

Delegated Decisions by Cabinet Member for Transport

***Thursday, 1 September 2011 at 10.00 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 9 September 2010 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public



Peter G. Clark
County Solicitor

August 2011

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Note: Date of next meeting: 6 October 2011

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

- 1. Declarations of Interest**
- 2. Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

- 3. Petitions and Public Address**
- 4. Changes to Parking Controls in Iffley Road, Oxford**

Forward Plan Ref: 2011/137

Contact: Martin Kraftl, Senior Transport Planner Tel: (01865) 815786

Report by Deputy Director for Environment & Economy – Highways & Transport (**CMDT4**).

- 5. Review of Grant Funding for Provision of Locally Organised Transport Schemes for People with Mobility Impairments**

Forward Plan Ref: 2011/107

Contact: Neil Timberlake, Assistant Public Transport Officer Tel: (01865) 815585

Report by Deputy Director of Environment & Economy – Highways & Transport (**CMDT5**).

EXEMPT ITEM

It is RECOMMENDED that the public be excluded for the duration of item 6E since it is likely that if they were present during that item there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and specified below in relation to that item and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information on the grounds set out in that item.

NOTE: The main report relating to item 6E does not itself contain exempt information and is thus available to the public. The exempt information is contained either in an Annex which has been circulated only to members and officers entitled to receive it, or will be reported orally at the meeting.

MEMBERS AND OFFICERS ARE REMINDED THAT THE EXEMPT FINANCIAL INFORMATION RELATING TO SUBSIDY AGREEMENTS REPORTED AT THE MEETING (WHETHER IN WRITING OR ORALLY) MUST NOT BE DIVULGED TO ANY THIRD PARTY.

6E. Bus Service Subsidies

Forward Plan Ref: 2011/068

Contact: Tim Darch, Assistant Public Transport Officer, Tel: (01865) 815587

Report by Deputy Director of Environment & Economy – Highways & Transport
(**CMDT6E**).

The information in this report is exempt in that it falls within the following prescribed category:

Information relating to the financial or business affairs of any particular person (including the authority holding that information)

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Division(s): East Oxford, Isis

CABINET MEMBER FOR TRANSPORT – 1 SEPTEMBER 2011

CHANGES TO PARKING CONTROLS IN IFFLEY ROAD, OXFORD

Report by the Deputy Director for Environment & Economy (Highways & Transport)

Introduction

1. This report sets out proposals to change the on-street parking controls on part of Iffley Road in Oxford to allow a new stretch of on-carriageway cycle lane to be created. This proposal is timed to coincide with the major maintenance works currently underway in Iffley Road for efficiency of implementation. A public and stakeholder consultation on the proposals has been completed, the results of which are summarised in the report. The report recommends that the proposals are implemented in full as advertised.

Policy context

2. The county council's Oxford area strategy (part of the Local Transport Plan 2011-2030) states that 'the environment for cycling will be improved to encourage more people to cycle, particularly for journeys to work and education'. Oxford's cycle network is very good, but there are significant gaps where no provision is made for cyclists. Often these gaps are in places where it is not straightforward to provide cycle facilities because the road is too narrow or is partly occupied by car parking, as on parts of Iffley Road.
3. The strategy recognises the importance of providing a joined up network of cycle routes across the city.
4. The council recognises that on-street parking is important for residents and businesses, particularly in parts of the city such as Iffley Road where off-street parking is in short supply.

Current situation

5. Iffley Road is an important arterial route, with higher cycle flows than Botley or Abingdon Road. An estimated 3900 cyclists use the part of Iffley Road between The Plain and Bullingdon Road in a 24 hour period on a weekday. An estimated 91% of these cycle journeys are made from Monday to Saturday, and of these an estimated 76% of journeys are made between 08.00 and 18.30. In the last 5 years, 4 accidents involving cyclists have been recorded on this same part of Iffley Road. These include an incident where the driver of a parked vehicle opened their door into a cyclist's path, causing serious injury to the cyclist.

6. This length of road already has a cycle lane northbound towards the city centre from Jackdaw Lane, which is due to be extended as far as Donnington Bridge Road when phase 2 of the maintenance scheme takes place. However, no provision is made for southbound cyclists because the east side of the road is occupied by parking bays. These bays are part of the East Oxford Controlled Parking Zone, and provide a mixture of residents only and public parking totalling approximately 47 spaces, assuming 5 metres per vehicle. There is no parallel cycle route available on quieter side streets.

Proposals

7. The changes advertised in the consultation are described in detail at Annex 1. Copies of the relevant legal documents are available in the Members' Resource Centre.
8. The changes advertised seek to strike a balance between providing parking spaces for residents and businesses and providing a continuous uninterrupted cycle facility at the times of day when cyclists will benefit most from it. In recognition of the demands on parking in this area, the proposals allow on-street parking in the early mornings, evenings, overnight and all day on Sundays. These are times when traffic and cycle flows are lower and when demands on parking are higher.
9. It is very difficult to say with certainty whether it will be possible for the parking displaced from Iffley Road to be accommodated in the immediately adjacent streets at all times. Any survey would inevitably be a snapshot of a very fluid situation so would be of no real value in assessing the likely impacts. It is therefore better to take a cautious approach and assume that there will be times when residents are inconvenienced by the proposed changes, particularly immediately after implementation before people have adapted to the changes.
10. Cycle lanes perform several important functions. They make drivers more aware of cyclists, they make cyclists feel more comfortable and they allow cyclists to pass queuing traffic without using the footway or opposite carriageway. There is no evidence to suggest cycle lanes at this location would increase traffic speeds or endanger cyclists, particularly as speed-reducing features (removal of centre line, side road entry treatments and a new zebra crossing) will be implemented at the same time.

Consultation

11. Details of the proposals were distributed to approximately 500 properties in the area, as well as local councillors and stakeholder groups.
12. 53 responses were received. 57% of respondents supported the proposals, while 38% objected. 5% expressed no clear view. Two petitions were received, both in opposition to the proposals. However, both petitions somewhat misrepresent the proposed changes by apparently omitting

important details such as the proposal to retain morning, evening and Sunday parking.

13. The objections were primarily from residents and business in the immediate vicinity, concerned about the reduced parking opportunities. 80% of objections were from people living on Iffley Road or in the immediate vicinity, 15% of objections were from further afield and 5% were from addresses unknown. The main objections are that the reduction in on-street parking is unacceptable, because there is insufficient capacity in the side streets to accommodate the displaced parking and removal of parking will increase speeds and reduce cyclists' safety.
14. The support was primarily from people living in other parts of the city and from the stakeholder groups, who welcomed the improved conditions for cyclists. However, it is worth noting that 27% of consultation responses supporting the proposals were from people living in the immediate vicinity of the proposals.
15. All of the comments received are summarised at Annex 2. Unabridged copies of all the responses are available in the Members' Resource Centre, along with the petitions received.

Officer response to consultation

16. An officer response to the main objections to the proposals are set out at Annex 2.
17. Clearly there is significant concern amongst residents and businesses about the reduced parking but also significant support from cyclists for the proposed cycle lane. It is very difficult to say exactly what the impact on residents and businesses will be, but it is highly likely that there will be some inconvenience, particularly in the short term while people adjust to the changes. This must be weighed against the benefits for cyclists and for the wider benefits associated with increased levels of cycling.
18. It is common for residents' and customer parking to be restricted on major streets as busy as Iffley Road, unless the street is very wide. This is because a large number of people rely on such streets for movement, whether by car, bus, bicycle or on foot. Whilst every effort should be made to accommodate appropriate parking on such busy routes, the movement functions should not be compromised.
19. In particular, the county council is keen to fill in gaps in the city's cycle network to encourage more people to cycle. The easy to deliver, uncontroversial cycle facilities have, on the whole, already been provided in Oxford. The challenge in creating a joined up network is tackling those locations such as Iffley Road where providing cycle facilities is controversial, complicated or expensive and where there are likely to be disadvantages as well as advantages.

20. The proposals do not ignore the needs of residents and businesses. They allow for parking at times when there is less traffic and fewer cyclists, including all day on Sunday.
21. Taking all of the above points and the consultation results into consideration, officers have concluded that the wider benefits in this case outweigh the disadvantages for residents and businesses.

Financial and Staff Implications

22. The changes to the traffic regulation order will cost a total of approximately £3,000, including advertisement and consultation. This will be funded from budget set aside for the improvement element of the current Iffley Road scheme. The physical works will be at reduced cost if implemented as part of the major maintenance scheme currently under construction and are unlikely to exceed £2,000. The minimal officer time required to complete the implementation can be accommodated within existing staffing levels.

RECOMMENDATION

23. **The Cabinet Member for Transport is RECOMMENDED to approve the changes to the East Oxford Controlled Parking Zone Traffic Regulation Order as advertised and set out in Annex 1 to this report.**

Steve Howell

Deputy Director for Director for Environment & Economy (Highways & Transport)

Background papers: Consultation documentation

Contact Officer: Martin Kraftl - 01865 815786

August 2011

Proposals

The proposal aims to amend The Oxfordshire County Council (East Oxford) (Controlled Parking Zone, Waiting Restrictions and Traffic Management) Order 2010 (as amended).

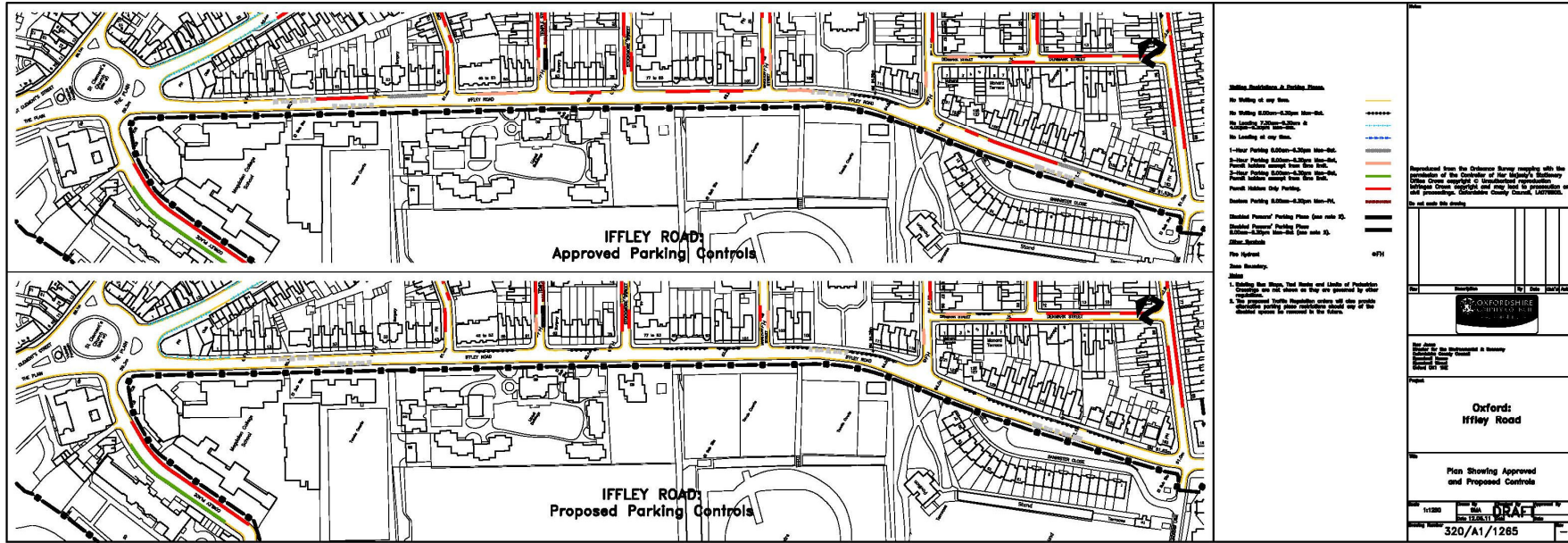
The changes in restrictions cover two sections of Iffley Road. The additional restrictions are intended to facilitate the safe and free movement of traffic by allowing for the provision of dedicated road space for cyclists

Section A – from The Plain to Circus Street

All parking bays are proposed to be removed and replaced with No Waiting at Any Time. A loading ban (No Loading 7.30am to 9.30am and 4pm to 6.30pm daily) is proposed on both sides from The Plain southwards for approximately 65 metres

Section B – from Circus Street to Bullingdon Road

All parking bays are proposed to be removed and replaced with no waiting 8am to 6.30pm Monday-Saturday



Summary of consultation responses and officer comments

Response Ref.	Feedback	Comment (summarised in some cases)
MCL	Object	I've just read through the 'Changes to Parking Controls on Iffley Road' and am absolutely astounded by the cheek of you County Council people especially this line from the document - 'it is expected that Iffley Road residents who need to park during the day would be able to find parking spaces in the side streets'; This is a complete joke. I live in Temple Street and we - the residents, are already struggling to find parking spaces during the day.
James Street (1)	Object	I oppose the changes to parking controls on Iffley Road. The loss of over 60 parking spaces on Iffley Road would be catastrophic for residents of the streets in the area. We already suffer from congestion and illegal parking, as well as a huge oversubscription in CPZ numbers. Reducing the number of East Oxford zone spaces without any intention to provide an alternative will make it worse than it already is. While the plans for Iffley Road are intended to make it safer for cyclists, the extra congestion and parking problems on every side street would make them lethal for cyclists, pedestrians and motorists. There are several primary schools whose children walk these routes every day. Causing mayhem with parking will endanger them too. In addition, there will be extra stress caused by the plans to reduce parking in the St Clement's Car Park by one third. The overspill from this will be guaranteed to cause havoc not just with illegal parking in the EO CPZ, but also in the roads further along that do not have a CPZ.
James Street (2)	Object	While as a cyclist I appreciate the difficulties of cycling in the Iffley and Cowley Roads, I am concerned about the proposals to remove parking spaces from Iffley Road and ask people to park in the side streets. As a resident of James Street, I often have to park a long way away from my house already. Now that we have to pay for parking, I think the council should make every effort to ensure that residents can park easily, and I believe this proposal will make it even more difficult. If we also consider that the St Clements car park is going to be redesigned this year and will lose a third of its capacity when it reopens, that's a lot of parking in the area that's going to be lost, meaning more illegal parking and congestion in James Street (as well as all other others in the area).

Summary of consultation responses and officer comments

Iffley Road (1)	Object	I would like to express my opposition to the proposed changes in parking controls on the basis that, for me, these would represent the loss of a much valued amenity.
Oxfordshire Association of British Drivers	Object	I am seriously concerned by the double whammy effect, that the closure of St Clements off street car park, and the removal of on street parking bay capacity in Iffley Road is going to cause. It is going to cause undue pressure on Cowley Road on street parking that Cowley Road cannot cope with. On-street parking bays in the Iffley Road must as a priority be left where they are, and the 700 metre cycle lane on Iffley Road must be abandoned and thrown out.
Iffley Road (2)	Object	This will only exacerbate the EO residents parking problems especially on Saturdays and if the proposal proceeds I think the no waiting restriction should be Monday to Friday.
Business - Iffley Road (3)	Object	I strongly object to these changes and feel very let down by these proposals. We do not object to the principle of a cycle lane but to the removal of existing parking spaces and the introduction of a loading ban as a result. The existing parking spaces are very important as it is essential that customers can park close by. As for the proposed loading ban, it is fundamental that our suppliers have loading space. Your proposal takes away the flexibility for our current loading arrangements.
Business - Iffley Road (4)	Object	I object to the proposal number 3 to make the parking bays no waiting from 8am - 6.30pm. They should be unrestricted. I need parking for hotel guests.
Hinksey Hill	Object	As a long term user of this veterinary practice, which has a very small car park at the rear, I (and many others) feel it would be a retrograde step not to leave the 'Short Term Waiting Area' for a few vehicles at this location.
Marston Street (1)	Object	I object to the proposed changes to parking restrictions on Iffley Road. We are primarily concerned about 2 issues: cycle safety and sufficient parking for residents and visitors. As a resident, I am concerned about increased parking being forced onto already crowded side roads. Our streets are often fully occupied by parked cars, especially at night, and if there is to be unrestricted night-time parking on Iffley Road at night, residents of Iffley Road will be forced, by visitors to the City centre, to park on the side roads using their residents' permits. I think that, especially going out of the City, speed is the main issue. My main objection is that the proposal would speed traffic and not be safer for cyclists.

Summary of consultation responses and officer comments

Hurst Street	Object	I object to any changes to the present road usage which would push more cars into the side roads of East Oxford. As we lost the residents parking zone which we were consulted over for years, there is already huge pressure on the side roads from students and commuters. There are already outbreaks of road rage and long term residents have to park in other roads from where we live. Also I use the vet near the Plain and the few parking spaces on the road are invaluable. Drivers are very careful with cyclists already - we are well trained to follow them rather than overtake dangerously. I gather that cycle lanes are not very popular with cyclists and they often prefer the open road or pavement as safer than cycle lanes.
Iffley Road (5)	Object	I object most strongly to the proposed changes to the parking on Iffley Road. At present there is barely enough space for residents and their visitors. Iffley Road has plenty of family homes as well as some student accommodation. Also retail shops that would be badly affected in an already difficult economic time. There is no need for a cycle lane and not having cars parked will only increase the speed of traffic and therefore be more dangerous for the cyclists.
Iffley Road (6)	Object	I am writing to express my strong opposition to the proposed suspension of parking along the Iffley Road, from the Plain to Bullingdon Road. These proposals will cause huge imposition and inconvenience for local residents and businesses alike. Loading-Very few properties have rear access, and this will cause huge inconvenience and distress to local residents. Pressure on parking-It will become very difficult to find space to park for local residents. Overnight parking-Penalises those of us who live and work here and use the car on occasion. Local Businesses-Removal of 2 hour parking spaces will have a heavily detrimental impact on local businesses who are already under pressure to accommodate their customers and penalises the elderly, disabled and those with small children. Speeding-Cyclists will be passed by speeding cars at 40mph+, who are dodging buses coming the other way.

Summary of consultation responses and officer comments

Iffley Turn	Object	<p>I am a cyclist and I object. I do not think that removing parking helps cycling. I think the real change will be that motorists will go faster - that's what wide, smooth roads encourage; drivers will be more aggressive making it a worse cycling and walking environment. The worst bits of the Iffley Road (where I feel greatest danger) are where drivers go fast, not where it is narrowed due to parked cars. Removing the parking on the downward hill just before that constriction will mean the motorists will approach it faster; and more dangerously. I think withdrawing daytime waiting from outside Relate, the Vet (next door) and the shops further down the road will be really bad for their businesses.</p>
Temple Street	Object	<p>Object to the loss of resident permit holder spaces on Iffley Road as this will increase pressure for spaces in surrounding streets. In addition, the creation of an effectively wider carriageway will increase speeds and create a much more hostile environment for residents and pedestrians - if traffic is supposed to be doing a maximum of 20mph there is no reason why cyclists should not join the flow of traffic without the need for a space-hungry cycle-lane. This is sure to cause problems for businesses such as the veterinary surgery on the Iffley Road if customers cannot even pull over to drop off sick animals. On parking, lack of enforcement, particularly in the early evening, is a problem, leading to illegal parking and residents being unable to find spaces (Temple Street for example). A reduction in resident permit holder spaces will only exacerbate the problem.</p>
Iffley Road (7)	Object	<p>I would like to express my opposition to the proposed changes in parking controls on the basis that the parking ban is not enforceable between Bullingdon Road and James Street. If the parking ban was enforceable it would be extremely disadvantageous to these local businesses and to us. If not enforceable as has been shown then it is much more dangerous for cyclists to weave in and out of a cycle lane and some parked cars than to stay in a straight line. Reducing to a straight wide road would almost certainly invite reckless driving.</p>

Summary of consultation responses and officer comments

Marston Street (2)	Object	I am writing to protest in the strongest terms, at OCC's proposal to remove all parking spaces from Iffley Road, between the Plain and Bullingdon Road. The displacement of a few dozen cars from Iffley Road, into neighbouring streets which are already saturated, will clearly cause great harm, as well as victimising the residents of Iffley Road itself. This fragility is caused in large part by the complete non-enforcement of the existing parking regulations, in this street at least. Iffley Road from the Plain to Bullingdon Road, in its new state, will be a race track but unlike Silverstone, it will have a nice little zebra crossing in the middle of it (which is in any case dangerously close to the entrance to Stockmore Street - I thought that was illegal).
Circus Street	Object	I would like to register my opposition to the proposed 'cycle lane' on Iffley Road. I do not believe it will in any way benefit cyclists.
EdsETV	Object	Strongly against. Removes ability of residents and businesses to utilise the highway. Will push parking into other streets and deliveries will end up being out of core working hours creating greater costs and lowering business efficiency. Volume of cyclists is low and not a good use of space. Cost of changes are unnecessary waste of public funds.
Iffley Road (8)	Object	I am writing to object to the proposed changes to parking controls in the Iffley Road, specifically the removal of parking bays between the Plain and Bullingdon Road to make way for a cycle lane. This will be damaging to the local area in the following ways. Severe reduction of parking for local residents. Severe reduction of parking for customers of businesses in the area. The dramatic increase in road noise and vibration caused by large vehicles passing much closer to the houses in the Iffley Road once the parking bays have been removed. The inevitable increase in speeding vehicles in the Iffley Road due to the removal of parking bays making cycling more dangerous.
Oxfordshire Unlimited	Not Clear	We are concerned at the potential loss of disabled spaces along this route. We have concerns that due to the removal of a number of car park spaces in St Clements car park for student accommodation, this proposed project will decrease even more the available parking spaces in the area. This proposed project has the potential to affect the independence and safety of people living in this area.

Summary of consultation responses and officer comments

Spruce Gardens	Not Clear	The locations of the bus stops at the Plain end of Iffley Road should be offset on either side of the road so that with buses stopped on the east and west side there is still room to pass. Also the width of the proposed cycle lanes and the type of cycle facility is not made clear. The width of the existing cycle lane on the west side of the road is currently too narrow and it appears no thought has gone into whether sections are mandatory or advisory (if you don't know the difference then you shouldn't be designing cycle facilities). The cycle lanes should either be made mandatory or widened (and made advisory) to such an extent that cars can't overtake a cyclist.
Southfield Rd	Not Clear	This corridor has long been dangerous and difficult for cyclists, so the proposals are to be welcomed from this point of view. However, provision must be made for permanent residents to ensure that no one's current ability to park reasonably close to their home is too seriously affected. Some extra side street parking provision will be required, combined with more zealous enforcement from wardens. The end result will improve the route for thousands of cyclists every week.
Warwick Street (1)	Support	I support the proposal to ban parking between Circus Street and The Plain, although the primary reason is to allow the free progress of traffic and to protect cyclists using the citybound lane. Specifically regarding the parking changes, I think that the total removal of residents parking is a bit harsh. There is an argument that removing parking altogether before Bullingdon Road will allow traffic to speed up excessively - there must be data on traffic speeds from the speed warning alert on Iffley Road. I think the assumption that residents will find spaces in surrounding streets is optimistic. In addition, the veterinary surgery on Iffley Road needs a parking place outside it.
Cllr John Tanner	Support	I support the new pedestrian crossing on Iffley Road at Percy Street but very much regret that this is not being installed until the summer of 2012. I strongly support the introduction of a southbound advisory cycle lane and the removal of parking spaces.
Iffley Road (9)	Support	I strongly support these proposals for reasons of road safety (which, in my view, trump the convenience of parking). The Iffley Road is too narrow for two car lanes and one bike lane (it is a pity that the current roadworks did not narrow the southern pavement by a foot or so).

Summary of consultation responses and officer comments

Henley Street (1)	Support	This would be a significant improvement for cyclists using Iffley Road. It would also make commuting by bike more attractive, as cyclists currently cannot get past the traffic jam that usually forms after 5pm. If they could, more drivers might see the benefits of cycling and choose bikes in future. The important thing would be to ensure cycle lanes are unobstructed. I hope the project goes ahead.
Warwick Street (2)	Support	No objections - just what is needed. I cycle along this stretch of road several times a day and the extra cycle lane would be most welcome. I have called the police several times about dangerously parked lorries delivering to the pub on the Plain and I think that loading should only be allowed from higher up Iffley Road AT ALL TIMES. The other hazard that occurs at this end of Iffley Road is vehicles carelessly swinging into the cycle lane when buses and other wide vehicles are coming from the other direction.
Iffley Road (10)	Support	This is a fantastic proposal that I wholeheartedly support as a cyclist and driver. It will improve safety for cyclists substantially as well as improving road conditions in the affected areas for drivers by reducing the need for drivers to slow down due to sharing lanes with cyclists.
Henley Street (2)	Support	I support the proposals. I live on Henley Street and cycle along the Iffley Road to the Plain most days. The changes would give a much needed southbound cycle route out from the city along the Iffley Road. I think the compromise on parking, included in the changes, is the right one. Evening parking is the most important and the most difficult in East Oxford and this will be allowed between Circus St and Jackdaw Lane. For shops there will still be the car parks on Union Street and St Clements. Some thought does need to be given to keeping traffic speeds down. I support the proposals and hope they are implemented.
Bannister Close	Support	I support the proposals described in your letter of 30 June 2011. However, I wish to register a strong view that these proposals are in direct contradiction to the arguments put by Oxford City Council in support of their proposals to build on Saint Clements car park.
Resident	Support	This is an excellent plan. I refuse to cycle because it is terrifying (as a bus passenger) to watch cyclists being squeezed between the buses and the parked cars.
Apsley Road	Support	I strongly approve of the proposals which will offer cyclists a more joined up route to get out to the SE.

Summary of consultation responses and officer comments

Bagley Wood Road	Support	I would welcome the proposed changes to Iffley Road parking, and find the present situation really daunting. The cyclist heading out of Oxford is extremely vulnerable on the stretch in question, particularly in heavy traffic. The presence of parked cars prevents me from using this route out of town during peak times.
Sandfield Road	Support	No objection-An excellent idea
Old Road	Support	This looks to be an entirely sensible change and will encourage cycling in the area - so long as the parking bays do not get abused during the periods when they should be out of use.
Cumnor Hill	Support	I support the proposals to improve cycling facilities along Iffley Road
Queens Close	Support	I would be very supportive of improved cycle access on this road.
Lonsdale Road	Support	The proposals are strongly supported. Currently, all possible cycle routes out of the city centre to the east are unattractive and dangerous and severe congestion occurs at times which, combined with the intermittent on-street parking, makes cycling in rush hours (ie commuting) nightmarish; this is completely counter to the objective of reducing private car use and encouraging cycling. None of the other radial main routes into and out of the city has on-street parking allowed, and they all have either cycle lanes or bus lanes, or both. It is irrational that Iffley Road and Cowley Road should be any different - Iffley Road should not be.
Maidcroft Road	Support	I am strongly in favour of the proposed parking controls as the current northbound cycle lane is dangerous while there is parking on the east side of Iffley Road. Southbound motor-vehicles wishing to pass the parked cars cross the centreline, which in turn causes northbound motor-vehicles to enter the northbound cyclelane. While this usually happens without incident, it is a very busy section of road, both for cyclists and motor-traffic and it only takes a tiny proportion of drivers to move to the left without checking correctly for there to be conflicts with cyclists in the lane. I have witnessed time and time again near misses, with serious accidents only avoided by the cyclist breaking or audibly alerting the driver to their presence.
Walton Crescent	Support	I have NO objection, and I welcome these changes as Iffley Road is a vital cycle route into the centre of the city, especially as Cowley Road is pretty irregular and traffic-filled.

Summary of consultation responses and officer comments

Swinburne Road	Support	I support these proposals. I frequently cycle along Iffley Road for work and leisure, turning along either Bullingdon Road or Jackdaw Lane, and this would improve my journey.
Cllr Susanna Pressel	Support	I think it'd be excellent to create another cycle lane in Iffley Rd. I'm writing on behalf of the 20,000 people in my division.
Duke Street	Support	I love the proposal to increase room for cycling on the Iffley Rd. PLEASE go ahead and make it usable for cycling.
Westbury Crescent	Support	I am a regular cycle commuter along Iffley road and I thoroughly approve of the plan to make a continuous cycle path as proposed. I support the Cyclox committee in their decision to support this on behalf of cyclists in Oxford. I have found it extremely treacherous trying to pass parked cars in the bays in the evening heading out of town, particularly in the dark. This should make a big difference not only to very experienced cyclists like myself but also to less confident cyclists. It is extremely important that all cyclists have a choice to take quieter routes or main road routes but in this instance there is no good alternative to the main road so it is important to make it safe for all.
Cyclox	Support	This response is from Cyclox. Cyclox has no objections to this consultation. Cyclox promotes cycling in and around Oxford. Cyclox wants to see a dual cycle network within, and out to the boundaries of, Oxford. Cyclox greatly welcomes the proposed changes to the parking controls in Iffley Road as this will be a further contribution to our ambition of seeing a comprehensive cycle network within the city. It will ensure there is a continuous cycle route for cyclists travelling from the High Street to Iffley and Temple Cowley, which utilises quiet back streets after Bullingdon Road. Cyclists can be intimidated when pulling out to pass a parked car and cycle too close to parked cars (risking therefore a car door opening). The northbound cycle lane is the quietest route into the city from east Oxford, without a long diversion and it is important that it can be used with minimal intrusion by cars. Creating a cycle lane both ways will allow some people to choose cycling, with congestion, pollution and health benefits. The removal of parked cars and restrictions on loading will therefore improve the experience for cyclists.

Summary of consultation responses and officer comments

Winchester Road	Support	I would like to voice strong support for the proposals. Iffley Road is an important link for many people in Oxford. As well as those living further off Iffley Road, regular users of the university sport centre and riverside paths around Iffley often use this road. The current presence of parked cars means bikes and motor vehicles both have to weave in and out, making collisions more risky and the environment for novice cyclists daunting.
Meadow Lane	Support	This is a good idea. I often feel anxious going out round parked cars just after leaving the Plain. It also feels a bit dangerous higher up Iffley Road where evening traffic is often stationary but I almost always drop down on to Meadow Lane (where I live).
Low Carbon West Oxford	Support	I do not object. I strongly support this proposal. Overtaking parked cars is intimidating for not-entirely confident cyclists, and this would make cycling on Iffley Road much less stressful. The lack of space outbound also results in regular intrusions into the inbound cycle lane, which is equally disconcerting, especially for parents accompanying children. I think the proposals are a reasonable compromise, given the crowded parking conditions on the side streets. With rear access to the properties north of Circus Street, stopping generally permitted, and evening/Sunday parking, the proposals are reasonable. Cyclists will generally have a facility available when traffic is heavy, which would be a major step forward. I do have a concern that traffic will speed up and that the relatively open section from Marston St, followed by the slight downhill beyond James St, may lead to excessive speed approaching the refuges either side of Bullingdon Road. The gap between the refuge to the south of Bullingdon Road and the parking is rather short.
JK	Support	I think this is a great idea. The Plain is currently very hazardous for cyclists, especially since the new Sainsbury's opened, and cars now use the parking bay for short stops and loading. I also very much welcome a continuous cycle lane down Iffley Road. As someone who cycles up and down this road at least once a day, could I add that violations of parking rules are also very hazardous - for cyclists as well as drivers. On Aston Street, cars are often parked on the double yellow lines at the junction with Iffley road - on Aston Street and on Iffley road itself. This blocks my view onto Iffley road when turning out and causes me to swerve turning in. I've never seen any parking attendants in the area, however.

Summary of consultation responses and officer comments

KDG	Support	As a cyclist who uses Iffley Road every day, I think this is an excellent idea. Iffley Road is a hazardous and congested route for cyclists and we have to move in and out past parked cars on this narrow stretch of road while being overtaken by cars.
HF	Support	This will be very beneficial to cyclists. Perhaps, more 'Residents Only' parking will now be needed in streets from Henley Street outwards?
NM	Support	Strongly in favour.

Officer responses to objections

Reduction in residents' parking spaces

The proposals would allow residents to park on Iffley Road between 6.30 pm and 8 am Monday to Saturday and all day on Sunday, except between The Plain and Circus Street where parking would not be permitted at any time. The proposal is designed to strike a balance between residents' and cyclists' needs.

It is very difficult to say with certainty whether it will be possible for the parking displaced from Iffley Road to be accommodated in the immediately adjacent streets at all times. Any survey would inevitably be a snapshot of a very fluid situation so would be of no real value in assessing the likely impacts. It is therefore better to take the cautious approach and assume that there will be times when residents are inconvenienced by the proposed changes, particularly immediately after implementation before people have adjusted to the changes.

It is considered that free parking on the proposed single yellow line restrictions in Iffley Road overnight and on Sundays provides a degree of mitigation for the loss in bay parking. In addition, south of the proposal area there is a section of double-yellow lines, which the council has already agreed to convert to a single-yellow line to provide some additional parking 6.30 pm to 8 am Monday to Saturday and all day on Sunday. Approximately 74% of cycle flows are between 8 am and 6.30 pm, so it is considered appropriate to reduce the potential for obstruction of the proposed cycle lane during these hours.

Summary of consultation responses and officer comments

Reduction in loading options and customer parking for businesses

The proposals would allow customers to park on Iffley Road between 6.30 pm and 8 am Monday to Saturday and all day on Sunday, except between The Plain and Circus Street where parking would not be permitted at any time. Customers may also be able to find parking in shared use bays in the side streets. Many businesses on other main roads in the city do not have parking immediately outside their premises 24 hours a day, so this situation would not be unusual.

Loading would still be permitted on all but the 65 metres of road closest to The Plain, when loading will be banned during the times of day when the road is busiest with pedestrians, cyclists and other traffic.

Customers wishing to collect goods for which they have paid would therefore be able to load and unload anywhere at any time, other than in the 65 metre section closest to The Plain.

Loss of parking for blue badge holders

Blue badge holders are permitted to park on single and double yellow line restrictions for up to 3 hours. It is only the proposed section of loading ban on Iffley Road during restricted hours where blue badge holders would be unable to park as a result of the proposals.

Safety problems caused by displaced parking

Officers do not believe displaced parking will negatively affect safety or amenity for cyclists in the streets off Iffley Road.

Increased traffic speeds and reduced safety on Iffley Road

Cycle lanes make drivers more aware of cyclists, make cyclists feel more comfortable and allow cyclists to pass queuing traffic without using the footway or opposite carriageway. There is no evidence to suggest cycle lanes at this location would increase traffic speeds or endanger cyclists, particularly as speed-reducing features (removal of centre line, side road entry treatments and a new zebra crossing) will be implemented at the same time. Indeed, the safety risk of parked vehicles blocking visibility of people crossing the road from oncoming vehicles and car doors from parked vehicles opening into the path of cyclists will be reduced with the proposed removal of the parking bays.

Summary of consultation responses and officer comments

Lack of enforcement

This area is regularly patrolled by the county council's civil enforcement officers. All markings will be enforceable and will be enforced.

Additional traffic noise and vibration for premises on Iffley Road

The changes to Iffley Road include a reconstructed road surface, which will reduce traffic noise and vibration. It is anticipated that traffic would be unlikely to come any more than a metre closer to the building lines on Iffley Road. Given the improved surface, this is unlikely to have a significant impact in terms of noise and vibration affecting people and property on the Iffley Road.

Waste of money/no benefit to cyclists

Cycle lanes perform several important functions. They make drivers more aware of cyclists, they make cyclists feel more comfortable and they allow cyclists to pass queuing traffic without using the footway or opposite carriageway. Iffley Road is an important arterial route, with higher cycle flows than Botley or Abingdon Road. An estimated 3900 cyclists use the part of Iffley Road between The Plain and Bullingdon Road in a 24 hour period on a weekday, which demonstrates a significant demand for cycling facilities.

Consultation has shown overall support for the scheme.

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Division(s): Faringdon; Grove & Wantage; Hanneys & Hendred; Kingston Bagpuize; Shrivenham; Sutton Courtenay & Harwell.

CABINET MEMBER FOR TRANSPORT – 1 SEPTEMBER 2011

REVIEW OF GRANT FOR PROVISION OF LOCALLY ORGANISED TRANSPORT SCHEMES FOR PEOPLE WITH MOBILITY IMPAIRMENTS

Report by Deputy Director for Environment & Economy (Highways & Transport)

Introduction

1. This report invites the Cabinet Member for Transport to consider future funding for a well-established locally-organised community transport scheme, namely the volunteer car scheme organised by and forming part of the services offered by the Wantage Independent Advice Centre (IAC)
2. Funding is sought for a further period of some three-and-a-half years to June 2015, to co-incide, as now, with the periodic review of subsidised bus services in the Wantage area.
3. Details of the scheme are shown below, along with a summary of consultation responses.

Grant support principles

4. Oxfordshire County Council has continued to give grants for a number of locally-organised transport schemes, some of which date back to the 1980s. Such schemes are locally-organised, where the local community is either providing funds or volunteer effort (or both), and therefore the absolute cost of these schemes is low.
5. The Council's Local Transport Plan refers to the importance placed on supporting a healthy community transport sector in order to support the populations of rural areas, and to enable more disabled and older people to live independently rather than in residential care homes. Such community transport plays a large part in delivering transport for people who are unable to access conventional public transport, and enable wider participation in social, recreational and community activities.
6. This service, like other Community Transport schemes, aims to enable extra transport opportunities for people with mobility impairments or the elderly. This therefore contributes to the LTP3 objective of "Improving Accessibility", and in particular to policy AX3 which states that "Oxfordshire County Council will support the use of community transport and dial-a-ride services and

encourage the use of taxis and private hire vehicles to meet local accessibility needs, including those of disabled people". These extra transport opportunities improve access to community facilities and therefore contribute to improving the quality of life for some people, minimising the risk of social exclusion.

7. In the case of this community car scheme, the client pays the volunteer driver a fare for the journey (which in the case of hospital journeys meeting NHS criteria may be re-claimed from the Hospital Trust on application), and it is the irrecoverable overhead costs related to the scheme organiser, the administration of the scheme, and the actions required to match journey requests with volunteer drivers which the County Council is being asked to contribute towards.
8. All volunteer car schemes are encouraged to try to secure funding from the appropriate NHS Trusts to support the costs associated with those journeys undertaken to meet hospital appointments and by clients referred to schemes by the Hospital Transport Unit. For example, it is reckoned that approximately 45% of all Wantage IAC journeys in 2010/11 were made to meet medical purposes. Council officers and Oxfordshire Rural Community Council work with schemes, collectively and individually, to lobby the NHS in this way. Nevertheless, securing financial support from the NHS has proved very difficult in the past.
9. For this review consultation has been carried out with all the appropriate Parish Councils and relevant County Councillors, as well as Oxfordshire Unlimited (the County's user-led organisation representing disabled and mobility-impaired people) and the Oxfordshire Rural Community Council. Specific responses are summarised below and copies of all consultation responses have been deposited in the Members' Resource Centre.

Wantage IAC Community Car Scheme

10. Oxfordshire County Council has funded the Wantage Independent Advice Centre to provide a voluntary car scheme since October 1998. From small beginnings this has grown into a significant transport provider for people with mobility impairments living in a wide catchment area of the Vale of White Horse district. It enables users of the service to travel for a wide range of social, medical, and shopping purposes, both within the catchment area and to Oxfordshire hospitals.
11. In total there are now approximately 900 clients (718 in 2007) who in 2010/11 made 3,982 return journeys (3,994 in 2004/05, 5,324 in 2008/09), covering a total of 68,900 miles (48,286 in 2004/05). The year 2010/11 saw a reduction in demand for travel, with the loss (from July 2009) of a contract to provide transport to day centres on behalf of Social Services. It is expected that this reduction will now be reversed in 2011/12.
12. This scheme must be regarded as having become a highly successful operation, especially as it caters only for those with mobility impairments.

Fares charged to users (42p per mile, with a minimum charge of £4.50 return) reflect re-imbusement to drivers (at 39p per mile) plus a small contribution to IAC administration costs. The funding which the County Council provides therefore contributes directly towards the administration of the transport service. Wantage IAC intends to raise their fares from September 2011 to 45p per mile, with a minimum charge of £5 return. Driver re-imbusement will increase to 40p per mile at the same time.

13. Historically, the County Council's funding has been based on a proportion (30%) of the costs of the overall transport service, whose total costs (including the salary of the part-time Transport Manager) now amount to some £37,509. The 30% figure is derived from the approximate proportion of the total of passenger journeys undertaken by the Car Scheme that are for Social / Shopping purposes or to non-County-run social clubs / centres, and ensures that Community Transport budget funding is not being used to support journeys for hospital or social services purposes.
14. Since the last review, the Advice Centre has improved its data recording and accounting procedures, and now states that it has 'under-claimed' for grant support in the past. They have stated that "Having looked at the previous settlements, we can see that for the settlement 2006 onwards the correct figure should have been £8,000 but in fact we were awarded £5,000" and that "Had we been able to more accurately assess costs at that time" they would have claimed the higher amount. The Scheme manager states "This means that to a large extent we have run the transport scheme with a funding shortfall from the County Council. However, in previous years we have been able to cover this with public donations, grants and resource savings in other services. Given the very difficult economic climate, our ability to cover any council funding shortfall is severely impacted and we already see that public donation is substantially reduced."
15. On this basis, the Independent Advice Centre has requested that the grant for 2011/12 be increased to £11,500.00. This will enable them to carry on improving the quality of life of the elderly and infirm people in the community. If the Council is unable to meet the requested increase in the grant, then the Advice Centre states that "We would be at serious risk of being unable to administer the scheme appropriately" and "would obviously have to review all the elements of the scheme, including transportation of Day Centre clients. In short, we may have to reduce the transport service to reduce costs".
16. Letters of support have been received from Cllr Zoe Patrick and Cllr Jenny Hannaby (County Councillors for Grove and Wantage) and, as well as from Oxfordshire Rural Community Council (ORCC). In addition supportive responses have been received from the parish councils of Ardington & Lockinge, Charney Bassett, Childrey, East Hanney, East Hendred, Grove, Letcombe Bassett, Letcombe Regis, Sparsholt and Wantage Town Council, and from Oxfordshire Unlimited. Cllr Mrs Judith Heathcote (County Councillor for Faringdon & The Coxwells) also responded.

17. Cllr Patrick stated that “the IAC car scheme is a hugely valued service for residents within the Grove, Wantage area and surrounding villages. I would hope that this service would continue because the benefits to the community are great. You have asked whether the increase in the grant from £6,015 to approximately £11,500 would be justified. I believe that in these hard times there is an increased demand for the service and the costs for providing it have also increased. It is also worth noting that the IAC had put in a bid to the Big Society Fund to help run clients to the day centres but unfortunately this has not been successful in the first round. I would therefore hope that this additional grant money will be well spent to ensure that the service continues.”
18. ORCC wrote that “The scheme offers a more personal, timed service to appointments or shopping journeys with the drivers often accompanying the client into the appointment or to help with shopping. This scheme is very well run and managed. The scheme is also very popular with residents of Wantage and the surrounding area. Generally the number of journeys has increased year on year, with the exception on 2009/10 when a reduction occurred. This was caused by the cancellation of a contract with OCC to take people to the local day centre with their service being replaced by OCC Special Transport Services. Late 2011/12 showed almost a reversal of this decision with the move to personal budgets and individuals making their own transport arrangements. Regarding the level of grant, it is important to recognise that the scheme includes a small charge in the rates used to calculate the cost to the passenger over and above the driver’s mileage rate but this does not meet the whole costs. Accordingly I do not think that the requested grant of £11,500 is unreasonable. I do hope OCC can support Wantage IAC to this full amount in future”.
19. Childrey Parish Council stated “(We) totally support the application by Wantage IAC as (we) see this as a necessary and valuable service to the local community”. Ardington & Lockinge Parish Council stated that “The Parish Council has made an annual contribution to the IAC since 1997. One of our councillors attended last year’s AGM and was impressed by their activity”. Wantage Town Council wrote “The Town Council gives its unreserved endorsement and support to the car scheme. It would be extremely detrimental to our community if the County failed to maintain a substantial financial contribution.” East Hanney Parish Council was a little qualified in their support for the scheme, stating “We would certainly wish the valued support from Oxfordshire County Council for the Wantage IAC car scheme to continue,...however the requested increase to £11,500 does seem high and a figure of the order of £7,000 would seem to be a more reasonable ceiling”.
20. As a result of the meetings and communications which they have had with IAC, officers have gained a very favourable impression of the operation of the IAC community transport service. I therefore recommend that the Cabinet Member continues his support for the Wantage IAC car scheme, in which case it is recommended that a total grant of £11,500.00 be awarded. On current patronage (2010/11 figures) of 7,734 passenger journeys (down from 9,099 in 2006/07, 8,783 in 2005/06 and 7,988 in 2004/05) this would be

equivalent to a cpj of £1.49 (58p when last reviewed in 2007, £1.27 in 2005) which represents extremely good value for money. This service would continue to be restricted to those people with mobility impairments who cannot use conventional public transport. On the basis of the current County Council funding of £6,015.42, the cost per journey amounts to 78p.

21. It is proposed that the Wantage IAC car scheme service is reviewed again at the same time as the scheduled Area Review of subsidised bus services in the Wantage / Faringdon area, which is due for implementation in June 2015.

Financial and Staff Implications

22. The total cost of this scheme currently amounts to £6,015.42 on a full-year basis. The total cost of the recommendation below amounts to £11,500.00 on a full-year basis. Funding for this scheme would be drawn from the Community Transport budget, part of the Integrated Transport Unit. The increase in spending would therefore place further demands on this budget, and may create further pressures to reduce expenditure on other elements of Community Transport spending. It may be possible to meet some or all of this year's element of the award to Wantage IAC by utilising the special one-off grant which has been provided to the Council by the Department for Transport to support the growth of community transport schemes. The actual amount of the increase sought is very small, and supporting volunteer-led community transport provision is generally of much lower cost than providing transport to isolated communities or mobility-impaired people in other ways. The report is not considered to raise any staff implications.

RECOMMENDATION

23. **The Cabinet Member for Transport is RECOMMENDED to pay Wantage Independent Advice Centre up to £11,500.00 (but with annual adjustments of 2% for inflation) to secure the continuation of the Wantage IAC Community Car Scheme for a period commencing 11 December 2011 and concluding on 30 May 2015, or on whatever date the scheduled area review of bus services in the Wantage & Faringdon area is implemented.**

STEVE HOWELL

Deputy Director for Environment & Economy (Highways & Transport)

Background papers: Correspondence with service providers and user representatives
(refer to contact officer)

Contact Officer: Neil Timberlake. Tel: Oxford 815585

July 2011

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Division(s): All

CABINET MEMBER FOR TRANSPORT - 1 SEPTEMBER 2011

BUS SERVICE SUBSIDIES

Report by Deputy Director for Environment & Economy (Highways and Transport)

Introduction

1. This report and associated Annexes deals with the following which now need decisions to be made by the Cabinet Member for Transport:-
 - (A) Contract awards following the review of subsidised bus services in the Wantage, Faringdon and Didcot area, which, if awarded, will be effective from 11 December 2011.
 - (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 Wantage, Faringdon and Didcot 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 Cabinet Member 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 11

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 1 September 2011 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 10 December 2011. 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 2012 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 10 December 2011, 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 members of the Growth and Infrastructure Scrutiny Committee 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 an opportunity for them to put their comments in writing or arrange to speak at the meeting.
10. The above arrangements are separate from the provisions of the Public Contracts Regulations 2006 which allow a 10 day 'cooling-off' period for contractors who have any grievance with regards to the tender awards or processes. Successful tenderers will be advised of the outcome as soon as is practicable after the meeting, so that they will be in a position to register

services with the Traffic Commissioners before the end of the 10 day period if necessary. Because of this it will not be possible to disclose any information to the public in respect of the tender awards until before Monday 12 September 2011 (the tenth day of the 'cooling-off' period being the preceding Sunday).

Financial Position – Current Year (2011-12)

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

	£000's
Bus Subsidy Budget	£2,892
Rural Bus Subsidy Grant (RBSG)	£1,737

The combined budget total of £4,629,000 represents a cut of £268,000 from the 2010/11 budget. Next year's budget will remain the same as this year (excluding inflation) but further cuts of £250,000 in both 2013/14 and 2014/15 are scheduled. Thus, because of the length of the contracts being tendered, awards will be assessed on the available budget in 2014/15.

12. Note that this excludes budgets for public transport development, some of which are used for pump-priming bus services. It also excludes over £854,000 of income from developer, partnership and other local authorities (for cross boundary routes). 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 – Wantage, Faringdon and Didcot Review

13. The current annual net cost to the bus subsidy budget of the contracts under review is £606,000. However, there are also external contributions to the contracts (largely from Section 106 developer contributions and from sites of significant employment in the review area, such as Harwell Campus) which total an additional £182,000 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 some similar 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 Wantage, Faringdon and Didcot area

Background

16. Subsidised bus services in the Wantage, Faringdon and Didcot area are due for review, and tenders have been invited for new contracts to run from 11 December 2011 until 30 May 2015 (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. 19 contracts are currently operating in this area and are included in this review.
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 the Vale of White Horse District Council, South Oxfordshire District Council, Oxford City Council and 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 schools, 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 2.
18. A pleasing response rate was achieved from parish and town councils as a result of the public consultation exercise. 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) Entire or partial commercial declarations by operators.
 - (b) 'De minimis' prices sought for some contracts.
 - (c) Cross-boundary issues relating to operations within the Swindon Borough Council administrative areas
 - (d) Home to School Transport: carriage of students on scheduled bus services.

a – Entire or partial commercial declarations by operators

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).
21. Early in the review process notification of a potential commercial declaration was received with regard to service 32 (Contract PT/V33: Abingdon to Wantage and Grove via Didcot Monday to Saturday - see item C). However, the commercial proposition initially only covered the section of route between Abingdon and Harwell Campus, and omitted the section from Harwell Campus to Wantage and Grove. This was later revised to cover the entire existing service (although details of the timetable from December 2011 had not been received at the time of writing).
22. Notification of an additional commercial declaration was received for the same route from another operator, this time covering much of the existing service from Grove to Abingdon via Wantage, Harwell Campus and Didcot, albeit with one or two exceptions. The 'village centres' of East Hendred and Ardington (both situated off the A417) would not be served, along with Milton Park in off-peak periods and some areas of Grove (although these are currently covered by service 38 (Contract PT/V44: see item G)).
23. Additionally, Thames Travel began a commercial Sunday service on route X32 from 6 June between Oxford, Didcot, Rowstock Corner, Harwell and Chilton. As this covers a significant portion of the current subsidised 32A service (Contract PT/V47: Grove and Wantage to Didcot - see item D), the ongoing viability of this subsidised service may be affected dependent upon tender prices and anticipated future demand. Details of the recommendation for any future tender award (or otherwise) are contained in item D of Supplementary Exempt Annex 2.
24. The deregulated bus industry permits bus operators to operate any route on a commercial basis, regardless of the presence of an existing commercial service, and officers have necessarily adopted a neutral stance having heard of the potential commercial declarations mentioned above. The tendering process has been influenced accordingly by these propositions: details of the outcomes

for communities on the current 32 route are described in Item C of Supplementary Exempt Annex 2, along with any attempts made by officers to mitigate any negative effects upon these communities and their cost implications.

25. For all contracts under review and made available for tender, officers have as a basic specification sought tenders for the current level of service (except in the case of service 32, where the above-mentioned commercial propositions have led to the existing route not being re-tendered). 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 – ‘De minimis’ prices sought

26. 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, which means that it is not possible to award new ‘de minimis’ contracts of significant value.

However, several contracts were awarded on a ‘de minimis’ basis at the last Wantage and Faringdon area review in 2007, as follows:

Service 31: contracts PT/V42 and PT/V43 (items A and B)
 Service X2: contract PT/V41 (item E)
 Service 61: contract PT/V70 (item I)
 Service 65: contracts PT/V58 and PT/V74 (item K)
 Service 66: contracts PT/V59 and PT/V78 (items L and M)
 Services 84 and 85: contract PT/V65 (item P)

27. As these contracts are already awarded on a ‘de minimis’ basis, prices have been sought for their continued award via this method, as unless there are significant cost increases they should not contribute to a significant increase in the value of contracts of this type. In the case of service 61 (Faringdon Community Bus: see item I) and services 84 and 84 (Stanford-in-the-Vale Community Minibus - see item P) there is no sensible alternative to a ‘de minimis’ contract, given that both are Community Transport services which would be unlikely to attract interest from ‘mainstream’ bus operators given their clientele and areas of coverage.
28. Details of ‘de minimis’ prices received are contained under the relevant item headings in Supplementary Exempt Annex 2.

c – Cross-boundary issues

29. Four Oxfordshire-administered contracts in this review currently operate into the Swindon Borough Council administrative area, as follows:

Service 65: contracts PT/V58 and PT/V74 (item K)

Service 66: contract PT/V78 (item L)

Currently only contract PT/V58 (Swindon to Faringdon via Longcot) attracts a financial contribution from Swindon Borough Council for diversion of all journeys via South Marston Village. Service 47 (Swindon to Ashbury) also operates in the review area and is the subject of a contribution from Oxfordshire County Council towards the contract cost incurred by Swindon Borough Council, who tender this service. However, this contribution is not under review at this time.

30. Ongoing contributions toward contract PT/V58 as a whole are significant in terms of ensuring the continued viability of the entire service in its current form. Officers' recommendations for the future of this service are detailed in item K of Supplementary Exempt Annex 2, along with the details of the future financial contributions of Swindon Borough Council.

d – Home-to-School Transport – carriage of students on scheduled bus services

31. Currently there are no contributions from home-to-school transport toward contracts under consideration in the Wantage and Faringdon area. However, non-catchment pupils are transported to and from King Alfred's School in Wantage largely from Faringdon and Stanford-in-the-Vale via appropriately-timed journeys on service 67 (contract PT/V79 - see item N), and pay RH Transport directly for bus passes. A consultation response was received from the headteacher of the school requesting minor changes to the timetable to better suit students at the school: these have been considered and reflected in the tender documentation for the service from December.
32. Additionally Abingdon and Witney College currently contributes £55,000 per annum toward the subsidy cost for service 32 (Abingdon-Didcot-Wantage-Grove: contract PT/V33 - see item C)
33. The position regarding ongoing funding for these journeys has been complicated by the commercial declarations relating to service 32 detailed in paragraphs 20 to 25 (which are both scheduled to serve Abingdon College). Officers have taken a neutral stance in this situation and it is assumed that each operator will have approached the College to discuss the availability or otherwise of funding towards these journeys should it be deemed necessary.

Developer Funding – Section 106 Agreements

34. 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.

35. Goodman (the Facilities Management consultancy responsible for the operation of Harwell Campus) currently contributes around £56,000 per annum toward service 32 (Abingdon-Didcot-Wantage-Grove: contract PT/V33 - see item C) for the provision of an hourly service to the Campus site.
36. The position regarding ongoing external funding for these journeys has been complicated by the commercial declarations relating to service 32 detailed in paragraphs 20 to 25. Representatives of Goodman have expressed the view that if possible they would wish the funding to continue to be administered by officers from the bus services team and used toward filling any gaps in service that may result from the commercial declarations, thus maintaining the 'status quo' as much as possible. However, should parallel commercial services be declared (as appears likely at the time of writing) with no gaps in the current timetable, officers will have to maintain a neutral stance and will expect Goodman to decide on the destination of any ongoing funding towards the future service linking Harwell Campus with Abingdon, Didcot and Grove.
37. Details of the funding situation with regard to service 32 are contained within item C of Supplementary Exempt Annex 2, along with details of any attempts to mitigate these via tendering and the resulting financial consequences.
38. Additional sources of Section 106 funding (or other external sources) have been explored, and details of any contribution towards the services under consideration is detailed under the relevant item heading in Supplementary Exempt Annex 2.

Publicity

39. 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

40. 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

41. Officers have explored the potential for use of the Integrated Transport Unit (ITU) vehicle fleet to operate several of the contracts currently under review 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 subsidised bus contracts at marginal cost providing

that the timetable is deemed suitable by the Fleet Operations Manager and the vehicle to be utilised provides the necessary seating capacity. Two contracts have been awarded on this basis in previous reviews, and thus far have operated successfully.

42. Discussions took place between the review officer, the transport services manager and the fleet operations manager to assess the possibility of some of the contracts under review transferring to 'in-house' operation via the ITU vehicle fleet. Details of the financial implications of potential awards are contained under the relevant item numbers of Supplementary Exempt Annex 2.

Contributions towards timetabled Community Transport operations

43. Faringdon Community Minibus and Stanford-in-the-Vale Community Minibus operate two of the contracts currently under review (Contracts PT/V61 and PT/V65: items J and P). These provide respectively a town service linking residential areas of Faringdon with the town centre and Health Centre, and links between Stanford-in-the Vale and many nearby 'deep rural' villages and Faringdon and Wantage. Many of the villages served have little or no other public transport to these towns or elsewhere, and both contracts are awarded on a 'de minimis' basis without going to competitive tender.
44. Discussions between officers and both operators indicated that an ongoing subsidy contribution was required for the continued operation of both services, but at a low level relative to the 'lifeline' nature of the service that they provide. No significant alterations to the level of service or areas of coverage are likely in the near future, and requests by officers for serving additional communities in return for increased subsidy payments generated a negative response in most cases. Full details of the routes, current financial implications and other information relating to these services are contained in items J and P of Annex 1, while details of requests for ongoing funding on a 'de minimis' basis along with recommendations for award or otherwise are contained under the same item headings in Supplementary Exempt Annex 2.

Contributions towards non-timetabled Community Transport operations

45. The contribution toward Swindon area Dial-a-Ride's operational costs has also been considered as part of this review. This service provides transport to Swindon for the elderly and mobility-impaired from the Oxfordshire villages of Bourton, Shrivenham and Watchfield. Full details of the route, current financial implications and other information relating to this service are contained in item Q of Annex 1, while details of the request for ongoing funding along with recommendations for award or otherwise are contained under the same item heading in Supplementary Exempt Annex 2.
46. Other community transport operations in the review area have also been consulted as to their willingness to consider meeting additional transport needs

in the review area in return for subsidy or grant payments. All have identified possible legal and resourcing issues with increasing their commitment to public transport provision in the review area and have, in general, responded negatively to expanding their operations.

Consultation During Review

47. 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, a public meeting was held in Grove in May 2011 to which all consultees were invited and at which various proposals were outlined and comments received.
48. This review has also 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 at Annex 1 where this is the case, but officers have taken on board any such responses.

B. Contracts for Subsidised Bus Services Elsewhere

Service 43 (Contract PT/V6: Eaton – Fyfield – Gozzards Ford – Abingdon - item R)

49. Although the contract for service 43 was awarded in June 2010 until May 2015, it was decided in agreement with the operator to terminate the contract prematurely and review the service in conjunction with service 63 (Oxford – Eaton – Appleton – Southmoor: see item J). Both services are operated by Whites Coaches and the Thursday only service 43 is currently operated by the same vehicle that operates service 63 on one of the days that the latter route does not currently run.
50. A further contract award to Whites Coaches for service 63 that included operation on a Thursday could mean that operation of service 43 was no longer possible at the agreed contract price as awarded last June, as an additional driver and vehicle would be required. Officers therefore decided to pre-empt this possibility by reviewing and tendering both services simultaneously.
51. Full details of the route, current financial implications and other information relating to service 63 are contained in item R of Annex 1, while details of tender prices received along with recommendations for award or otherwise are contained under the same item heading in Supplementary Exempt Annex 2.

Service 90 (Contract PT/C31: Heyfords – Middle Barton – Barfords - Banbury: item S)

52. This contract is for short-term financial support of previously-commercial service 90 following its proposed withdrawal by Heyfordian Travel. Affected parish councils have been consulted and patronage surveys conducted in order to inform the decision over its future viability as a subsidised service. Two 'short' journeys between Banbury, Adderbury and Deddington have been withdrawn without review as they are largely duplicated by Stagecoach service 59.
53. Full details of the route, current financial implications and other information relating to service 90 are contained in item S of Annex 1, while details of tender prices received along with recommendation for award or otherwise are contained under the same item heading in Supplementary Exempt Annex 2.

Financial and Staff Implications

54. 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

55. This document will be circulated prior to the meeting to all relevant County Council members. Each contract (or group of like contracts) will have a separate sheet in the same order and numbering as in Annex 1. Relevant information on the current service pattern, level and route will be repeated in the heading followed by the officers recommended option and suggested course of action (including the 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 officers recommended option if he so wishes).

RECOMMENDATION

56. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **make decisions on subsidy for the services described in this report on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2 (to be reported subsequently);**
 - (b) **record that in the opinion of the Cabinet Member for Transport 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
Deputy Director – Highways and Transport
Environment & Economy

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

Contact Officers: Tim Darch (Tel: Oxford 815587): Wantage and Faringdon area review
Allan Field (Tel: Oxford 815826): Financial information and other services

August 2011

Wantage, Faringdon and Didcot Area Review – new contracts to commence December 2011

ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
WANTAGE AREA SERVICES						
A	31 *	V42	Wantage – Marcham – Abingdon	Sun/BH eves	Stagecoach	2
B	31 *	V43	Wantage – Marcham – Abingdon – Oxford	Mon-Thurs eves	Stagecoach	3
C	32 X32	V33 V34	Abingdon – Didcot – Harwell Campus – Wantage – Grove Didcot – Harwell Campus – Chilton	Mon-Sat peak/off-peak Daily	Thames Travel	4
D	32A	V47	Didcot – Harwell – Wantage – Grove	Sun/BH	RH Transport	6
E	32B/32C X2 *	V40 V41	Didcot – Steventon/S.Courtenay – Abingdon	Mon-Sat eves Sun (X2)	Thames Travel Oxford Bus (X2)	7
F	36 *	V36	Milton Park – Steventon – Wantage – Grove	Mon-Fri peak	RH Transport	8
G	38	V44	Grove – Wantage – Letcombes – Childrey	Mon-Sat	Whites	9
H	94/95	V32	Didcot – Hagbournes - Moretons – Blewbury	Mon-Sat	Heyfordian	10
FARINGDON AREA SERVICES						
I	61	V70	Faringdon Town Service	Mon-Fri off-peak	Faringdon Community Bus	11
J	63	V61	Oxford – Appleton – Longworth – Southmoor	Tues/Weds/ Fri/Sat	Whites	12
K	65	V58	Faringdon – Longcot – Bourton – Swindon	Mon-Sat	Stagecoach	13
L	66 *	V59	Faringdon – Southmoor – Appleton – Oxford	Mon-Sat peak	Stagecoach	14
M	66	V78	Swindon – Faringdon – Southmoor – Oxford	Sun/BH	Stagecoach	15
N	67/67A/ 67B	V79	Faringdon – Stanford – Wantage	Mon-Sat	RH Transport	16
O	X47	V79	Wantage – Letcombes – Uffington – Swindon	Sat	RH Transport	18
P	83/84	V65	Stanford-in-the-Vale Community Minibus	Tues/Weds/ Fri/Sat	Stanford Community Minibus	19
Q	Dial-a-ride	n/a	Swindon area dial-a-ride (links Ashbury, Bourton, Shrivenham and Watchfield with Swindon)	Fri	Swindon Dial-a-ride	20
OTHER SERVICES						
R	43	V6	Eaton – Fyfield – Gozzards Ford – Cothill - Abingdon	Thurs	Whites	21

S	90/90A	C31	Heyfords-Middle Barton-Barfords-Banbury	Thurs	Heyfordian	22
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Notes

* ***Certain journeys only under review: partially commercial service***

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.

WANTAGE AREA SERVICES

ITEM A**Service 31**

Contract V42: Wantage – Marcham – Abingdon (Sunday evenings)

New contract at last review following commercial withdrawal of Sunday evening journeys on this route.

Operator	Stagecoach
Days of operation	Sunday evenings
Frequency	Two journeys each way (all journeys from Wantage/Abingdon from 1955 onwards)
Parishes served	Abingdon, Marcham, [Frilford], [Garford], East Hanney, Grove, Wantage

Alternative services

- There are no alternative mid-evening and late-evening services between Wantage and Abingdon

Current subsidy per annum	£6,582
Average passengers per day	44 (includes passengers from Oxford travelling to/from subsidised section of route)
Cost per passenger journey	£2.60

Comments from consultation

Bus Users UK: retain service

Cllr Zoe Patrick: maintain Wantage area services at least at current frequency

East Hanney: retain service

Marcham: retain service at least at current level

Prices sought

'De minimis' prices requested from Stagecoach for maintaining current level of service, along with any lower-cost options that are achievable

ITEM B

Service 31

Contract V43: Wantage – Marcham – Abingdon – Oxford (Monday to Thursday evenings)
 New contract at last review following commercial withdrawal of Monday to Thursday evening services on this route.

Operator	Stagecoach
Days of operation	Monday to Thursday evenings
Frequency	Three journeys each way (2000, 2200, 0000 ex-Oxford and 1955, 2055 and 2255 ex-Wantage)
Parishes served	Oxford, [Sunningwell], [Kennington], Abingdon, Marcham, [Frilford], [Garford], East Hanney, Grove, Wantage

Alternative services

- There are commercial Monday to Saturday mid-evening and late evening journeys between Wantage and Oxford (1900, 2100 and 2300 ex-Oxford, 1855 and 2155 ex-Wantage)
- The journeys provided by this contract are operated commercially on Friday and Saturday, with additional late night and early morning trips from Oxford to Abingdon and Wantage and from Abingdon to Oxford
- A half-hourly service between Abingdon and Oxford is available via Oxford Bus Company service 35

Current subsidy per annum £30,218

Average passengers per day 42

Cost per passenger journey £3.55

Comments from consultation

Bus Users UK: retain service but alternate route with X30

Cllr Zoe Patrick: maintain Wantage area services at least at current frequency

East Hanney: retain service

Marcham: retain service at least at current level

Prices sought

'De minimis' prices requested from Stagecoach for maintaining current level of service, along with any lower-cost options that are achievable

ITEM C

Service 32

Contract V33: Abingdon – Didcot – Harwell Campus – Wantage – Grove

Service X32

Contract V34: Oxford – Didcot – Harwell Campus – Chilton

Service 32 provides an hourly service linking the towns of Abingdon, Didcot and Wantage, which also serves Harwell Campus and transports significant numbers of students from Wantage, Didcot and villages served to and from Abingdon College. Service X32 links Didcot with Harwell Village and Harwell Campus, giving a half-hourly service between these places in conjunction with service 32, along with an ‘express’ service to Oxford

Operator	Thames Travel
Days of operation	Monday to Saturday
Frequency	Hourly
Parishes served	Abingdon, Culham, Sutton Courtenay, Milton, <i>Milton Park</i> , Didcot, Harwell, Harwell Campus, East Hendred, West Hendred, Ardington, Wantage, Grove, West Hanney, [East Hanney], Chilton

Alternative services

1. Oxford Bus Company service X2 links Abingdon and Milton Park with Didcot every 45 minutes from early morning to early evening Monday to Friday, and hourly on Saturday and Sunday
2. RH Transport service 36 operates a broadly hourly ‘directional’ service linking Wantage and Grove with Milton Park and Didcot on Monday to Friday from early morning until lunchtime, and operates in the reverse direction from early afternoon until the evening peak. Peak hour journeys are provided by service 36 (also under review: see item F)
3. Stagecoach service 34 operates a ‘directional’ service with two journeys linking Abingdon with Harwell Campus and Wantage in the morning peak, and two journeys in the opposite direction in the evening peak
4. Stagecoach commercial services 31 and X30 and Whites Coaches service 38 (also under review: see item G) link Wantage with Grove, providing a half-hourly service (although services 31, 38 and X30 all currently depart Wantage within a few minutes of each other ‘on the hour’)

Current subsidy per annum	32: £130,394 (plus £55,125 from Abingdon/Witney College and £56,546 from UKAEA) X32: £32,056 (entirely funded by Harwell Campus/Section 106 funding)
Average passengers per day	32: 487 X32: 384
Cost per passenger journey	32: £0.88 (using total contract value including S106 funding) X32: £0.27 (indicative: no current cost to OCC as service now operating without subsidy)

Comments from consultation

Ardington and Lockinge: retain services at current frequency

Bus Users UK: run later buses from Wantage for evening shopping

Childrey: improve connections with service 38

Chilton: retain service X32. Liaise with Goodman (Harwell Campus) to ensure future of both services 32/X32. Ensure Chilton Fields development benefits public transport for Chilton village

Cllr Zoe Patrick: maintain Wantage area services at least at current frequency

East Hanney: retain service

East Hendred: retain service at current frequency. Retain service to Mably Way. Add successful bidder for 32 service to Didcot 'PlusBus'

Harwell: retain 32 and extend into evening. Treat 32/X32 as 'linked' services. Continue to liaise with Goodman (Harwell Campus)

Marcham: retain service at least at current level

Sutton Courtenay: retain service, but extend to Oxford and operate alternately via Drayton/Culham

Wantage: retain service

Prices sought

Service 32

No prices sought: officers advised by two operators that service 32 would continue commercially (i.e without subsidy) after December 2011. Full timetables from this date were not available at the time of writing: should any reductions in service to communities on the line of route result from the commercial declarations, details of officers' attempts to mitigate these are detailed in Supplementary Exempt Annex 2.

Service X32

Service X32 will operate without subsidy until June 2012 (final year of 'declining subsidy' contract): after this date it is assumed that the service will operate wholly commercially.

ITEM D

Service 32A

Contract V47: Didcot – Harwell – Wantage – Grove (Sundays and Bank Holidays)

Operator	RH Transport
Days of operation	Sunday
Frequency	Two-hourly
Parishes served	Didcot, Harwell, East Hendred, West Hendred, Ardington, Wantage, Grove. <i>Some journeys are extended to Abingdon, Culham and Sutton Courtenay commercially: these are not part of the subsidised service</i>

Alternative services

- Ardington, East Hendred and West Hendred have no other Sunday bus service
- No other bus service links Grove and Wantage with Didcot on Sunday
- Grove and Wantage are linked with Abingdon by hourly commercial service 31 on Sunday
- Rowstock Corner and Harwell Village are linked with Didcot by hourly commercial service X32 on Sunday

Current subsidy per annum £13,528

Average passengers per day 59

Cost per passenger journey £3.98

Comments from consultation

Ardington and Lockinge: retain service at current frequency

Cllr Zoe Patrick: maintain Wantage area services at least at current frequency

East Hendred: retain service

Prices sought

PT/V47A: Two-hourly service connecting with trains to/from London at Didcot Parkway Station

PT/V47B: Two-hourly service connecting with buses to/from Oxford at Didcot Parkway Station

ITEM E

Service 32B/32C

Contract V40: Didcot – Steventon/Sutton Courtenay – Abingdon (evenings)

Hourly mid- and late-evening service linking Abingdon with Didcot and operating alternately via Sutton Courtenay and Steventon

Service X2

Contract V41: Didcot – Sutton Courtenay – Abingdon (Sunday daytime)

Sunday service linking Abingdon with Didcot diverted every two hours via Sutton Courtenay

Operator	Thames Travel (32B/32C) Oxford Bus Company (X2)
Days of operation	Daily evenings (32B/32C) Sundays (X2)
Frequency	32B/C: Hourly X2: two-hourly via Sutton Courtenay
Parishes served	Abingdon, Drayton, Steventon, Sutton Courtenay, Milton, <i>Milton Park</i> , Didcot
Alternative services	No alternative services link the towns and villages served by these contracts with Didcot and Abingdon on Monday to Saturday evenings and Sundays
Current subsidy per annum	£37,398 (32B/32C) £3,834 (X2)
Average passengers per day	38 (32B/32C) 13 (X2)
Cost per passenger journey	£3.26 (32B/32C) £5.11 (X2)

Comments from consultation

Bus Users UK: retain service. Direct evening services to/from Oxford requested

Cllr Zoe Patrick: maintain Wantage area services at least at current frequency

Drayton: Direct evening services to/from Oxford requested.

Steventon: request for higher frequency evening services

Prices sought

32B/C

PT/V40A: Existing daily service with alternate journeys via Sutton Courtenay/Steventon

PT/V40B: Monday to Saturday service with alternate journeys via Sutton Courtenay/Steventon

X2

PT/V41: 'de minimis' price requested from Oxford Bus Company to continue to divert journeys via Sutton Courtenay every two hours

ITEM F

Service 36

Contract V36: Milton Park – Steventon – Wantage – Grove *

'Express' peak hour service funded entirely by Section 106 funding linking Wantage and Grove with Milton Park and Didcot.

* Commercial off-peak journeys are not under review

Operator	RH Transport
Days of operation	Monday to Friday
Frequency	Broadly hourly morning and evening peak
Parishes served	Wantage, Grove, East Hanney, Steventon, Milton, <i>Milton Park</i> , Didcot

Alternative services

- Wantage and Grove are already linked with Milton Park and Didcot via Thames Travel service 32 (also under review: see item C). 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.

Current subsidy per annum	£47,056 (no cost to bus subsidy budget: contract entirely funded by Section 106 agreement)
Average passengers per day	49
Cost per passenger journey	£3.79 (indicative: no current cost to OCC)

Comments from consultation

Bus Users UK: reintroduce 1245 36 journey

Cllr Zoe Patrick: maintain Wantage area services at least at current frequency

Wantage: Retain 36 for travel to Milton Park and Didcot Parkway (for London)

Prices sought

PT/V36A: Current subsidised service (morning and evening peak only)

PT/V36B: Enhanced subsidised service additionally encompassing existing commercial journeys to ensure their continuation (hourly with a break at lunchtime)

This contract will be awarded until June 2012 to permit potential revisions to the service based upon ongoing developments in the Didcot area

ITEM G**Service 38****Contract V44: Grove – Wantage – Letcombes – Childrey**

This contract provides the 'Wantage town service', as well as an hourly service linking Childrey and East Challow with Wantage. Letcombe Regis and Letcombe Bassett are also served by morning peak journeys to Wantage and late afternoon and evening peak journeys from Wantage.

Operator	Whites Coaches
Days of operation	Monday to Saturday
Frequency	Broadly hourly, peak and off-peak
Parishes served	Wantage, Grove, East Challow, Childrey, Letcombe Bassett, Letcombe Regis

Alternative services

- East Challow is linked with Wantage and Faringdon by Monday to Saturday peak and off-peak service 67A (also under review: see item N), although there are sizeable gaps between journeys.
- 1. Letcombe Bassett and Letcombe Regis are linked with Wantage and Faringdon by Monday to Saturday off-peak services 67 and 67B (also under review: see item O), but provide just two return trips per day. On Saturdays these villages are also served by service X47 (also under review: see item O), which offers three trips to and from Wantage or Swindon

Current subsidy per annum	£80,089
Average passengers per day	246
Cost per passenger journey	£1.08

Comments from consultation

Bus Users UK: retain service and operate via Letcombes

Childrey: retain service and improve connections with service 32 at Wantage

Cllr Zoe Patrick (Wantage and Grove): Maintain services in Wantage area at least at current frequency

East Challow: many comments requesting retention of 38 service via Canal Way and Sarajac Avenue

Grove: retain service

Wantage: retain service

Prices sought

PT/V44A: Current level of service at current times

PT/V44B: Current level of service with slightly revised times

PT/V44C: Current level of service with slightly revised times and alternate journeys operating via East Challow and the Letcombes

ITEM H**Services 94/95****Contract V32: Didcot – Hagbournes – Blewbury**

Operator	Heyfordian Travel
Days of operation	Monday to Saturday
Frequency	Broadly hourly, peak and off-peak
Parishes served	Didcot, East Hagbourne, West Hagbourne, North Moreton, South Moreton, Aston Tirrold, Aston Upthorpe, Upton, Blewbury

Alternative services

- North Moreton, South Moreton, East Hagbourne, Aston Tirrold, Aston Upthorpe and Blewbury are all linked with Wallingford on Fridays only by Whites Coaches service 131
- Upton and West Hagbourne have no other bus service

Current subsidy per annum £86,262

Average passengers per day 142

Cost per passenger journey £1.99

Comments from consultation

Aston Tirrold/Aston Upthorpe: see South Moreton

Blewbury: Add later journey to connect with train. Connect with X32. Evening and weekend improvements. Include 94/95 on RTI displays. General support for existing service

Bus Users UK: retain service

East Hagbourne: Retain 94/95 and connect with peak trains. Advance 0920. Add later journeys

North Moreton: Move last bus to 1915, and run via Orchard Centre. Do not retime first shopping bus to serve North Moreton before 9am. Run last buses Mon-Sat. Reinforcement of South Moreton 130 suggestion

South Moreton: No service to Didcot from Moretons for 9-5 working day. No service to Hospital. No useful service to Tesco. Long journey times. 130 should be considered in this review, or defer 94/95 to be considered with Wallingford area services

Upton: improve connections with peak trains. General support for service

West Hagbourne: reinstate connections between services 94/95 and X32

Prices sought

PT/V32A: One bus, current timetable with minor alterations 0630-1930

PT/V32B: One bus, current timetable with minor alterations and later finish 0630-1955

PT/V32C: One bus, current timetable with minor alterations and earlier start at Didcot Parkway 0623-1955

PT/V32D: One bus, revised timetable with minor alterations and earlier start and later finish at Didcot Parkway 0623-1955

FARINGDON AREA SERVICES**ITEM I****Service 61****Contract V70: Faringdon Town Service.**

This contract is for a contribution towards this voluntarily-provided community bus service, which links residential areas of Faringdon with the town centre and Health Centre. An occasional service linking Eaton Hastings and Buscot with Faringdon was withdrawn in 2009 due to low patronage

Operator Faringdon Community Bus

Days of operation Monday to Friday

Frequency Four circular trips

Parishes served Faringdon

Alternative services No alternative services serve the residential areas of Faringdon that are covered by this contract.

Current subsidy per annum £7,356

Average passengers per day 48

Cost per passenger journey £0.61

Comments from consultation

Bus Users UK: retain service

Prices sought

Price requested from Faringdon Community Bus for continuation of current service

ITEM J**Service 63****Contract V61: Southmoor-Hinton Waldrist-Longworth-Appleton-Eaton-Oxford**

This contract provides an off-peak service to and from Oxford for the above-listed villages: the level of service was reduced from Monday to Saturday to Tuesday, Wednesday, Friday and Saturday at the last review four years ago.

Operator	Whites Coaches
Days of operation	Tuesday, Wednesday, Friday and Saturday
Frequency	Two-hourly off-peak
Parishes served	Oxford, North Hinksey, Cumnor, Appleton w/Eaton, Fyfield, Longworth, Hinton Waldrist, Kingston Bagpuize w/Southmoor

Alternative services

- Cumnor is served by half-hourly Monday to Saturday daytime service and hourly evening and Sunday service 4B to Oxford and Abingdon
- Kingston Bagpuize and Southmoor, Fyfield Turn and Appleton Turn are served by half-hourly Monday to Saturday and hourly Sunday commercial service 66 to Swindon and Oxford
- Hinton Waldrist, Longworth, Fyfield, Appleton and Eaton are linked with Abingdon by Thursday-only service 43 (single off-peak round trip: also under review (see item R))
- Peak and evening journeys linking Longworth, Fyfield, Appleton and Eaton with Oxford are provided by diversion of certain service 66 journeys (also under review: see item L).

Current subsidy per annum £48,035

Average passengers per day 57

Cost per passenger journey £2.76

Comments from consultation

Appleton and Eaton: At least maintain 63/66 at current levels (in preference to 43), or divert occasional 66s off-peak. No opposition to withdrawal of 3pm ex-Oxford. Happy to connect with X15 at Southmoor. Maintain service along Netherton Road

Bus Users UK: also run at peak hours, Monday to Saturday

Cumnor: retain service. If removing 1500 ex-Oxford, add later journey after school run period to increase flexibility for users

Hinton Waldrist: Request for daily service. 43 fills Thursday gap in 63. Support connection with X15 at Southmoor if offered on Monday to Saturday. Retain mid-afternoon ex-Oxford journey or add later trip

Kingston Bagpuize w/Southmoor: Connection with 63 to X15 sensible. Retain a mid/late afternoon journey.

Prices sought

PT/V61A: Current level of service (Tuesday, Wednesday, Friday and Saturday)

PT/V61A1: Current level of service (Tuesday, Wednesday, Friday and Saturday) but excluding mid-afternoon journeys

PT/V61B: Monday to Saturday service at current frequency

PT/V61B1: Monday to Saturday service at current frequency but excluding mid-afternoon journeys

CMDT6

PT/V61C: Current level of service with adjusted afternoon timings (Tuesday, Wednesday, Friday and Saturday)

PT/V61D: Current level of service with adjusted afternoon timings (Monday to Saturday)

ITEM K

Service 65

Contract V58: Faringdon – Longcot – Bourton – South Marston – Swindon

Contract V74: Faringdon – Watchfield – Swindon (early a.m)

Shopping service linking Longcot and Bourton with Swindon and Faringdon, plus single early morning journey operating direct to Swindon via A420. Swindon Borough Council contributes toward contract V58 for serving South Marston Village.

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Three off-peak round trips in each direction with a direct morning peak journey via A420 an evening peak journey from Swindon via the villages.
Parishes served	Great Faringdon, [Great Coxwell], Little Coxwell, Fernham, Longcot, Watchfield, Bourton, Shrivenham, <i>Swindon B.C</i>

Alternative services

- Longcot and Bourton both have no other bus service
- Little Coxwell and Fernham are linked with Faringdon and Wantage by peak and off-peak services 67 and 67A (also under review: see item N)
- Faringdon, Watchfield and Shrivenham are linked with Swindon by daily service 66 (half-hourly Monday to Saturday, hourly Sunday)

Current subsidy per annum	V58: £27,884 (plus £11,876 from Swindon B.C) V74: £9,985
Average passengers per day	V58: 25 V74: 7 (Passengers travelling between Swindon/Faringdon and Watchfield and Shrivenham excluded from V58 surveys as they have a regular alternative via commercial service 66)
Cost per passenger journey	V58: £3.66 (£5.20 using total contract value) V74: £4.68

Comments from consultation

Bus Users UK: enhance to two-hourly. Serve Great Coxwell
Longcot: Service not useful as it is: lack of peak bus and limited shoppers options. Some residents connect with 66 at Shrivenham: 66 stops on A420 too distant
Shrivenham: maintain status quo
Watchfield: retain 65 routing, or divert occasional 66 journeys should cuts be necessary

Prices sought

'De minimis' price requested from Stagecoach for maintaining current level of service

ITEM L**Service 66****Contract V59****Faringdon – Southmoor – Appleton – Oxford peak**

Morning and evening peak diversions from main 66 route via A420 to serve Appleton and Eaton, plus Monday to Saturday early evening journey to Oxford (late evening return journey provided commercially)

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Morning and evening peak journeys, plus single early evening journey to Oxford
Parishes served	Oxford, North Hinksey, Cumnor, Appleton w/Eaton, Fyfield, Kingston Bagpuize w/Southmoor, [Pusey], [Buckland], Littleworth, Great Faringdon, North Hinksey

Alternative services

- Appleton and Eaton have no alternative peak hour or evening services, but are linked with Oxford off-peak by Whites Coaches service 63 (also under review: see item J) on Tuesday, Wednesday, Friday and Saturday, and with Abingdon on Thursday by Thursday-only service 43 (single off-peak round trip)

Current subsidy per annum	£4,525
Average passengers per day	Morning/evening peak: 4 Fri/Sat late evening: 25 Mon-Sat early evening: 0
Cost per passenger journey	£1.06

Comments from consultation

Appleton and Eaton: maintain peak hour diversions

Bus Users UK: withdraw journeys if they can be covered by additional service 63 peak hour journeys

Prices sought

'De minimis' price requested from Stagecoach for continued provision of diverted peak hour journeys via Appleton

ITEM M

Service 66

Contract V78

Swindon – Shrivenham – Faringdon – Southmoor – Appleton – Oxford (Sundays)

Sunday service between Swindon, Faringdon and Oxford via A420

Operator Stagecoach

Days of operation Sunday

Frequency Hourly

Parishes served Oxford, North Hinksey, [Cumnor], Appleton w/Eaton, Fyfield, Kingston Bagpuize w/Southmoor, [Pusey], [Buckland], Littleworth, Great Faringdon, Besselsleigh, North Hinksey, Shrivenham, Watchfield, Longcot

Alternative services

- All places served except Oxford, Cumnor, North Hinksey and Swindon have no alternative bus service on Sundays, and no other direct service links Swindon and Oxford.
- Cumnor and North Hinksey are linked with Oxford on Sunday by hourly service 4B

Current subsidy per annum £19,140

Average passengers per day 431

Cost per passenger journey £0.77

Comments from consultation

Bus Users UK: retain service

Kingston Bagpuize w/Southmoor: retain Sunday 66 service

Shrivenham: retain Sunday 66 service

Prices sought

'De minimis' price requested from Stagecoach for continued contribution toward current Sunday service

ITEM N

Service 67/67A/67B

Contract V79: Faringdon – Stanford-in-the-Vale – Wantage

Monday to Saturday peak/off-peak service linking Wantage with Faringdon. Most journeys operate direct from Stanford to Wantage (services 67A/B), but two round trips per day serve the ‘White Horse villages’ off the B4507, as well as the Letcombes (service 67).

Operator RH Transport

Days of operation Monday to Saturday

Frequency Broadly two-hourly, peak and off-peak

Parishes served Baulking, Childrey, East Challow, Great Faringdon, Fernham, Letcombe Bassett, Letcombe Regis, [Little Coxwell], Kingston Lisle, Shellingford, Sparsholt, Stanford-in-the-Vale, Uffington, Wantage

Alternative services

- Childrey, Letcombe Bassett and Letcombe Regis are also linked with Wantage on Monday to Saturday by Whites Coaches service 38 (also under review: see item G), and with Wantage and Swindon on Saturday by RH Transport service X47 (also under review: see item P)
- Uffington, Wescot, Sparsholt and Kingston Lisle are also linked with Wantage and Swindon on Saturday by RH Transport service X47 (also under review: see item P)
- East Challow is also linked with Wantage on Monday to Saturday by Whites Coaches service 38 (also under review: see item G)
- Fernham and Little Coxwell are linked with Faringdon and Swindon on Monday to Saturday by Stagecoach service 65 (also under review: see item K)
- Shellingford is also linked with Faringdon on Tuesday and Friday by Stanford Community Minibus services 83 and 84 (also under review: see item P)
- Faringdon, Wantage and Stanford-in-the-Vale are also linked on Tuesday, Wednesday, Friday and Saturday by Stanford Community Minibus services 83 and 84 (also under review: see item P)
- Faringdon is linked with Swindon and Oxford by daily service 66 (Sunday service under review: see item M)
- Wantage is linked with Abingdon and Didcot by Monday to Saturday service 32 (also under review: see item C), with Abingdon by largely commercial service 31 (some journeys under review: see items A and B), with Didcot and Abingdon on Sunday by service 32A (subsidised element under review: see item D), and with Didcot on Monday to Friday peak hours by service 36 (also under review: see item F)
- Baulking has no other bus service

Current subsidy per annum £74,241 (plus £11,861 Section 106 funding for Saturday service)

Average passengers per day 138

Cost per passenger journey £1.76 (£2.04 using whole contract value)

Comments from consultation

Bus Users UK: remove layover breaks to increase flexibility of service

Item N continues overleaf

Item N continued

Cllr Zoe Patrick (Wantage and Grove): maintain services in Wantage area at least at current frequency

King Alfred's School: continue school 67A journeys. Continue to pick up in car park.

Advance p.m journey to depart Wantage 1515 (K.A 1520)

Sparsholt: Some students return to Sparsholt and Westcot from King Alfred's via pm 67.

Hope for continuation of M-F service if Saturday X47 remains

Uffington: Suggest retention of daily single 67, or at least three days a week.

Prices sought

PT/V79A: Current level of service but without poorly used afternoon 67 journeys

PT/V79B: Revised service (service 67A only): Monday to Friday

PT/V79C: Revised service (service 67A only): Monday to Saturday

PT/V80A: Service 67 (Baulking-Kingston Lisle-Wantage): single round trip (Mon-Fri)

PT/V80B: Service 67 (Baulking-Kingston Lisle-Wantage): single round trip (Mon/Weds/Fri)

Additionally the Special Transport Service Fleet Manager was advised of the potential suitability of elements of this contract for fleet operation: details of any prices received are contained in Supplementary Exempt Annex 2.

ITEM O**Service X47****Contract V79: Wantage – Letcombes – Uffington – Swindon**

Saturday only shoppers' service linking 'White Horse villages', Wantage and Swindon.

Operator	RH Transport
Days of operation	Saturday only
Frequency	Three round trips
Parishes served	Wantage, Childrey, Letcombe Bassett, Letcombe Regis, Sparsholt, Kingston Lisle, Ashbury, Woolstone, [Compton Beauchamp], Uffington, <i>Swindon B.C</i>

Alternative services

- Childrey, Letcombe Bassett and Letcombe Regis are also linked with Wantage on Monday to Saturday by Whites Coaches service 38 (also under review: see item G), and with Wantage and Faringdon on Monday to Saturday by RH Transport service 67/67B (also under review: see item N)
- Uffington, Wescot, Sparsholt and Kingston Lisle are also linked with Wantage and Faringdon on Monday to Saturday by RH Transport service 67 (also under review: see item N)
- Ashbury is linked with Swindon by two-hourly Monday to Saturday service 47 (subsidised by Swindon Borough Council, West Berkshire County Council and Oxfordshire County Council. OCC contribution **NOT** currently under review, and agreed until 2013)
- Woolstone and Compton Beauchamp have no other bus service
- Wantage is linked with Abingdon and Didcot by Monday to Saturday service 32 (also under review: see item C), with Abingdon by largely commercial daily service 31 (some journeys under review: see items A and B), with Oxford by wholly commercial daily service X30, with Didcot and Abingdon on Sunday by service 32A (subsidised element under review: see item D), and with Didcot on Monday to Friday peak hours by service 36 (also under review: see item F)

Current subsidy per annum £12,873

Average passengers per day 57

Cost per passenger journey £4.36

Comments from consultation

Ashbury: support retention of service X47

Bus Users UK: retain service. Enhance to Monday to Saturday?

Cllr Zoe Patrick (Wantage and Grove): maintain services in Wantage area at least at current frequency

Sparsholt: hope for continuation of service X47

Uffington: reduction to single round trip to Swindon considered acceptable

Prices sought

PT/V68A: Current level of service at current times

PT/V68B: Revised service (earlier finish)

PT/V68C: Revised service (earlier finish and operating via Bourton not Bishopstone/Fox Hill)

ITEM P

Service 83/84

Contract V65: Stanford-in-the-Vale Community Minibus

Community bus service operating on Tuesday, Wednesday, Friday and Saturday, linking Stanford and many villages with no other bus service with Wantage and Faringdon.

Operator	Stanford in the Vale Community Minibus
Days of operation	Tuesday, Wednesday, Friday and Saturday
Frequency	Two or three round trips per operating day
Parishes served	Stanford-in-the-Vale, Goosey, Hatford, West Challow, [East Challow], Gainfield, Charney Bassett, Lyford, Denchworth, Shellingford, Faringdon, Wantage

Alternative services

- Goosey, Hatford, Gainfield, Charney Bassett, West Challow, Lyford and Denchworth have no other bus service at any time
- Stanford-in-the-Vale, Shellingford and East Challow are linked with Faringdon and Wantage by Monday to Saturday services 67/6A (also under review: see item N)
- Wantage is linked with Abingdon and Didcot by Monday to Saturday service 32 (also under review: see item C), with Abingdon by largely commercial daily service 31 (some journeys under review: see items A and B), with Oxford by wholly commercial daily service X30, with Didcot and Abingdon on Sunday by service 32A (subsidised element under review: see item D), with Didcot on Monday to Friday peak hours by service 36 (also under review: see item F), and with Faringdon by Monday to Saturday services 67/6A (also under review: see item N)
- Faringdon is linked with Swindon and Oxford by daily service 66 (Sunday service under review: see item M)

Current subsidy per annum	£4,884
Average passengers per day	Tues 31, Weds 65, Fri 15, Sat 25
Cost per passenger journey	£0.70

Comments from consultation

Bus Users UK: suggest wholesale revisions to timetable
Cllr Zoe Patrick (Wantage and Grove): maintain services in Wantage area at least at current frequency

Prices sought

'De minimis' prices requested from Stanford Community Minibus for continuation of current service, and for inclusion of West Hanney

ITEM Q

Swindon area Dial-a-ride

Dial-a-ride service linking Ashbury, Bourton, Shrivenham and Watchfield with Swindon

Operator Swindon Dial-a-Ride

Days of operation Friday only

Frequency Demand-responsive service

Parishes served Ashbury, Bourton, Shrivenham, Watchfield, *Swindon B.C*

Alternative services

- Ashbury is linked with Swindon by two-hourly Monday to Saturday service 47 (subsidised by Swindon Borough Council, West Berkshire County Council and Oxfordshire County Council. OCC contribution NOT currently under review: agreed until 2013)
- Shrivenham and Watchfield are linked with Swindon by daily service 66 (subsidised elements also under review: see items L and M)
- Bourton is linked with Swindon by Monday to Saturday service 65 (also under review: see item K)

NOTE: Dial-a-Ride services are aimed at those who have difficulty in using conventional public transport. This should be considered when evaluating the benefit of the above alternative services for the communities served.

Current subsidy per annum: £5,656

Number of passenger journeys Dec 2009-November 2010: 478

Average number of passengers per Friday: 9.76

Cost per passenger journey £11.83

Comments from consultation

No comments received

Prices sought

Price requested from Swindon Dial-a-Ride for continuation of current service

OTHER SERVICES

ITEM R

Service 43

Contract V6: Appleton-Eaton-Fyfield-Tubney-Gozzards Ford-Cothill-Dry Sandford-Abingdon

Weekly shoppers' service linking the villages listed below to Abingdon

Operator	Whites Coaches
Days of operation	Thursday only
Frequency	Single return trip
Parishes served	Appleton w/Eaton, Fyfield and Tubney, Longworth, Hinton Waldrist, Marcham (includes Gozwards Ford), St Helen Without (includes Cothill and Dry Sandford), Wootton

Alternative services

- Appleton with Eaton, Fyfield and Tubney, Longworth and Hinton Waldrist are linked with Oxford by off-peak service 63 (also under review: see item J)
- Appleton with Eaton and Fyfield and Tubney are linked with Oxford by peak hour service 66 (also under review: see item L)
- The main residential areas of Wootton are served by Oxford Bus daily commercial service 4: however Lashford Lane has no other bus service
- Gozwards Ford, Dry Sandford and Cothill have no other bus service

Current subsidy per annum: £3,150

Average passengers per day: 26

Cost per passenger journey: £2.34

Comments from consultation

Appleton and Eaton: retain service 63 in preference to service 43 if choice is necessary

Bus Users UK: retain service, but curtail at Abingdon Town Centre if patronage insufficient to Health Centre

Hinton Waldrist: 43 fills gap in 63 service (which does not currently operate on Thursday)

St Helen Without: run 43 on Monday rather than Thursday if only one day per week

Prices sought

PT/V6A: Current timetable (Monday only)

PT/V6B: Current timetable (Thursday only)

PT/V6C: Current timetable (Monday and Thursday)

Additionally the Special Transport Service Fleet Manager was advised of the potential suitability of this contract for fleet operation: details of any prices received are contained in Supplementary Exempt Annex 2.

ITEM S

Service 90

Contract C31: Heyfords-Middle Barton-Barfords-Banbury

Weekly shoppers' service linking the villages listed below to Banbury

This service has been withdrawn commercially by Heyfordian Travel, and is being subsidised until December while a review of its long-term viability is conducted

Operator	Heyfordian Travel
Days of operation	Thursday only
Frequency	Single return trip via all villages listed
Parishes served	Lower Heyford, Upper Heyford, Steeple Barton, Sandford St Martin, Worton, Duns Tew, Deddington, Barford St John and St Michael, Milton, Adderbury, Banbury

Alternative services

- Adderbury and Deddington are also linked with Banbury and Oxford by broadly hourly Monday to Saturday services 59/59A (Stagecoach)
- Duns Tew and Middle Barton are also linked with Banbury and Oxford by Monday to Saturday service 59A (Stagecoach: 3 off-peak journeys to Banbury/from Oxford, 4 from Banbury/to Oxford plus single morning peak hour journey to Banbury/Oxford and evening peak journeys back)
- Lower Heyford and Upper Heyford are also linked with Oxford and Bicester by broadly hourly Monday to Saturday peak/off-peak service 25A (Heyfordian)
- Sandford St Martin is linked with Chipping Norton on Wednesday and Saturday (Heyfordian: single return trip)
- Worton, Barford St John and St Michael, Milton and Hempton have no other bus service

Current subsidy per annum: £3,881

Average passengers per day: 23

Cost per passenger journey: £3.26

Comments from consultation

Bus Users UK: retain service. Minor route revisions suggested

Steeple Barton: retain service for 'social group' who make trip to Banbury

Upper Heyford: retain and enhance service 90 to Banbury

Prices sought

PT/C31A: current level of service

Additionally the Special Transport Service Fleet Manager was advised of the potential suitability of this contract for fleet operation: details of any prices received are contained in Supplementary Exempt Annex 2.

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