of AM peak bus via Ardington.**

(To be awarded for 3 years)

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**Service description: -**

This is a negotiated temporary “de minimis” contract, awarded following concerns after the introduction of the Thames Travel “commercial” 32 service in December 2011, which no longer serves the village of Ardington. This contract is for the diversion of the “commercial” 32 journey at 07.10 from Didcot to Wantage via the village of Ardington at 07.41.

This contract was awarded in December 2011 until June 2012 only, to permit a review of the usage of this additional journey.

**Operator:** Thames Travel  
**Days of operation:** - Monday to Friday  
**Frequency:** - 1 single journey  
**Parishes served:** - 1 – Ardington.

**Alternative services:-**

- None at this time.
- Ardington village is normally served by route A1, off-peak Mondays, Wednesdays and Fridays, Service X47 on Saturdays and service 32A on Sundays. This is the only 32 service journey through Ardington.

**Current subsidy per annum:** - £2,560.00p.a.

**Average passengers per day:** - n/a

**Cost per passenger journey:** - n/a

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**Prices Sought:-**

A de minimis price has been requested from the current contractor to continue this diversion.

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## **ITEM X**

**Service A1** (Mon/Wed/Fri)

**Contract: PT/V 71:- West Hanney – Wantage – Ardington**

(To be awarded for 2 years)

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### **Service description: -**

This is a negotiated temporary “de minimis” contract, awarded following concerns after the introduction of the Thames Travel “commercial” 32 service in December 2011, which no longer serves the villages of Ardington or West Hanney

This contract was awarded in December 2011 until June 2012 only, to permit a review of the usage of this service.

This route additionally serves East and West Lockinge villages which have not been served by Public Transport since 1999.

**Operator:** Oxfordshire County Council, Integrated Transport Unit.

**Days of operation:** - Monday, Wednesdays and Fridays only

**Frequency:-** 5 journeys at hourly intervals (2 hrly to West Hanney – 3 jnys)

**Parishes served:-** 6 – Ardington, East Hanney, Grove, Lockinge, Wantage, West Hanney.

### **Alternative services:-**

- The main road from Ardington to Wantage has an hourly service on route 32 (Mon-Sat), with additional of-peak buses on route X36 (Mon-Fri). There is a two-hourly service on route 32A on Sunday which also serves Ardington village.
- Ardington village is also served by route X47 on Saturdays.
- Wantage has links to Abingdon / Oxford (Daily), Faringdon (Mon-Sat) and Swindon (Saturdays only) plus market day services to Lambourn and Newbury.
- Grove has a regular service to Abingdon / Oxford plus a local town network to/from Wantage.
- East Hanney has regular services to Abingdon and Oxford (Stagecoach services X30/31)(Daily).

**Current subsidy per annum:-** £11,500.00p.a.

**Average passengers per day:-** n/a

**Cost per passenger journey:-** n/a

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### **Prices Sought:-**

PT/V 71A – Existing service

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## **ITEM Y**

**Service 113** (Thursdays only)

**Contract: PT/W 13:- Fulbrook – Burford - Carterton – (Faringdon)**

(To be awarded for 2 years)

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**Description:- Fulbrook – Burford – Carterton – Faringdon**

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

Extension from Carterton to Faringdon was introduced as part of this award in December 2010

This contract has been surrendered prematurely by the successful tenderer – contract awarded 12<sup>th</sup> December 2010 (after an open tender), until 31<sup>st</sup> May 2014. Contract with contractor will now terminate on 2<sup>nd</sup> June 2012.

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

**Days of operation:-** Thursday only

**Frequency;-** Three journeys each way

**Parishes served:-** 9 - Alvescot, Black Bourton, Burford, Carterton, Clanfield, Great Faringdon, Fulbrook, Grafton and Radcot, Shilton.

### **Alternative services**

- Stagecoach service 233 (Milton-under-Wychwood-Witney) serves Burford and Fulbrook
- Swanbrook service 853 (Cheltenham - Witney - Oxford) serves Burford Roundabout: three journeys Mon-Sat in each direction. One e.w. on Sundays.
- Villager also run a shopping journey via Fulbrook and Burford on Wednesdays
- R H Transport service 19 (Carterton-Witney links Broadshires Health Centre with Carterton town centre hourly Mon-Sat.
- Shilton and North-East Carterton have no alternative bus services.
- Alvescot, Black Bourton and Clanfield are also served by route 19 (Witney – Carterton) hourly, Mondays to Saturdays.
- Radcot has no other bus services.
- Faringdon is on the main Swindon – Oxford route 66 daily and also has services to Wantage (Mon-Sat).

**Current subsidy per annum:-** £5,875.46

**Average passengers per day:-** n/a

**Cost per passenger journey:-** n/a

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

In view of the short notice given of the surrender, no consultation was undertaken. No major changes are proposed to current service pending the next full review in 2014.

### **Prices Sought**

PT/W 13A – Existing service (Thursday only) (3 jnys)

PT/W 13B - Reduced service (Thursdays only) 3 trips from Fulbrook, 2 trips from Faringdon).

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**ITEM Z**

**Service 600** (Mon-Fri)

**Contract: PT/O 22:- Thornhill Park & Ride – Churchill Hospital.**

(To be awarded for up to maximum of 4 years)

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**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.

**Operator** O.C.C. Special Services Transport

**Days of operation** Mondays to Friday. Peak periods only

**Frequency** 4 return jnys AM peak, 07.00 – 09.10  
7 return jnys PM peak 15.10 – 19.00

**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, about every 15 – 20 mins Mon-Fri but in one direct only (towards Headington). This route also serves J.R Hospital, Water Eaton P & R and Kidlington.

**Current subsidy per annum: -** £40, 508.80 p.a.

**\*Average passengers per annum: -** n/a

**Cost per passenger journey: -** n/a

This was a temporary arrangement to provide this service pending a major review of the bus services between the Hospitals and Thornhill Park & Ride site, following completion of a substantial expansion of the number of parking spaces available, provided by funding from a Government grant. This work is expected to be completed by the end of the 2012/13 financial year.

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**Comments from consultation:-**

No consultation was undertaken as existing operation will continue unchanged. However there is a regular dialogue between the County Council and stakeholders regarding all of the bus services to the Oxford Radcliffe Hospital Trust sites.

**Prices sought:-**

PT/ O22A – Existing service.

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End.