

CABINET MEMBER FOR TRANSPORT - 2 SEPTEMBER 2010

BUS SERVICE SUBSIDIES

Report by Head of Highways & Transport

Introduction

1. This report and associated Annexes deals with the following which now need decisions to be made by the Committee:-
 - (A) Contract awards following the Review of Subsidised Bus Services in the Witney and Eynsham area, which, if awarded, will be effective from 12 December 2010.
 - (B) Other bus subsidy contracts elsewhere in the County.
2. Background information on items (A) and (B) above is included at Annex 1 together with a summary of the relevant points from the responses received through local consultation. Information relating to the main County Council subsidy contracts is also included at Annex 1 for each service, but in some cases there are wider issues affecting particular contracts, which are discussed in the main body of the report. Section A of Annex 1 deals with services under review in the Witney and Eynsham 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 within 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 September) 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 2 September 2010 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 11 December 2010. The only exception to this may be if a settlement will be left with no other form of public transport. In such cases, I may recommend that existing contract arrangements be extended until June 2011 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 11 December 2010, the effect of any call-in would be to prevent introduction of any replacement contracts, thus resulting in complete withdrawal of the services concerned and a consequent service discontinuity. The 10 January 2006 amendment therefore applies.
9. With regard to that provision, local members and Growth & Infrastructure Scrutiny Committee Members will be advised of the recommended contract awards (as contained in Supplementary Exempt Annex 2) at least one week before the date of this Meeting which will allow them the opportunity to put their comments in writing or arrange to speak at the meeting.
10. The above arrangements are separate from the provisions of the 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 13

September 2010 (the tenth day of the 'cooling-off' period being the preceding Sunday).

Financial Position – Current Year (2010-11)

- 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)	1,697

This figure essentially represents a stand still budget when the annual inflation cost to be applied to existing contracts is taken into account. No decision has been made on the amount available in next year's (2011/12) budget, but given the likelihood of a reduction this may impact on the future of some of the contracts currently under review.

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

Financial Position – Witney and Eynsham Review

- 13. The current annual net cost to the bus subsidy budget of the contracts under review is £600,000. 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 £66,000 annually. Given the significant sums coming from sources other than the bus subsidy budget, significant cost reductions may be necessary to maintain services should the availability of external funding be greatly reduced.
- 14. Following a meeting with the Cabinet Member for Transport during the review, officers were advised that due to current budgetary pressures it would not be possible to explore significant enhancements. It will therefore not be possible to meet requests for, for example, new evening and Sunday services, although many such requests were received during the consultation exercise. However, it may be possible to meet one or two requests for new services provided by small diversions, extensions or additional journeys at minimal additional cost.

Contract Numbering

15. 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 Witney and Eynsham area

Background

16. Subsidised bus services in the Witney and Eynsham area are due for review and tenders have been invited for new contracts to run from 12 December 2010 until 7 June 2014 (unless stated otherwise). Contract length is reduced from the standard four-year duration to three-and-a-half years as a result of revisions to the area review schedule for subsidised bus services and the gradual phasing-in of six-year contracts to replace four-year contracts. 13 contracts are currently operating in this area and are included in this review. In addition, three contracts awarded in the Chipping Norton review from December 2008 were awarded on the proviso that a mid-term review of patronage be undertaken: these have also been considered at this time. One other contract serving the Didcot and Wallingford area is also due for consideration for similar reasons, and all four of these contracts are dealt with separately in section B of this report.
17. 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 West Oxfordshire District Council, Vale of White Horse District Council, Oxford City Council, Gloucestershire County Council, Swindon Borough 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. Views were also received from private individuals and other representative bodies via Oxfordshire County Council's online Consultation Portal. Comments received from consultees, including any particular requests for new services or variations to existing routes, are summarised under the respective contract headings in Supplementary Annex 1.
18. A response rate of around 50% 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 Community Transport Adviser at Oxfordshire Rural Community Council. Some made suggestions for additional journeys or

variations to services, although it was made clear at the beginning 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

19. 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 Gloucestershire County Council and Swindon Borough Council administrative areas
 - (d) Home to School Transport: continued contribution to contracts under review
 - (e) Tendering of railbus services on behalf of the Rail Development Team
- (a) – Wholly or partial commercial declarations by existing operators, and subsequent de minimis prices sought**
20. 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

Indications were received from Stagecoach that commercial declarations were likely on service 11 (Contract PT/W11: Oxford to Witney via Hanborough Monday to Saturday) and service 242 (Contract PT/W28: Woodstock to Witney via Hanborough Monday to Saturday). However, these declarations were withdrawn shortly before the tendering process for this review commenced and tenders were therefore invited for each route in full.

21. 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

22. Previous reviews have usefully employed 'de minimis' contracts as a means of securing enhancements or extensions to existing commercial services by negotiation with the incumbent operator, without the need to tender

competitively. However, the value of 'de minimis' contract awards should not exceed a threshold of around 25% of the total bus subsidy budget: the current value of these contracts is at this threshold and, therefore, all contract awards recommended as a result of this review will necessarily have been procured by competitive tender.

(c) – Cross-boundary services

23. A single Oxfordshire-administered contract in this review currently operates into Gloucestershire (contract PT/W10 (Item D) – service 64 Carterton-Lechlade-Swindon Monday to Saturday). Currently this service receives a financial contribution from Gloucestershire County Council for a peak hour service between Lechlade and Swindon and a shoppers' service between St John's Priory Caravan Park (located just outside Lechlade) and Swindon.
24. Officers have been in discussions with their counterparts at Gloucestershire regarding their future financial commitment to this service should a further contract be awarded. At the time of writing no confirmation had been received.
25. In addition, a further contribution is received from Swindon Borough Council for this service to operate via the Lower Stratton, Elgin and Gorse Hill areas of Swindon, which are otherwise unserved by regular bus services. The current level of financial input is 6.9% of the gross contract cost for service 64, but again at the time of writing no confirmation of future financial commitment had been received from officers at Swindon Borough Council.
26. The ongoing contributions from Gloucestershire and Swindon Borough Council towards the contract as a whole are significant in terms of ensuring the continued viability of the entire service. Officers' recommendations for the future of this service are detailed in Supplementary Exempt Annex 2, along with the details of the future financial contributions of the neighbouring authorities.

(d) – Home-to-School Transport – continued contribution to contracts under review

27. Currently a single service (contract PT/W6 (Item G) – service 233: Milton-under-Wychwood-Burford-Witney Monday to Saturday) attracts a contribution of around £39,000 from the Home-to-School Transport budget for transport of students attending Burford School, largely from the villages of Milton-under-Wychwood and Shipton-under-Wychwood. This contribution accounts for over 50% of the total contract value, which would fall entirely to the bus subsidy budget if not continued. A double-deck vehicle is currently required to transport the high numbers of students travelling (around 70 according to surveys), but a vehicle of this type is specified in the contract for the service, and as a result is encompassed in any contract prices that are submitted.
28. Officers from Home-to-School Transport have indicated that they wish the current arrangement to continue, although it has been implied that the

maximum contribution to the contract may be reduced in order to assist with achieving savings on the Home-to-School transport budget. As a result tenders for continued operation of service 233 have included the continued provision of a large-capacity vehicle for journeys to and from Burford School. The financial implications of any future contribution from the Home-to-School transport budget for this contract are included under Item G of Supplementary Exempt Annex 2.

29. Following discussions with the Home-to-School transport team, this arrangement is the only formal one that their officers wish to pursue in this review area. However, one or two informal arrangements are likely 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: details of their responses are contained in paragraphs 37 to 39 below.

(e) – Tendering of railbus services on behalf of the Rail Development Team

30. During the review, officers from the Bus Services Team were asked by the Rail Development Officer to incorporate the procurement of two potential Railbus services in their tendering exercise. This followed detailed discussions with First Great Western about maximising the benefits from Network Rail's £67 million redoubling scheme, due to be completed in summer 2011. First Great Western is keen to boost leisure use of the line and has already met with potential beneficiaries to consider extensive promotion of these new links. The Railbus services proposed would respectively link Ascott-under-Wychwood Station with Burford and the Cotswold Wildlife Park (service B1: contract PT/W22) and Hanborough Station with Blenheim Palace (service H1: contract PT/W23), and would be designed to connect with improved train services on the Cotswold Line.
31. At Ascott-under-Wychwood the provision of a connecting bus service to Burford is a pre-requisite for extra trains to call at this station and infrastructure is being built to facilitate them as part of the Network Rail scheme. Together, these two new services would improve sustainable access to Blenheim Palace, Burford and the Cotswold Wildlife Park from London and the Thames Valley, including Oxford and Oxfordshire. Contracts for both services, if awarded, would commence in May 2011 and operate until December 2012 initially, when they would be reviewed alongside the existing Railbus services at Charlbury and Kingham stations. They would be funded independently from the Bus Subsidy Budget by First Great Western should tender prices be deemed acceptable.
32. As both services are entirely new, no details are included in Supplementary Annex 1: however, details of prices received are included in Section C of Supplementary Exempt Annex 2.

Identification of flows of non-entitled schoolchildren

33. 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.
34. As in previous reviews, officers have contacted 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 may be possible to benefit more children than are currently carried. This exercise yielded responses from Bladon Primary School and Marlborough School informing officers of a likely increase in the number of schoolchildren travelling from Bladon to Woodstock on service 242 (contract PT/W28 (Item H) – service 242 Woodstock-Hanborough-Witney Monday to Saturday) from September 2010. The morning school journey is already busy and the headteachers at each school were concerned that children may be left behind as a result.
35. Officers speculatively advised Heyfordian Travel, the current operator of the 'Woodstock Wanderer' bus service that there may be a commercial opportunity to carry these additional passengers from Bladon to Woodstock with the vehicle used to operate this bus service (which does not commence until 0900). Following deliberations the operator responded positively and has undertaken to transport schoolchildren from Heath Lane and the A4095 in Bladon to Marlborough School on a commercial basis in the morning only. Unfortunately the vehicle is not available in the afternoon and schoolchildren will need to rely on the 242 journey that is diverted to serve the school, but the fact that this journey starts at Marlborough School and appears to be sparsely used by other passengers means that capacity issues should be limited.

Developer Funding – Section 106 Agreements

36. 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 Supplementary Exempt Annex 2.

Publicity

37. In order to assist the travelling public a publicity leaflet will be produced containing all the new bus service timetables in the review area, along with other commercial services and those not under review. It is anticipated that this will be distributed locally and carried on board the current buses serving this area. This will assist with the challenge of keeping passengers informed of changes to operational arrangements resulting from the review. Previous publicity of this type has attracted favourable comment.

Contract Costs

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

Use of County Council owned vehicles

39. Officers have explored the potential for use of the Integrated Transport Unit (ITU) vehicle fleet to operate one particular contract currently under review (contract PT/W12 (Item E) – service 113 Fulbrook-Burford-Carterton: Thursday only) in return for subsidy payments. Vehicles from the ITU fleet sometimes have spare capacity between mid-morning and mid-afternoon, and as a result could potentially be deployed on this subsidised bus contract providing that the timetable is deemed suitable by the Fleet Operations Manager and the vehicle to be utilised provides the necessary seating capacity. No other contracts were deemed suitable for similar exploration as most under review operate from early in the morning until evening.
40. Although initial discussions were positive, the timing constraints mentioned above meant that the service would have to commence significantly later and finish earlier than was desirable. Once the scheduling implications became apparent, officers therefore decided not to pursue this option further.

Contributions towards timetabled Community Transport operations

41. Villager Community Minibus operates four contracts currently under review (Contracts PT/W14, PT/W15, PT/W18 and PT/W19: Item J): these all provide single weekly return trips from villages in West Oxfordshire to Witney. Many of the villages served have little or no other public transport to Witney or elsewhere, and all the contracts are awarded on a 'de minimis' basis without going to competitive tender.
42. As part of this review, officers intend to simplify the administrative arrangements for these services by converting the individual contracts to a single annual grant, hopefully with mutual administrative benefits for officers within the Bus Services Team and Villager Community Minibus alike. It is likely that no other operator would be able to provide the journeys concerned at lower cost, meaning that there will never be any need to tender these contracts competitively. Additionally, as Villager is a community bus service staffed by volunteer drivers it seems more appropriate that they are awarded an annual grant for provision of services to the villages they serve rather than continually re-awarding individual conventional contracts of minimal value.
43. Details of officers' recommendations relating to the four contracts operated by Villager Community Minibus are contained in item J of Supplementary Exempt Annex 2.

Consultation During Review

44. Extensive consultation has been carried out during the course of this review and around half of those parishes consulted responded. A brief summary of all the comments received is set out at Annex 1 under their respective contracts. In addition, public meetings were held in Witney in June 2010 to which all consultees were invited and at which various proposals were outlined and comments received.
45. This is the first review which has utilised Oxfordshire County Council's Consultation Portal as a means of attracting comments from local residents. In practice many comments reflected those of other consultees or simply asked that a bus service should be retained: for clarity, individual comments have not been included in Annex 1 where this is the case, but officers have taken on board any such responses.

B. Contracts for Subsidised Bus Services Elsewhere**RH Transport service X9 (contract PT/W45): Witney-Chipping Norton Friday and Saturday evenings (item K)**

46. A four-year contract was awarded for this experimental service in October 2008 following the Chipping Norton area review subject to an internal 'mini-review' of patronage after two years of operation. Officers have conducted this 'mini-review' in parallel with the main Witney area review and recommendations are contained in Supplementary Exempt Annex 2.

RH Transport service X8 (contract PT/W50): 'Kingham Railbus': extension from Kingham Station to the Wychwoods (item L)

47. A four-year contract was awarded for this experimental extension to the existing 'Kingham Railbus' service following the Chipping Norton area review subject to an internal 'mini-review' of patronage after two years of operation. Officers have conducted this 'mini-review' in parallel with the main Witney area review and recommendations are contained in Supplementary Exempt Annex 2.

Stagecoach service 233 (Contract PT/W44): Witney-Burford-Kingham Station-Chipping Norton (Item M)

48. A two-year contract was awarded for this new Sunday and Bank Holiday service following the Chipping Norton area review subject to an internal 'mini-review' of patronage after two years of operation with a further two-year award to the current operator dependent upon the outcome of this review. Officers have conducted this 'mini-review' in parallel with the main Witney area review and recommendations are contained in Supplementary Exempt Annex 2.

Thames Travel service 130 (Contract PT/S63): Friday and Saturday evening service plus additional Saturday afternoon journey (item N)

49. A four-year contract was awarded for this experimental contract which commenced in June 2008 subject to an internal 'mini-review' of patronage after two years of operation. Officers have conducted this 'mini-review' in parallel with the main Witney area review and recommendations are contained in Supplementary Exempt Annex 2.

How the project supports LTP2 objectives

50. The 'Accession' system is able to provide a detailed accessibility study for the area under review. An 'Accession' run conducted early in the review highlighted that most villages had good accessibility to the main centre (in this case Witney), with one or two exceptions. Officers will give a provisional indication in Supplementary Exempt Annex 2 of those service options which, if agreed, would have either a significant positive or negative effect on accessibility in the review area.

Financial and Staff Implications

51. 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

52. 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 an officer recommended option and suggested course of action (including the cost of the recommended option). This section will also highlight the likely consequences of proceeding with the award of this recommended option (for example parishes left unserved or known passenger flows displaced). This is followed by a summary of all the other options/prices sought and the cost and likely effect of awarding these options (and which may be awarded by the Cabinet Member for Transport in lieu of the officer recommended option if he so wishes).

RECOMMENDATION

53. **The Cabinet Member for Transport is RECOMMENDED to:**
- (a) **Make his 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 his opinion the decisions made in (a) above are urgent in that any delay likely to be caused by the call in process**

would result in service discontinuity and in accordance with the requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process;

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): Witney and Eynsham area review

August 2010

Witney Area Review – December 2010

A: Contracts under review in Witney area

ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
A	11	W11	Witney – Freeland – Oxford	Mon-Sat	Stagecoach	2
B	18 18A	W2	Bampton – Oxford	Mon-Sat	Stagecoach	3
C	19	W5	Witney – Bampton – Carterton Carterton – Shilton Park	Mon-Sat	Stagecoach	4
D	64	W10	Carterton – Swindon	Mon-Sat	Stagecoach	5
E	113	W12	Fulbrook – Carterton	Thurs only	RH Transport	6
F	213 214 215	W3	Witney town services	Mon-Sat	Stagecoach	7
G	233	W6	Milton under Wychwood – Witney	Mon-Sat	Stagecoach	8
H	242	W28	Woodstock – Witney	Mon-Sat	Stagecoach	9
I	X15 *	W21	Standlake – Witney	Mon-Sat	RH Transport	10
J	20 24 21 14	W14 W15 W18 W19	Swinbrook – Witney Ascott – Witney Idbury – Witney Leafield – Witney	Thurs only Thurs only Weds only Tue only	Villager	11

B: Contracts elsewhere under review

ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
K	X9 *	W45	Witney – Chipping Norton evenings	Fri/Sat	RH Transport	12
L	X8	W50	Kingham Railbus: extension from Kingham Station to Wychwoods	Mon-Sat	RH Transport	13
M	233	W44	Witney – Burford – Kingham – (Chipping Norton)	Sun/Bank Hols	Stagecoach	14
N	130 *	S63	Wallingford – Didcot evenings	Fri-Sat	Thames Travel	15

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

Contracts in section B were awarded in December 2008 with a ‘mini-review’ of patronage to be conducted during 2010: a further two year contract extension is to be awarded dependent on the outcome of this review.

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.

A: Contracts under review in Witney area**ITEM A****Service 11****Contract W11: Witney – Freeland – Oxford**

Hourly service declared non-commercial by the operator prior to last review four years ago.

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Hourly
Parishes served	[Cumnor], Eynsham, Hanborough, Freeland, Oxford City, North Hinksey, North Leigh, Witney

Alternative services

- Stagecoach service 242 (contract W28 - Woodstock – Witney: q.v) also serves Hanborough, Freeland, North Leigh and Witney
- Stagecoach S1 Witney – Oxford also serves Eynsham, North Hinksey and Oxford City up to every 10 minutes daily

Church Hanborough has no alternative bus service at any time, and Freeland has no alternative off-peak bus service.

Current subsidy per annum £154,660 (combined with contract W28: q.v)

Average passengers per day	Mon-Fri: 368 Sat: 221 (Excludes passengers travelling wholly between Eynsham & Oxford)
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Cost per passenger journey	Mon-Fri: £0.48 Sat: £0.80 Overall: £0.52 (All figures using individual contract value)
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Comments from consultation***Cumnor***

Retain: useful for people travelling to destinations between Eynsham and Witney

Freeland

Do not wish to change at Eynsham. Evening service to Witney requested.

Hanborough

Request evening/Sunday/Bank Holiday service

Do not support routing of 11 away from Church Hanborough to enhance Hanborough Station service

Improve peak hour service to Witney/Oxford

Morning timings not ideal.

Connect with trains?

Madley Park Residents Association:

Divert 11 via Madley Park.

Evening 11 Freeland-Witney.

North Leigh (Transport Needs Study):

Looks to Hanborough and Witney for GP appointments.

Request for 'rail-link' service to Hanborough.

Request for service via East End.

Comments on evening peak buses which terminate at Freeland to get back to Oxford. Could these somehow continue to North Leigh (or adjust 242 to connect at Hanborough/Freeland)?

Requests for /evening/ Sunday/Bank Holiday services

OCC Consultation Portal

11 via Madley Park/more peak journeys

Witney PTR:

Route 11 via Madley Park (peak and off-peak): ***reflected in many other individual responses***

Not support termination of 11/18 at Eynsham

Prices sought

PT/W11A – Current level of service with peak journeys operating via Madley Park

PT/W11B – Broadly current level of peak service with two hourly off-peak service

ITEM B**Services 18/18A****Contract W2: Bampton – Standlake – Oxford (plus single afternoon round trip to Witney via service 18A)**

Offers guaranteed connections with service 19 at Bampton (contract W5) for travel to/from Clanfield and Alvescot.

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	18: Hourly, with single afternoon gap in service 18A: One afternoon return journey
Parishes served	Oxford City, Cassington, Eynsham, Stanton Harcourt, Northmoor, Standlake, Aston Cote Shifford & Chimney, Ducklington, Witney, Bampton, Clanfield

Alternative services

- Stagecoach Service 19 (Contract W5 - Witney – Bampton – Carterton: q.v) serves Aston, Ducklington, Witney, Bampton and Clanfield
- RH Transport Service X15 (Contract W21 - Standlake-Witney: q.v) serves Standlake and Witney two-hourly Monday to Saturday
- Stagecoach Service S1 (Witney – Oxford) links Eynsham and Oxford up to every 10 minutes daily

Stanton Harcourt, Sutton, Northmoor and Bablockhythe each have no alternative bus service.

Current subsidy per annum	£250,555 (combined with contracts W5 and W8)
Average passengers per day	157 (Excludes passengers travelling wholly between Eynsham and Oxford)
Cost per passenger journey	£2.26 (Using individual contract value)

Comments from consultation***Bampton (Transport Needs Survey)***

General request for evening/Sunday services.

Several requests for service to Faringdon.

Fill a.m peak gap.

Omitting Northmoor/Bablockhythe may make service more attractive.

Brighthampton

Request for direct bus to Witney/Oxford

Bus Users UK

Regularise 18 and 19 timetables

Introduce Stanton Harcourt-Witney service via Sutton/South Leigh

Cassington

Divert 18 to serve Red Lion (terminate at Standlake to create extra time?)

Route via Yarnton and Cassington instead of via A40

Retime from Oxford to avoid 'clash' with S2

Eynsham (Transport Needs Study)

Many respondents are using 11 and 18 for travel to Oxford.

Several requests for 'staggering' of 11/18/S1 times

Standlake

Maintain X15/18 as is.

Sort out 'confusion' over stops in Aston (18 vs 18A)

Witney

Reduce to two-hourly?

'Eynsham-Bampton shuttle' with changes at either end?

CMDT12E

Prices Sought

PT/W2A – Existing service (broadly hourly) with one afternoon return journey extended to/from Witney

PT/W2B – Simplified hourly service with service to Bablockhythe/Northmoor reduced to two-hourly and afternoon trip to/from Witney withdrawn (journey can still be made by change of bus at Bampton)

PT/W2C – Two-hourly peak/off-peak service

ITEM C

Service 19

Contract W5: Witney – Bampton – Carterton

Offers guaranteed connections with service 18 at Bampton (contract W2) for onward travel to Standlake/Eynsham/Oxford.

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Hourly
Parishes served	Carterton, Alvescot, Black Bourton, Clanfield, Bampton, Aston Cote Shifford & Chimney, Ducklington, Witney

Alternative services

- Stagecoach Service 18 (Contract W2 - Bampton – Oxford: q.v) serves Bampton and Aston, and also extends to Clanfield in peak hours
- Stagecoach Service 18A (Contract W2 - Oxford – Witney: q.v) serves Ducklington
- Stagecoach Service X15 (Contract W21 - Standlake-Witney: q.v) serves Standlake and Witney two-hourly Monday to Saturday

There are no alternative services to Alvescot or Black Bourton

Current subsidy per annum	£250,555 (combined with contracts W2 and W8)
Average passengers per day	272
Cost per passenger journey	£1.72 (Using individual contract value)

Comments from consultation

Bampton (Transport Needs Survey)

General request for evening/Sunday services
Increase 19 frequency, connect with S1/S2 at Witney?

Brighthampton

Request for direct bus to Witney/Oxford

BUUK

Regularise 18 and 19 timetables

Carterton

Little peak use. Reduce to Thursday only if cuts necessary.

Ducklington

Retain daytime service, with evening service on some days if possible.

Witney PTR

Reduce am peak journeys to Carterton: 2 to 1?
Route via Milestone Road giving hourly service?

Prices Sought

- PT/W5A – Existing broadly hourly peak/off-peak service
- PT/W5B – Existing broadly hourly peak/off-peak service with shoppers service via Brighthampton
- PT/W5C – Revised broadly hourly peak/off-peak service with most journeys via Brighthampton
- PT/W5D – Revised hourly service with with shoppers service via Brighthampton

ITEM D

Service 64

Contract W10: Carterton – Swindon

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Two-hourly
Parishes served	Witney, [Minster Lovell], Curbridge and Lew, Carterton, [Alvescot], Kencot, Filkins, Langford, Broadwell, Little Faringdon, Buscot, Coleshill

Alternative services

- Faringdon Community Bus 63 shopping journey to Faringdon serving Buscot and Coleshill on Tuesday was withdrawn June 2010 with no adverse reaction.
- There are no alternative services to Kencot, Filkins, Langford or Little Faringdon
- Gloucestershire C.C contributes towards peak journeys from Lechlade to Swindon (officers awaiting confirmation of future potential contributions)
- Swindon B.C contributes towards route in/out of Swindon via Gorse Hill, Elgin and Lower Stratton, (officers awaiting confirmation of future potential contributions)

Current subsidy per annum	£33,640 (+ £15,143 contribution from Gloucestershire County Council and £3,616 from Swindon Borough Council)
Average passengers per day	98 (excludes non-Oxfordshire passengers)
Cost per passenger journey	£1.13 (excludes external contributions)

Comments from consultation

Broadwell/Filkins/Langford

Retain service (Langford also requests evening journeys)

BUUK

Increase to hourly by enhancement of Stagecoach services S1/S2

Carterton

Retain but reduce to one daily return trip if necessary.

Coleshill

Retain daily 64 diversion

Witney

Run on to Shilton/Cotswold Wildlife Park (omit Broadshires Health Centre/Milestone Road)

Prices Sought

PT/W10A – Existing two-hourly service

PT/W10B – Off-peak service only

PT/W10C – Reduced off-peak service

ITEM E

Service 113

Contract W12: Fulbrook – Burford – Carterton

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

Operator	RH Transport
Days of operation	Thursday only
Frequency	Three journeys to Carterton (two a.m, one p.m), one back with 'infill' town journeys
Parishes served	Carterton, Shilton, Burford, Fulbrook

Alternative services

- Stagecoach service 233 (Contract W10 - Milton-under-Wychwood-Witney: q.v) serves Burford and Fulbrook
- Swanbrook service 853 (Cheltenham - Witney - Oxford) serves Burford Roundabout: three journeys Mon-Sat in each direction
- Villager also run a shopping journey via Fulbrook and Burford on Wednesdays
- Stagecoach 19 (Contract W5 – Carterton-Witney: q.v) links Broadshires Health Centre with Carterton town centre hourly Mon-Sat

Shilton and North-East Carterton have no alternative bus services.

Current subsidy per annum	£6,816
Average passengers per day	37
Cost per passenger journey	£3.56

Comments from consultation

BUUK

Support daily 113 (omitting Shilton) and via Cotswold Wildlife Park on Saturday, extended to Shipton/Burford Support hourly Faringdon-Clanfield-Carterton or Faringdon and Burford *via* Clanfield, Carterton and Cotswold Wildlife Park

Carterton

Retain, but reduce to one round trip.

Fulbrook

Not well used, but may be more so if frequency enhanced

Prices Sought

- PT/W12A – Existing service (Thursday only)
- PT/W12B – Revised service (Tuesday and Thursday)
- PT/W12C – Revised service (Monday to Friday)

- PT/W13A – Thursday only service extended to Faringdon
- PT/W13B – Tuesday and Thursday service extended to Faringdon
- PT/W13C – Monday to Friday service extended to Faringdon

ITEM F

Service 213: Town Centre-Farmers Close-Madley Park-Cogges Estate-Town Centre
Service 214: Town Centre-Cogges Estate-Madley Park-Farmers Close-Town Centre
Service 215: Town Centre-Apley Way-Springfield Oval-Town Centre
Contract W3 – Witney Town Services

Operator Stagecoach
Days of operation Monday to Saturday
Frequency Broadly hourly
Parishes served Witney

Alternative services There are no alternative services between Witney and the estates served by these routes, although other services may pass them on nearby main roads

Current subsidy per annum £63,255

Average passengers per day 213/214: 122
 215: 99
 Total: 221

Cost per passenger journey £0.94

Comments from consultation

Madley Park Residents Association:

Earlier arrival in Witney on Mondays-Fridays. Run a 214 from town before 0900 instead of a 215 to get passengers from Cogges, Madley Park, Quarry Road etc. into town before 1000. At the very least, the 0825 Saturdays only to run in school holidays as well (HS). Run from Madley Park to Cogges (some children travelling to Blake School)?

Reduce the gap of over two hours in the afternoon service M-F (two 215s in this period)

Later bus home than 1745.

Early morning bus (0822 at Madley Park) to serve Cogges (Manor Road).

Witney

No changes suggested unless 233 withdrawn from Deer Park. May need to evolve as town expands.

Prices Sought

PT/W3A – Existing level of service (broadly hourly peak and off-peak)

PT/W3B – Existing level of service (broadly hourly peak and off-peak) but omitting afternoon school journey

PT/W3C – Off-peak only service

ITEM G**Service 233****Contract W6: Milton under Wychwood – Witney**

Certain journeys operate through to Oxford as part of route S1. This contract is currently combined with a Home to School contract and carries pupils to Burford School from Milton and Shipton: the school journey is run as a public service.

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Generally every 90 minutes
Parishes served	Witney, [Curbridge], Minster Lovell, [Asthall], [Swinbrook], Burford, Fulbrook, Shipton-under-Wychwood, Ascott-under-Wychwood, Milton-under-Wychwood

Alternative services

- Swanbrook service 853 (Cheltenham - Witney - Oxford) serves Burford Roundabout and Minster Lovell, three journeys daily in each direction
- Stagecoach service S2 (Carterton – Witney – Oxford) serves Minster Lovell every 30 minutes Monday to Saturday
- RH Transport service 113 (Fulbrook – Carterton - Contract W12: q.v) serves Fulbrook and Burford Thursday only
- Pulhams 806 Thursday shopping journey to Banbury serves Ascott, Shipton and Milton under Wychwood
- Pulhams 811 Saturday shopping journey to Cheltenham serves Ascott, Shipton and Milton under Wychwood
- RH Transport C1 Charlbury Taxibus links Ascott and Shipton-under-Wychwood with Charlbury (peak only)
- RH Transport X8 links Ascott, Shipton and Milton-under-Wychwood with Chipping Norton
- Villager also run shopping journeys via Ascott, Shipton and Milton-under-Wychwood, Fulbrook and Burford on various weekdays

The Deer Park area of Witney has no alternative bus service.

Current subsidy per annum	£34,640 (plus £39,085 contribution from Home-to-School transport budget for carriage of students from Milton and Shipton to Burford School)
Average passengers per day	155 (excludes students)
Cost per passenger journey	£0.73 (Excludes pax travelling wholly between Witney and Minster Lovell, also excludes Burford schoolchildren)

Comments from consultation***BUUK***

Regularise/enhance to hourly 233, and run via Ascott, Leafield and Crawley (covering Witney-Burford by extension of S2?)

Fulbrook

Retain service/introduce evening service

Milton-u-Wychwood

Retain service (petition)

Minster Lovell

Request for evening service

Shipton-u-Wychwood (Transport Needs Study):

Request for evening services to Witney/Oxford (esp. Friday/Saturday)

Request for more buses to Banbury/Cheltenham

Several requests for direct buses to Oxford

Witney

Hourly service would entail route changes (omit Deer Park?). Would create gaps elsewhere so maybe best left. Alternatively run in loop via A424 (either single direction or alternate directions/alternate hours). Extend to Bourton with Gloucestershire subsidy?

Prices Sought

Service 233

- PT/W6A – Current level of service (broadly every 90 minutes peak/off-peak) with school journeys to/from Burford School
- PT/W6B – Hourly service operating a one-way loop between Burford and the Wychwoods and omitting Deer Park off-peak
- PT/W6C – Hourly service operating an alternate clockwise/anticlockwise loop between Burford and The Wychwoods and omitting Deer Park

New service 232 (combining services 233 and 242)

- PT/W29A – A broadly hourly peak and off-peak service from Burford/The Wychwoods to Witney and Woodstock with alternate journeys terminating at Burford
- PT/W29B – A broadly hourly peak and off-peak service from Burford/The Wychwoods to Witney and Woodstock with most journeys running beyond Burford to the Wychwoods

ITEM H**Service 242****Contract W28: Witney – Long Hanborough – Bladon – Woodstock**

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Hourly
Parishes served	Woodstock, Blenheim, Bladon, Hanborough, Freeland, North Leigh, [Hailey], Witney

Alternative services

- Stagecoach service 11 (Contract W11-Witney – Freeland – Oxford: q.v) also serves Hanborough, Freeland, North Leigh and Witney
- Stagecoach service S3 (Chipping Norton – Woodstock – Oxford) also serves Woodstock every 30 minutes off-peak and every 10 minutes (peak)
- Heyfordian service 242 (Bladon (Heath Lane) – Woodstock) also serves Bladon and Woodstock: single a.m daily return trip Monday to Friday
- Prior to withdrawal in June 2010, RH Transport service 218 (Woodstock - Bladon – Oxford) served Woodstock and Bladon: one return journey Wednesday, Thursday and Friday.
- New Yatt has no other bus service
- North Leigh (Windmill Road) has no other bus service

Current subsidy per annum £154,660 (combined with contract W11)

Average passengers per day 182

Cost per passenger journey £1.81 (using individual contract price)

Comments from consultation***Bladon***

Capacity issue on a.m peak 'school bus'. No significant changes desired, though minor retimings to early a.m arrival in Woodstock (to improve connection to Oxford) desirable. Informal connection at Hanborough should be maintained).

Freeland

Maintain through service to Oxford
Introduce evening service to Witney

Hanborough

Request evening/Sunday/Bank Holiday service
Improve peak hour service to Witney/Oxford
Morning timings not ideal.
Connect with trains?
Requests for service to Kidlington

Marlborough School

Require additional capacity for schoolchildren from Bladon

North Leigh (Transport Needs Study)

Looks to Hanborough and Witney for GP appointments.
Request for 'rail-link' service to Hanborough (also requested by Rail Development team).
Request for service via East End
Comments on evening peak buses which terminate at Freeland to get back to Oxford. Could these somehow continue to North Leigh (or adjust 242 to connect at Hanborough/Freeland)?
Requests for /evening/ Sunday/Bank Holiday services

Witney

Continue to serve New Yatt
Promote as 'rail link' service?

Prices Sought

Service 242

PT/W28A – A broadly hourly peak and off-peak service – existing timetable

PT/W28B – A broadly hourly peak and off-peak service – revised late afternoon/early evening times

PT/W28C – Revised hourly service with alternate journeys via Madley Park and New Yatt

New service 232 (combining services 242 and 233)

PT/W29A – A broadly hourly peak and off-peak service from Burford/The Wychwoods to Witney and Woodstock with alternate journeys terminating at Burford

PT/W29B – A broadly hourly peak and off-peak service from Burford/The Wychwoods to Witney and Woodstock with most journeys running beyond Burford to the Wychwoods

ITEM I**Service X15****Contract W21: Witney – Standlake (continues to Southmoor and Abingdon without subsidy)**

This contract provides 'top-up' subsidy to enhance the commercial X15 service between Standlake and Witney.

Operator	RH Transport
Days of operation	Monday to Saturday
Frequency	Broadly two-hourly off-peak, hourly peak.
Parishes served	Witney, Ducklington, Hardwick with Yelford, Standlake

Alternative services

Alternative direct services between Standlake and Witney are available via Stagecoach service 18A (single daily afternoon round trip). Additionally the journey can be made with a change of bus at Bampton (services 18/19), but the journey takes around 40 minutes.

Current subsidy per annum	£46,834
Average passengers per day	53.75 (excludes identifiable College students, and includes all passengers boarding in Witney Town Centre-Standlake section and travelling in either direction)
Cost per passenger journey	£2.82

Comments from consultation***Standlake***

Maintain X15/18 as is

Witney

Could include Ducklington/Longworth, but timetable too tight at present

Prices Sought

PT/W21A – Five return journeys including peak hours (current level of service)

PT/W21B – Four return journeys (off peak only)

PT/W21C – Four return journeys including peak hours

PT/W21D – Three return journeys (off peak only)

ITEM J**Services 14, 20, 21 and 24****Contracts W14, W15, W18, W19****Various shopping services to Witney from north-west Oxfordshire**

Villager hold a number of de-minimis contracts to add specific villages to their routes.

Operator	Villager Community Bus
Days of operation	14: Tuesday only <i>Asthall-Asthall Leigh-Leafield-Crawley-Witney</i> 20: Thursday a.m only <i>Kingham-Shipton-Leafield-Crawley-Minster Lovell-South Leigh-Witney</i> 21: Wednesday only <i>Idbury-Fifield-Taynton-Fulbrook-Burford-Swinbrook-Asthall-Asthall Leigh-Fordwells-Leafield-Crawley-Witney</i> 24: Thursday p.m only <i>Swinbrook-Asthall-Asthall Leigh-Fordwells-Leafield-Minster Lovell-Ascott-Witney</i>
Frequency	One return journey on each route
Parishes served	18 (Witney, Minster Lovell, Crawley, Swinbrook, Asthall, Leafield, Ascott-under-Wychwood, Shipton-under-Wychwood, Milton-under-Wychwood, Taynton, Fifield, Idbury, Chipping Norton, Lyneham, Sarsden, Cornwell, Churchill, Kingham, Burford, Fulbrook, South Leigh)
Alternative services	
All villages have other more frequent alternative services to either Witney or Chipping Norton except Asthall, Swinbrook, Taynton, Sarsden and South Leigh which have no other bus services.	
Current subsidy per annum	Service 14 (Contract W19): £1,249 Service 20 (Contract W14): £2,612 Service 21 (Contract W18): £2,045 Service 24 (Contract W15): £1,079
Average passengers per day	Service 14: 4.75 Service 20: 21 Service 21: 21 Service 24: 3.5
Cost per passenger journey	Service 14: £5.09 Service 20: £0.98 Service 21: £1.85 Service 24: £3.06

Comments from consultation***South Leigh***

Retain Villager Thursday service despite low usage

Witney

Support maintenance of Villager network, and removal of unnecessary stops (eg Shipton, Burford)

Prices Sought

These contracts were all awarded as 'de minimis' contracts in 2006. Given their extremely low total value and the minimal likelihood of other operators wishing to tender for these routes, they have not been made available for competitive tender. Officers are in discussions with the operator over converting these individual contracts to a single annual grant payment for provision of services to places with little or no alternative transport in West Oxfordshire: details are reported in Confidential Annex 2.

B: Contracts elsewhere under review**ITEM K****Service X9****Contract W45: Chipping Norton-Charlbury-Witney**

Experimental Friday and Saturday evening service

Operator	RH Transport
Days of operation	Friday and Saturday evening
Frequency	Two return trips
Parishes served	Witney, Hailey, Ramsden, Finstock, Charlbury, Chadlington, Spelsbury, Chipping Norton

Alternative services

No alternative evening services link the places served.

Current subsidy per annum	£10,400
Average passengers per day	13 (16 Friday, 10 Saturday)
Cost per passenger journey	£7.80

Comments from consultation

This contract has been the subject of a 'mini-review' of patronage: as such a full public consultation was not conducted. However, the views of County Councillors for divisions served by this contract have been sought: no comments were received.

Prices Sought

This contract was awarded for four years, but with subsidy for the second two-year contractual period to be awarded dependent on the outcome of a mini-review of patronage during 2010: no tendering exercise has therefore been conducted. In the event of continued subsidy being granted, the existing contract price will be maintained for the next two years.

ITEM L**Service X8****Contract W50: Chipping Norton-Kingham-Fifield-Milton-Shipton-Ascott**

Experimental off-peak extension of 'Kingham Railbus' service to The Wychwoods

Operator	RH Transport
Days of operation	Monday to Saturday
Frequency	Broadly hourly (off-peak only)
Parishes served	Ascott-under-Wychwood, Shipton-under-Wychwood, Milton-under-Wychwood, Fifield, Idbury, [Bledington: Gloucs], Kingham, Churchill, Chipping Norton

Alternative services

No daily alternative services link Ascott, Milton and Shipton with Kingham Station or Chipping Norton, although Villager Community Minibus operates a Friday shopping service from Shipton and Milton (a.m) and Fifield and Idbury (p.m) to Chipping Norton.

Current subsidy per annum	£137,213 (price for entire C1/T1/X8 contract)
Average passengers per day	C1: 29.5 T1: Not yet surveyed X8: 160 M-F, 103 Sat X8: (Kingham-Ascott only): 35 M-F, 13 Sat
Cost per passenger journey	£1.57 (using combined contract price for C1/T1/X8, and excluding T1)

Comments from consultation

This contract has been the subject of a 'mini-review': as such a full public consultation was not conducted. However, the views of County Councillors for divisions served by this contract have been sought: no comments were received.

Prices Sought

This contract was awarded for four years, but with subsidy for the second two-year contractual period to be awarded dependent on the outcome of a mini-review of patronage during 2010: no tendering exercise has therefore been conducted. In the event of continued subsidy being granted, the existing contract price will be maintained for the next two years.

ITEM M**Service 233****Contract W44: Chipping Norton-Kingham-Fifield-Milton-Shipton-Burford-Witney**

Experimental Sunday service

Operator	Stagecoach
Days of operation	Sundays and Bank Holidays
Frequency	Four trips in each direction, with most timed to connect with trains at Kingham Station
Parishes served	Chipping Norton, Churchill, Kingham, [Bledington (Gloucs)], Idbury, Fifield, Milton-under-Wychwood, Shipton-under-Wychwood, Burford, Minster Lovell, [Asthal], Witney

Alternative services

No alternative Sunday service links Chipping Norton and Kingham Station with Burford and Witney.

Current subsidy per annum	£16,099
Average passengers per day	44
Cost per passenger journey	£6.35

Comments from consultation

This contract has been the subject of a 'mini-review': as such a full public consultation was not conducted. However, the views of County Councillors for divisions served by this contract have been sought: no comments were received.

Prices Sought

This contract was awarded for two years, with a further two-year extension to be awarded dependent on the outcome of a mini-review of patronage during 2010: no tendering exercise has therefore been conducted. In the event of a further two-year award, the existing contract price will be maintained for the next two years.

ITEM N**Service 130****Contract S63: Wallingford-Brightwell-Didcot**

This contract was awarded in June 2008 at the last Didcot and Wallingford area review, with a further **two year extension** to be awarded subject to the outcome of an internal 'mini-review' of patronage during 2010.

Operator Thames Travel

Days of operation Friday and Saturday

Days of operation Saturday early evening (1653 Wallingford-Brightwell-Didcot & 1716 Didcot-Brightwell-Wallingford)
Friday and Saturday night (1930, 2030, 2230 & 2330 Wallingford-Moretons-Brightwell-Didcot and 1955, 2055, 2255 & 2355 Didcot-Moretons-Brightwell-Wallingford)

Parishes served Wallingford, Brightwell, North Moreton, South Moreton, Didcot

Alternative services

Earlier and later commercial journeys exist on Saturday early evening.
No alternative services are available on Friday and Saturday night.

Current subsidy per annum £11,145

Average passengers per day 28.5 (21 Friday, 36 Saturday: Saturday total includes early evening passengers on 1653 journey ex-Wallingford and 1716 ex-Didcot)

Cost per passenger journey £3.82

Comments from consultation

This contract has been the subject of a 'mini-review': as such a full public consultation was not conducted. However, the views of County Councillors for divisions served by this contract have been sought: comments were received as follows:

Cllr Lynda Atkins: service valued by Brightwell residents, although usage not enormous. Recommend continuation.

Cllr Patrick Greene: recommend continuation.

Cllr Bill Service: Service under-used, but nevertheless is vital.

Prices Sought

This contract was awarded for four years, but with subsidy for the second two-year contractual period to be awarded dependent on the outcome of a mini-review of patronage during 2010: no tendering exercise has therefore been conducted. In the event of continued subsidy being granted, the existing contract price will be maintained for the next two years.