

**SECTION A: Wheatley, Thame and Watlington Area Review**

Item code	Service number	Contract number	Route	Days of operation	Current Operator	Page
<b>A</b>	40	PT/S 15	Thame – Chinnor – (High Wycombe)	Mon-Sat	Arriva the Shires	3-5
<b>B</b>	101	PT/S 20	Oxford – Watlington	Mon-Sat	Thames Travel	6-8
<b>C</b>	102	PT/S 19	Oxford – Horspath – Watlington	Fri/Sat Eves	Thames Travel	9
<b>D</b>	103,104, 113	PT/S 5	Oxford – Great Milton – Little Milton / Cuddesdon. Stanton St.John – Wheatley.	Mon-Sat	Heyfordian	10-12
<b>E</b>	108 118	PT/S 8	Oxford – Forest Hill (circular) Oxford – Horton cum Studley /Brill	Mon-Sat	Motts Coaches	13-15
<b>F</b>	111, 123, 124	PT/S 9	Chalgrove – Thame Thame Town service. Watlington – Thame.	Tues only Tues–Sat	Red Rose Travel	16-18
<b>G</b>	280	PT/S 13	(Aylesbury) – Thame – Oxford	Sun AM & Eve jnys.	Arriva the Shires	19-20
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**SECTION B: Other contracts elsewhere in County requiring a decision.**

Item Code	Service Number	Contract Number	Route	Days of Operation	Reason	Page No.
<b>L</b>	H1/H2	PT/O 8	Headington shops – Headington Quarry	Mon-Fri	Replacement For 108 diversion	27-28
<b>M</b>	125	PT/S 61	Wallingford – Watlington	Mon-Sat	Commercial Deregistration	29
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**SECTION B: Other contracts elsewhere in County requiring a decision. (Con't)**

<b>Item Code</b>	<b>Service Number</b>	<b>Contract Number</b>	<b>Route</b>	<b>Days of Operation</b>	<b>Reason</b>	<b>Page No.</b>
<b>O</b>	105	PT/S 70	Wallingford – Berinsfield – Oxford	Mon-Fri	Commercial Deregistration	31
<b>P</b>	B1 B2 B5 B8 500	PT/C16	Banbury Town Services	Sundays	Loss of linking with Service 500 – Withdrawal of Northants CC funding.	32
<b>Q</b>	800	PT/S 31	(High Wycombe) – Marlow – Henley – (Reading)	Sundays	Withdrawal of Bucks C.C. Funding	33
<b>R</b>	2A	PT/O 20	Diversion via Lyne Mead Kidlington	Eves & Sundays	End of De Minimis contract	34

## **SECTION A: WHEATLEY, THAME & WATLINGTON AREA REVIEW**

**Wheatley area contracts to be awarded for 5 years (2011 – 2016).**

**Thame and Watlington area contracts to be awarded for 6 years (2011 – 2017).**

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### **ITEM A**

#### **Service 40**

#### **Contract: PT/S 15:- Thame – Chinnor – (Stokenchurch) – (High Wycombe)**

(To be awarded for 6 years)

JOINT CONTRACT WITH BUCKINGHAMSHIRE COUNTY COUNCIL

(Current contract was awarded by Bucks C.C. with proportional contribution by Oxon).

**Description:** A regular inter-urban service between Thame and High Wycombe serving the villages of Towersey, Chinnor, Kingston Blount and Aston Rowant, as well as Stokenchurch and West Wycombe in Buckinghamshire.

**Operator:** - Arriva the Shires

**Days of operation:** - Monday to Saturdays  
(NB A limited Sunday/Public Holiday/Mon-Sat Evening service operates between High Wycombe and Stokenchurch, entirely funded by Wycombe District Council. No part of it runs in Oxfordshire)

**Frequency:** - Hourly

**Towns/Parishes served:** - (7) Aston Rowant, Chinnor, Crowell, Lewknor, Sydenham, Thame, Towersey (also runs in Buckinghamshire to High Wycombe)

#### **Alternative services:** -

- a) **Thame** is served by regular routes (daily) to Aylesbury and Oxford (280). Part of the Town Service (route 123) also serves Kings Road and Queens Road in Thame. (123 is part of this review).
- b) This is the only public service to **Towersey** village, although there is a free Tesco bus to Aylesbury, Broadfields on a Thursday (Arriva).
- c) **Chinnor** has a Mon-Fri peaks hours only link to Princes Risborough Station (service 320 – Red Line) funded by Chiltern Railways as part of their franchise commitment. There is also a free Tesco service to Aylesbury, Broadfields on Fridays (Arriva). One M-F AM peak journey on the Watlington Connection (q.v) starts from Chinnor, and there is an alternative school-day only peak hour service to High Wycombe via Bledlow Ridge on route 331 (Red Line).
- d) **Crowell and Aston Rowant** is also served by the one journey on the Watlington Connection community link service to Lewknor interchange (and Watlington).
- e) The **Lambert Arms** is near Lewknor Interchange, served every day of the year, 24hrs per day by the Oxford – London Tube.
- f) Red Rose commercial service 275 (Oxford - High Wycombe) (Mon-Fri) parallels this contract from the Lambert Arms to High Wycombe via Stokenchurch. (three jnys each way, Mon-Fri).
- g) Competition has started since autumn 2009 between Stokenchurch and High Wycombe with commercial routes 2A and 2C introduced by Carousel Buses and retaliatory 340 (Stokenchurch – Lane End – High Wycombe) introduced by Arriva.

**Contract PT/S15: Line 40 (continued)**

h) National Express 737 (Oxford – Stansted Airport) also serves Stokenchurch and High Wycombe.

**Current subsidy per annum:** - £44,000 (O.C.C. proportion)

**Average passengers per annum:** - 83,886 (Oxon section only)

**Cost per passenger journey:** - £0.52p

(NB: - \* = Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures which cover passengers travelling to/from or within Oxfordshire only)

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**Loadings breakdown:-**

Introduced in June 2007, this service replaced a Thame – Chinnor – Princes Risborough service wholly funded by Oxfordshire C.C. The New Line 40 has been quite successful, partly due to the opening of the new Eden shopping centre in High Wycombe. Some journeys suffered from insufficient capacity between Stokenchurch and High Wycombe, and into Thame on Tuesday (Market day). Loadings have however suffered since late 2009 from increased competition over the Stokenchurch – High Wycombe section by other operators as well as alterations made by Arriva themselves.

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**Comments from consultation:-**

**Aston Rowant P.C** - Service extensively used. Should serve Lewknor Interchange and Watlington. Earlier/later journeys requested.

**Chinnor P.C** - Retain and improve this service. In Bucks Primary Healthcare area so need link to Princes Risborough (for Connections to Stoke Mandeville Hospital).

*Needs survey summary*

- The overwhelming trend in the comments made is the need for a bus service to/from Princes Risborough (onto Aylesbury) – often mentioning the previous no. 15 service. People wanted to be able to get to the train station and access their dentists and friends. There is also a strong need to access Princes Risborough in order to connect with buses for Stoke Mandeville Hospital.
- Many comments are made in support of existing services as the respondents rely on the services as a major influencing factor to their quality of life, however the two following points are usually made in conjunction:
- Over 20 respondents stressed that Chinnor needed evening and weekend services, so that they could feasibly use the bus as an alternative for the car.
- The timings of the bus are also cited as a problem for some users. The hourly service is inconvenient if the respondent misses the last bus and then has to wait – especially in cold weather.
- 3 respondents who live in Henton area struggle to reach the bus stops and therefore have to rely on their cars.

**Thame T.C.** - Vital link to Towersey and Chinnor; should continue.

**Bus Users UK** - Please maintain revenue support and timetable frequencies for route 40 at current levels. Please encourage Buckinghamshire CC to continue its share of support for this service on its present route and at its present frequency.

*Public letter* - Serve Lewknor Interchange Off-peaks (run Watlington Connection from Chinnor in peaks).

*Public letter* - If lose route, would be isolated – already lost Princes Risborough Link. (Chinnor resident).

*Public letter* - Any changes will cause great inconvenience for pensioners – hospital appointments in High Wycombe – no banks in Chinnor. (Chinnor residents).

*Public letter* - Only public transport in Chinnor; lacking vital shops in village – must be able to get to Thame/Wycombe. (Chinnor resident)

### **Contract PT/S15: Line 40 (continued)**

#### **Comments from consultation (Con't):-**

- E-mail* - Had to give up driving in 2008 service used for social contact and shopping. Prepared to pay nominal fare to keep going. (Aston Rowant resident).
- E-mail* - Significant cross-boundary usage – retain to High Wycombe. Later bus to Chinnor or Thame requested (Stokenchurch Resident – on local action forum).
- E-mail* - 1) Run via John Lewis / Asda in Cressex  
2) Serve Lewknor Interchange.  
3) Earlier, later and more frequent service  
4) Route in Thame via Wenman Road and Thame Park Road  
5) In Thame, continue to Lord Williams Upper and Leisure Centre  
6) Provide service to Princes Risborough for dentist and doctors  
7) Fairer pricing policy as Chinnor – Thame fare expensive.  
(Two Chinnor residents)
- E-mail* - Most disappointed if route abandoned or degraded in frequency or required a change at Stokenchurch. Prepared to pay fare (Crowell resident).

#### **Prices sought.**

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

A number of “De minimis” quotations were sought from the commercial operator for those existing journeys not covered by the commercial proposals whilst one replacement trip each way was also offered under open tender as contract PT/S 11.

**ITEM B**

**Service 101.**

**Contract: PT/S 20:- Oxford – Chalgrove – Watlington**

(To be awarded for 6 years)

**Description:** A regular inter-urban service between Oxford and Watlington serving the villages of Garsington, Stadhampton and Chalgrove.  
(NB certain peak journeys also serve Unipart House, Cowley).  
This route serves Littlehay Road and Rymers Lane, Cowley.

**Operator:** - Thames Travel

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

**Frequency:** - Hourly  
(NB additional late evening journeys on Fri/Sat nights are covered separately by Contract PT/S 19 (service 102))

**Towns/Parishes served:** - (6) Chalgrove, Cuxham with Easington, Garsington, Oxford City, Stadhampton, Watlington

**Alternative services:-**

- a) **Watlington** has alternative services to Thame (124), Reading (M1) and Lewknor interchange (Watlington connection) – all part of this review. A further service to Wallingford (125) (two jnys e.w. Mon-Sat) is not included (but see Item M).
- b) **Cuxham, Chalgrove and Stadhampton** have a market day bus to Wallingford on a Friday (126) whilst Chalgrove and Stadhampton also have a bus to Thame on Tuesdays (111 – part of this review)
- c) **Garsington** has three jnys per day (Mon-Sat) on service 104 to Wheatley and Oxford City.
- d) **Unipart** and the Watlington Road are also served by route 20 at peak times Mon-Fri, to Cowley Centre and Rose Hill. Service 12 (daily, daytime) to/from the City run nearby along Cuddesdon Road.
- e) Between Cowley Eastern by-pass roundabout and Cowley Centre a combined 30 minute frequency is provided joint with routes 103/104 to the City centre and there are also Mon-Fri peak and Saturday daytime jnys on route 20.
- f) Between Cowley and the City centre there are very frequent services, daily, however this route, together with the 103/4 provide the only services along **Rymers Lane and Littlehay Road** (off Cowley Road).

**Current subsidy per annum:** - £145,744

**\*Average passengers per annum:** - 61,138

**\*Cost per passenger journey:** - £2.38

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

**Comments from consultation:-**

**Cllr David Turner** Reduction in service would be counter-productive. More robust than when it was a two hourly service and c.p.j. is low. Serious complaints about Oxford pick-up stop at L1 in High Street. Also mentioned Sunday service.

**Chalgrove P.C.** Any reduction in service would be a retrograde step – late night service and essential part of route timings. Possibility of a Sunday service?

**Comments from consultation (Con't):-**

**Cuxham with Easington P.C.** – Questionnaire round village – 7 totally reliant on service (2 travel daily, M-F). Suggestion to reduce service to two-hourly off-peak and charge concessions a nominal fee!

**Garsington P.C.** – Retention of 101 essential.

**Watlington P.C.** The responses we received were strongly against truncating some services at Chalgrove, and were mixed on the other two suggestions. The points made were:

1) The peak hours trips from Watlington should not be reduced if the service is to be of any use to those using it to get to work or education (school and college);

2) The majority of respondents objected to a reduction in off-peak trips mainly on the grounds that a regular and predictable service was needed to make it attractive;

Where users have appointments in Oxford (mainly medical) it is not viable to arrive up to two hours early, or to have to wait a similar length of time for a return service;

Some respondents said that if cuts were essential then losing one of the off-peak morning services (after 11am) and/or one of the afternoon off-peak services (probably the 14:13 from Oxford) would be acceptable;

Where there were comments on the possible diversion of the service to include Horspath, there was a general reluctance to extend an already long bus trip, but acceptance that this was better than a reduced frequency;

Terminating the service at Chalgrove (from North) was rejected on the above grounds of frequency, but in addition because it introduced uncertainty about whether a particular service was going as far as Watlington. For some users it would make trips between Watlington and Chalgrove (to visit the surgery, for shopping, or to visit elderly family) more difficult;

One respondent made the suggestion below which we believe deserves consideration. It suggests a more useful service while at the same time addresses the possible reduction in 124 and W1 services. He suggested that *“The main local transport interchange is actually at Lewknor/Aston Rowant, from where there are frequent buses to London, Oxford, Chinnor, Thame and High Wycombe. Ideally, the 101 would terminate at Lewknor rather than Watlington in order to improve the flow through this node - timing of connections with the number 40 to Thame and Wycombe would be critical. If this was done, the M1 between Stokenchurch and Watlington could be cut, as well as the 124 (except market days) without reducing the overall service levels. The Lambert Arms might be a suitable place for all buses to stop.”* There would clearly need to be scheduling adjustments and the availability of through tickets for those changing to or from the 40 service would need to be resolved but the benefits of improved links to the London Tube service, and to Thame and High Wycombe should increase the usage of the 101 service.

**Bus Users UK:-** Evaluate whether any of the following service enhancements might be a cost-effective use of subsidy:

- 1) A limited number of extra peak-hour journeys on Mondays to Fridays,
- 2) Re-introduction of the 2015 hrs. departure from Oxford on Thursdays,
- 3) A Sunday and Bank Holiday service, perhaps running every two hours and giving a total of about five journeys in the day and using a smaller bus such as an Optare Solo,

**Public Meeting:** - Service should continue as now (Chalgrove resident).

**E-mail:** - Good service and lifeline for village – retain hourly service No service evenings, Sundays or Public Holidays (Garsington resident).

**Prices sought**

**A commercial proposition has been received to operate this service; this is detailed further in Annex 2.** A number of “De minimis” quotations were sought from the commercial company for certain existing journeys not covered by the commercial proposals (mainly early AM/late PM peak journeys).



## ITEM C

### Service 102

**Contract: - PT/S19 Oxford – Horspath – Chalgrove – Watlington**

(To be awarded for 6 years)

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**Description: -** One journey each way between Watlington and Oxford City via Chalgrove and Horspath village on Friday/Saturday evenings only. This provides a later facility after the last 101 buses (see PT/S 20) as well as an evening bus to Horspath village after the last 103. (PT/S 5) Does not serve Littlehay Road and Rymers Lane.

**Operator: -** Thames Travel

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

**Frequency: -** One journey in each direction  
NOTE: upon award of this contract, Thames Travel commercially introduced extra evening journeys on route 101 (Watlington – Oxford direct) on Friday and Saturday nights. These commercial journeys (with 102) give a two-hourly evening service in each direction and a last bus from Oxford city at 01.15.

#### **Towns/Parishes served:-**

(7) Chalgrove, Cuxham with Easington, Garsington, Horspath, Oxford City, Stadhampton, Watlington

#### **Alternative services**

- a) There are no alternative services from Watlington, Chalgrove or Garsington at the times that these journeys run
- b) Frequent City services operate from the Cowley area to the City, including later departures from City centre. (Stagecoach route N1 runs through most of the night at weekends).

**Current subsidy per annum: -** 102 jnys - £6,439

**Average passengers per annum: -** 1,981

**Cost per passenger journey: -** £3.25 (102 only)

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

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

*Operator: -* Thames Travel initially indicated that the additional late journeys would not continue were they NOT to be re-awarded this contract, and would be reviewed in any case were they to be successful.

*Cllr David Turner* Thames Travel has developed a popular late night Friday and Saturday service to/from Oxford and this is now regarded as an essential part of the service.

*Cuxham with Easington P.C.* Several villagers use 102 “occasionally” as rural taxis are expensive.

*Watlington P.C.* Few responses mentioned the 102 service specifically and those that did thought a more frequent service would be useful.

*Public letter* Use late night bus regularly to visit friends in Chalgrove (Garsington resident). Would miss these buses if stopped.

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

PT/S 19:- Existing service level (1.e.w) at the existing times. Excluding Horspath diversion (i.e follow normal 101 route).

## ITEM D

### Services 103, 104, 113

Contract: - PT/S 5

103, Oxford – Horspath – Wheatley – Great Milton – Little Milton

104, Oxford – Horspath – Wheatley – Great Milton – Cuddesdon

113, Stanton St. John – Forest Hill – Wheatley.

(To be awarded for 5 years)

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**Description: -** Services 103/104 provide a combined hourly service from Oxford City to Wheatley via Cowley centre, Horspath and Littleworth. They then serve Great Milton before dividing to give broadly alternate journeys on each route. The 103 serves the Hasleys and Little Milton; 104 serves Cuddesdon and Denton with some jnys to/from Garsington. The 113 provides a shopping facility from Stanton St. John and Forest Hill to Wheatley (formerly provided by route 108).

**Operator: -** Heyfordian Travel

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

**Frequency: -** Hourly service on 103/104 combined, alternate two hourly to Little Milton/Cuddesdon.  
113 - Operates one journey in each direction to/from Wheatley.

**Towns/Parishes served: (8)** Cuddesdon & Denton, Garsington, Great Haseley, Great Milton, Horspath, Little Milton, Wheatley, Oxford City  
113 also serves Forest Hill with Shotover and Stanton St. John.

#### **Alternative services:-**

1. These routes follow the same route as frequent City services between the City Centre and Cowley (Templar's Square), although together with service 101 (also part of this review), they divert to provide a 30min frequency to the **Littlehay Road and Rymers Lane area** off Cowley Road.
2. Services 20 and 101 also serve Garsington Road between Hollow Way and the Eastern by-pass, passing the **Oxford Business Park**.
3. These are the **only services to Horspath Road, Horspath village and Littleworth**, although there is a later evening journey provided to/from Horspath on Fridays/ Saturdays on service 102 (also part of this review).
4. **Wheatley** is also served daily by routes 275, 280, BrookesBus U1 and U5X giving regular services into the City via the A40 and Headington. 275 also serves High Wycombe, and 280 serves Thame /Aylesbury.
5. **Great Milton, The Haseleys and Little Milton** have a Tuesday only service to Thame market (route 111 – included in this review).
6. The 104 is the **only service to Cuddesdon and Denton**
7. **Garsington** has a regular service, Mon-Sat, to Watlington and Oxford on route 101/102 (Part of this review).
8. The regular service to Stanton St John and Forest Hill is provide by routes 108/118 (part of this review) and these provide connections with Headington and Oxford City.

#### **COMBINED CONTRACT (103/104/113)**

**Current subsidy per annum: -** £195,508.11

**Average passengers per annum: -** 72,573\*

**Cost per passenger journey: -** £2.69

**Services 103, 104, 113 (Contract: - PT/S 5) (Continued)**

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

**Loading breakdown:-**

The combined 103/104 is busiest over the City – Cowley – Horspath – Wheatley section, especially from Horspath village where these are the only services, with up to 20 regular users on the peak hour journeys.

Approximate average usage per day both to and from the villages on Wheatley – Little Milton/ Cuddesdon section is:

103/4	Great Milton –	23.0
103	Great Haseley -	5.0
103	Little Haseley -	No use recorded
103	Little Milton -	7.5
104	Cuddesdon Mill -	1.5
104	Cuddesdon village -	7.0
104	Denton -	No use recorded
104	Garsington -	1.0

This data is based on random surveys undertaken by staff from this office (42 trips in total).

The 113 has between 4 and 8 regular users, although not all travel every day.

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**Comments from consultation:-**

**Cuddesdon P.C.** Most important link is to Wheatley; minimum 4 jnys e.w. per day. Peak hour buses important for Oxford workers – could link to Thornhill P & R.

**Garsington P.C.** Difficult to make for retention of this service (to Garsington).

**Great Haseley P.C.** Severely disadvantaged if service reduced. 90 minute frequency would be acceptable if served all villages south of Wheatley. Use Thornhill P& R as a “hub” for local services.

Needs Survey Summary

Comments made suggest that the respondents want existing services to not just remain but ideally to be increased, especially in the evenings and weekends. Some comments called for a more regular bus service to Thame, which is one of the main destinations for shopping. There are 2 comments that show concern over the reliability of bus service times and bus drivers driving too fast down narrow lanes.

**Great Milton P.C.** Hourly service to/from Wheatley is preferable to a longer but less frequent route. Service continues to Thornhill or direct to Oxford. Existing buses too large and should return to smaller minibuses (as applied before 2007).

**Little Milton P.C.** Needs Survey Summary

The comments made by respondents largely centre on bus services not being frequent enough and therefore cannot use the bus to access necessary services such as doctor’s appointments. A number of comments point to the problem of long journey times, which are off putting and increase concern if you miss the last bus in Oxford and have to wait a 2 hours for the next one. 5 comments note that the 103 is essential to a quality of life in Little Milton, though many would appreciate weekend and evening service too. 3 respondents would like a better service so that they can access Thame.

Council response supports argument that any further reduction in frequency would be counter-productive as even fewer people would use them. Against a shuttle service to/from Wheatley and/or Thornhill due to problems with connections.

**Stanton St. John PTR:** - Asda service (113) is useful for early shoppers but not much benefit for users of surgery

## **Services 103, 104, 113 (Contract: - PT/S 5) (Continued)**

Comments from consultation (Con't):-

- Wheatley P.C.** Vital for Littleworth Road area residents going to Templar Square; Strong opposition to any alterations.
- Bus Users UK:** Please maintain revenue support and timetable frequencies for routes 103 and 104 at current levels.  
Evaluate whether it might be cost-effective to increase route 113 to more than one journey *per* day to give more local parishes usable access to Asda at Wheatley.  
Evaluate whether it might be cost-effective to revise the route of a more frequent 113 to serve Holton, connecting that parish with Asda and bus routes 103, 104 and 280.
- Public letter.* Indispensable service (Horspath resident); no reduction in frequency.
- E-mail* Service a lifeline. Driving to Thornhill P & R not an option – usually full. Nearest doctor and chemist are in Wheatley – village has no shop. (Great Haseley Resident).
- E-mail* Disabled person – use 104 to Wheatley (for Doctors) or Garsington – don't need link into Oxford (Denton Castle Resident).
- E-mail* Children use to/from Oxford for school; would be great to have bus from here to Thornhill P & R (Great Haseley Resident).
- E-mail* Don't take away vital link (Cuddesdon resident – recently moved there).

### **Prices sought**

**PT/S 5A – Hourly service (Exiting operation)**

**PT/S 5B – Two hourly service with extra peak jnys.**

**PT/S 5C – Two hourly service.**

**PT/S 6A – Combined service (90 min frequency) including 108 and 113 jnys**

**PT/S 6B – Combined service (60 min frequency) including 108 and 113 jnys**

## ITEM E

### Services 108, 118

Contract: - PT/S 8:-

108, Oxford – Forest Hill – Beckley – Oxford (circular)

118, Oxford – Beckley – Horton cum Studley – (Oakley) – (Brill)

(To be awarded for 5 years)

Buckinghamshire C.C. makes a proportionate contribution for the section in their area.

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**Description: -** A one bus operation covering two integrated routes across the South Otmoor area:-

**108:** Oxford City – Headington – Forest Hill – Stanton St. John – Beckley – Elsfield – Oxford City. (Circular).

**118:** Oxford City – Beckley – Horton cum Studley – Oakley – Brill. (Certain journeys on both routes also serve Headington Quarry).

*The extension to Oakley and Brill is funded by Bucks County Council.*

**Operator: -** Motts Coaches

**Days of operation: -** Mondays – Saturdays  
Elsfield is only served on Mon/Tues/Thurs  
118 operates on Weds/Fri/Sats only

**Frequency: -** Roundly 7 trips per day to Forest Hill and Stanton St John. Beckley has 4 journeys and Elsfield 2 journeys (the latter being served on Mondays, Tuesdays and Fridays only).  
Service 118 is one trip in each direction on the three days that it runs, but the last journey on route 108 from Oxford (Mon-Sat) will also continue on to Horton on request.

**Towns/parishes served: - (8)** Beckley and Stowood, Forest Hill with Shotover, Elsfield, Horton-cum-Studley, Stanton St.John. Oxford City (including Old Marston P.C., Sandhills & Risinghurst P.C.).

Also runs in Buckinghamshire (serving Oakley & Brill)

*Note: Horton cum Studley is in the Cherwell District Council area and is the only Parish involved in this review not in South Oxfordshire District.*

**Alternative services: -**

1. Whilst frequent Oxford City services are followed through Headington as far as the Green Road roundabout and the Barton Estate, this is the only service to the **City Crematorium, Beckley, Horton cum Studley and Elsfield** in Oxfordshire situated on the South Otmoor.
2. **Stanton St John and Forest Hill** are also served by route 113 which give one return trip per day (Mon-Sat) to/from Wheatley for shopping (and is also part of this review – refer to services 103/4).
3. Services along the A40 (200, 275, 280, U1 and U5X), daily stop at the Forest Hill village turn, although towards Oxford this involves crossing the A40 dual carriageway to get to the westbound stop.
4. **This is also the only service to Headington Quarry.**

**Current subsidy per annum: -** £92,405.32 total cost (Bucks contribute £5,544).

**Average passengers per annum: -** 108 = 17,838\*  
118 = 2,972\*

## **Services 108, 118 (Contract: - PT/S 8) (Continued)**

**Cost per passenger journey: -** 108/118 = £4.44.

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

### **Loading breakdown:-**

Approximate average usage per day both to and from the villages on this route is:

108	Forest Hill –	30.5
108	Stanton St. John -	20.5
108/118	Beckley -	18.0
108	Elsfield -	2.5
118	Horton cum Studley -	5.0
118	Bucks villages -	8.5

This data is based on random surveys undertaken by staff from this office (34 trips in total).

Approximately 5.0 passengers per day use the section to/from Headington Quarry.

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

- Forest Hill P.C:-**
- 1) The council believes that a good bus service is essential for the village.
  - 2) Council believes scope to expand bus usage by adjusting timings and frequency.
  - 3) Discontinue Headington Quarry diversion on this route as less time in Oxford.
  - 4) New service to foot of Shotover Hill area.
  - 5) Clear that access is needed to Wheatley for shopping / doctors.

#### Needs Survey Summary

The comments made by respondents largely refer to the existing bus services as being essential to accessing services, which are otherwise not available in the parish. There are several comments about the need to improve the timings of the bus services during the day and evening (4 comments specifically mention a need for evening and weekend services). 2 respondents commented that they needed longer times between buses in order to shop at Asda (*Service 113*). There was 1 comment that suggested a need for a pedestrian crossing on the A40 in order for people to safely access the 280 and U1 services. Another respondent noted that taxis had to be used for hospital appointments in Oxford because existing bus services are not adequate.

### **Horton cum Studley PTR:-**

Retain existing Wed/Fri/Sat service but run earlier at 10.00.

Retain the existing 17.35 M-Sat jny from Oxford.

Link service required to the 07.38 bus from Beckley.

Shelter needed at stop L1 in High Street.

**Stanton St. John PTR:-** Vital lifeline used by workers and schoolchildren.

### **Bus Users UK:-**

- 1) Headington Quarry should have a more frequent service but this should not be provided by routes 108 and 118. Please evaluate whether it would be cost-effective to subsidize a midibus operating at least four or five journeys *per day* between Headington Quarry and central Oxford.
- 2) The new service should run *via* Headington shops, where many Headington Quarry residents shop, bank and use the Post Office and some of them work. The route should be *via* Margaret Road and either Wharton Road as at present, or Windmill Road if this can be done without road congestion delaying the service.
- 3) Such a service should include at least one morning peak hour journey into Oxford at least one evening peak hour journey to Headington Quarry.

## **Services 108, 118 (Contract: - PT/S 8) (Continued)**

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

**Bus Users UK:-** (continued) 4) Please evaluate whether it would be useful to include an afternoon journey to Headington Quarry as well for secondary school pupils and college students. Evaluate whether such a service, operated by a midibus, could be extended to serve either Quarry High Street or Quarry Hollow and Beaumont Road. Both streets have narrow points, but the addition of short lengths of double yellow lines could make some of these much easier to pass.

5) Such a service could terminate at Headington Quarry. However, if a midibus could get through either Quarry High Street or Quarry Hollow, please evaluate whether the service could continue *via* Green Road Roundabout to terminate at Sandhills. Four or five buses *per* day for Sandhills, including ones timed to serve commuting workers, college students and secondary school pupils, could significantly reduce car dependency and increase social and economic inclusion for this neighbourhood.

**Public Letter:-** Concern at possible loss of service to Headington Quarry; valued by users and issues of public safety as drop off users at front doors (route has hail & ride sections, although some fixed stops now introduced).

**Public Letter:-** Senior citizen - use route on regular basis (Beckley resident).

**Public Letter:-** Use every day to get to work; no access to other transport (Beckley resident).

### **Prices sought:-**

**PT/S 8A – Existing service (with minor changes) (Inc Bucks) (inc 118)**

(Bucks section will only operate if funded by that Authority)

**PT/S 8B – Regular service with no operations in Bucks (Inc 118)**

**PT/S 8C – Off-peak service only (inc 118).**

**PT/S 8D - 118 jny only (1 e.w) (inc / not inc Bucks)**

## ITEM F

### Services 111, 123, 124

Contract:- PT/S 9

111, Chalgrove - Great Milton – Thame

123, Thame Town Service.

124, Thame – Tetsworth – Watlington.

(To be awarded for 6 years)

- 
- Description:-** A one bus operation covering three routes in the Thame area:-  
**111:** Chalgrove – Stadhampton – Little Milton – Haseleys – Great Milton – Moreton –Thame (market day service).  
**123:** THAME TOWN SERVICE via Cotemore Gardens and Towersey Drive.  
**124:** Thame – Milton Common – Tetsworth – Postcombe - Lewknor – Watlington.
- Operator: -** Red Rose Travel
- Days of operation:-**111: Tuesdays only  
123, 124: Tuesdays to Saturdays. No service on Sundays or Mondays.
- Frequency:-** 111: One journey in each direction (Tue)  
123: Two round trips Tues- Sat.  
124: Two journeys each way, Tuesdays. Four journeys each way Wed-Sat. (One journey each way on 124 serves South Weston, all the others run via Lewknor Interchange).
- Parishes served:-** 111: (6) Chalgrove, Great Haseley, Great Milton, Little Milton, Stadhampton, Thame  
123: (1) Thame  
124: (9) Adwell, Aston Rowant, Great Haseley, Lewknor, Pyrton, Shirburn, Tetsworth, Thame, Watlington

### Alternative services:

#### 111

- a) **Chalgrove and Stadhampton** have an hourly service (Mon-Sat) to/from Oxford on routes 101/102 (Part of this review)
- b) **Little Milton and the Haseleys** have approx 2 hourly service, (Mon-Sat) to/from Oxford via Wheatley on route 103 (Part of this review).
- c) **Great Milton** has an hourly service to/from Oxford by routes 103/104 combined.
- d) This is the only service that diverts into **Moreton** village.

#### 123

- e) Line 40 (hourly, Mon-Sat) serves the north-west side of the estate along Queens Road and Kings Road (on 123 route)(also part of this review)

#### 124

- f) **Thame** has regular services to Aylesbury /Oxford (routes 200, 280 daily) and High Wycombe (Line 40, hourly Mon-Sat). There are also Bucks C.C. contracted services to surrounding villages such as Worminghall, Long Crendon, Oakley, Brill and Chearsley (routes 111 - 113).
- g) **Milton Common, Tetsworth and Postcombe** are also served by Red Rose commercial service 275 to Oxford / High Wycombe via Stokenchurch (three journeys in each direction, Mon–Fri).
- h) **Lewknor Interchange** is served 24hrs, every day of the year by the Oxford Tube to/from Oxford /London and on Mon-Fri peaks by the Watlington Connection community bus service to/from Watlington (the latter is part of this review)
- i) **Lewknor village and South Weston** are only served by this route.



## **Services 111, 123, 124 (Contract:- PT/S 9)(Continued)**

- j) **Shirburn and Pyrton** are served by the Watlington Connection and service M1 (Stokenchurch - Watlington – Reading) (one jny in each direction, Mon-Sat). The Watlington-Stokenchurch section of route M1 is a voluntary extension of Contract S25 by the operator (and is part of this review).
- k) **Watlington** has regular services to/from Oxford (routes 101/102), Wallingford (route 125) and Reading (route M1) plus the Wallingford Connection to Lewknor./ Chinnor. Only the 125 is NOT part of this review.

**Current subsidy per annum:-** All routes combined £42,856.09.

**Average passengers per annum:-**

<b>111:-</b>	327*
<b>123:-</b>	773*
<b>124:-</b>	11,678*

**Cost per passenger journey:-** £3.35 (Total contract)

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

### **Loadings breakdown:-**

**111** - Usage of this service has declined over the years and it now carries an average of only 6.5 passengers per week to/from Thame (i.e. less than 4 return passengers). Only regular use appears to be from Great Haseley and Great Milton villages. No use recorded from Moreton village.

**123** - An average load of 14.3 passengers per day are carried on the two round trips currently provided.

#### **124 -**

Approximate average usage per day both to and from the villages on this route is:

Milton Common –	0.3
Tetsworth -	9.0
Postcombe -	2.0
South Weston -	0.6
Lewknor Interchange -	1.6
Lewknor village -	2.4
Shirburn -	No usage recorded
Watlington:-	3.3

This data is based on random surveys undertaken by staff from this office (24 trips in total).

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

**Chalgrove P.C.:-** Only connection to Thame – nice to keep. Needs more promotion. Connections wanted to Wallingford and Didcot.

#### **Great Haseley P.C. Needs Survey Summary**

Comments made suggest that the respondents want existing services to not just remain but ideally to be increased, especially in the evenings and weekends. Some comments called for a more regular bus service to Thame, which is one of the main destinations for shopping.

Services 111, 123, 124 (Contract: - PT/S 9) (Continued)

Comments from consultation (Con't):-

**Lewknor P.C:-** Needs Survey Summary

Comments made suggest that the bus services are not frequent enough and take too long to reach their destinations, which is impracticable for people that need to get to work and so forth. As is common, comments for evening and weekend services are made by 3 respondents. A couple of comments note that without the bus service they would become isolated and a further comment is made about the need for a more frequent service to Thame, so that work opportunities could be increased.

**Tetsworth P.C:-**

Minimum retain Tues/Sat link to Thame; prefer additional Monday and/or extra commuter journeys (open up school buses for public use?). Introduce circular service combined with route 40 via Chinnor. Future of 275 (Commercial Red Rose service) of concern.

**Watlington P.C:-**

Most responses accepted that some reduction in the service was likely, with most wanting a service on market days (Tuesday) and on Saturday. All said that a morning only service on market days was not sufficient and an afternoon service was essential. Without the possibility of a later return it was not easy to schedule additional activities such as visits to opticians. There were also comments that loss of a fuller 124 service would leave residents of the smaller villages along the route with no bus service at all.

**Bus Users UK: -**

111 - Please maintain revenue support and timetable frequencies for route 111 at current levels.

123 - Please maintain revenue support and timetable frequencies for route 123 at current levels.

124 - At least one journey of route 124 in each direction should continue to serve Tetsworth on Tuesdays for Thame market.

However evaluate whether other journeys on route 124 could be revised between Postcombe and Thame to run *via* Kingston Stert and Sydenham instead of Tetsworth and Milton Common.

Also evaluate whether route 124 could be adjusted to run *via* Pyrton, possibly on a one-way route as the bus turns round at Watlington. This would add about 1.5 miles to the journey, including a short section where it would run into Pyrton about as far as The Plough public house, turn around and come back out again. However, in Watlington the loop could also serve Brook Street, Cuxham Road and Pyrton Lane, thus maximizing the number of households within easy walking distance of the route.

**Prices sought:-**

**PT/S 9 Regular service on 123,124 Mon-Sat (plus new routes 120,121)**

**PT/S 10 Combined services with route 118, 122 (new),123, 124 and M1  
(Mon-Sat)**

Service 111 has not been retendered in its current form due to very low usage however specifications do include the possible retention of a link from Great Haseley and Great Milton to/from Thame.

## ITEM G

### Service 280 (Sundays)

**Contract: - PT/S 13 (Aylesbury) – Thame –Oxford.**

(To be awarded for 5 years)

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**Description:-** The 200, 280 services (Aylesbury – Thame – Wheatley – Oxford) are a wholly commercial operation run by Arriva, broadly every 20-30 mins daily daytime and hourly evenings and Sundays. Certain M-F peak buses (introduced in Sept 2010) run as express service 200, omitting Wheatley village.

The County Council supports two Sunday journeys, introduced in March 2008 using S106 funding from the former Rycote College site in Thame. These comprise;

- a) A new early morning journey at 08.20 from Thame and 09.00 from Oxford running approx one hour earlier than had previously been provided.
- b) An extra evening return trip at 18.45 from Aylesbury and 20.00 from Oxford reducing a previous 90 minute interval to hourly, as per the frequency during the rest of the daytime period.

**Operator:-** Arriva the Shires

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

**Frequency:-** 2 journeys only as above (on an otherwise hourly commercial service).

**Towns/Parishes served:-** (8) Forest Hill with Shotover, Great Haseley, Holton, Thame, Tiddington with Albury, Waterstock, Wheatley, Oxford City (including Sandhills & Risinghurst P.C.)

**Alternative services**

- a) This is the only Sunday service between Thame and Wheatley
- b) Wheatley does have the BrookesBus U1 service to the City and Harcourt Hill but the frequency varies between term and non-term time schedules.
- c) Frequent City services run from Thornhill P & R and Green Road roundabout to the City Centre (but, as on other days, this is the only service from Headington direct to the Rail Station forecourt).

**Current subsidy per annum: -** £8,598.52 (all S106 contributions)

NB there is no contribution by Buckinghamshire County Council towards these journeys.

**Average passengers per annum: -** 4,522\* (both return journeys combined)

**Cost per passenger journey: -** £1.50 (Total contract)

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

**Loading breakdown:-**

The new early AM bus from Thame at 08.20 has generated new passengers (average of 15 users in each direction to/from Oxford).

The evening trip (carrying an average of 12.5 passengers in each direction) would be deemed by users as part of the normal commercial frequency.

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**Comments from consultation:-**

**Arriva: -** Early indications from the Company are that the whole of the Sunday service is only just viable and continued support (especially for the extra evening trip) would be required. Further discussions will take place with Arriva

**Contract: - PT/S 13 (Aylesbury) – Thame –Oxford (Con't)**

**Comments from consultation:-**

(Continued)

**Wheatley P.C:-** Concern over possible effect of withdrawing subsidy on overall viability of Sunday service; suggest subsidy continues.

**Bus Users UK: -** Please maintain revenue support and timetable frequencies for subsidised journeys on route 280 at current levels.

**Prices sought (de minimis):-**

Arriva the Shires has indicated that continued support is required for the additional journeys covered by this contract. "De minimis" prices have therefore been sought to continue each journey either separately or in combination. These will be reported in Confidential Annex 2.

## ITEM H

### Service 280 (evenings)

Contract: - PT/S 14 Aylesbury – Thame.

BUCKINGHAMSHIRE COUNTY COUNCIL CONTACT (de minimis)

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**Description:-** One late night journey at 22.45 from Aylesbury Bus Station to Thame Town Hall only. This provides the last bus from Aylesbury, and the last from Haddenham & Thame Parkway station to Thame.  
It is mainly funded by Buckinghamshire County Council with Oxon just paying a small proportion for the section into Thame.

**Operator:-** Arriva the Shires

**Days of operation:- Monday to Thursday evenings only.**

(NB. This journey also runs on Friday and Saturday evenings but is provided commercially by Arriva).

**Frequency:-** One journey in one direction only

**Towns/Parishes served:-** (1) Thame Town

#### Alternative services

- a) There is no other public bus service in this direction at the time that this journey operates.
- b) There is a taxi company based on the forecourt of Haddenham & Thame Station. (CabCo Taxis)

**Current subsidy per annum:** - £1,500 (Oxon proportion)

**Average passengers per annum:** - 506 (to/from or within Oxon only)

**Cost per passenger journey:** - £2.96

#### Loading breakdown:-

Usage on our surveys has been very low, with no passengers travelling wholly within Bucks – The observed users all travelled from Aylesbury to Thame with no pick-up at Haddenham and Thame Station. May be busier on the nights when it is provided commercially by the operator?

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#### Comments from consultation:-

*Bucks C.C.* Early indications are that they are unlikely to continue to fund their section of this journey due to low usage and the need to make economies. They will get an indication from the operator of the likely effect (if any) that this might have on the commercial jnys (on Fri/Sat).

*Thame T.C.* Perturbed about stopping last bus from Aylesbury in view of opening of new Waterside Theatre there; should continue.

#### Prices sought (de minimis):-

**In view of the low level of usage, and the need to make savings, both local authorities have agreed to discontinue funding for the Monday-Thursday evening journeys. Any reaction by Arriva in respect the non-supported journeys will be reported in confidential exempt Annex 2.**

Note:- In view of changes proposed by Bucks C.C. as part of budget economies the change date for this withdrawal may be prior to June 2011.

## ITEM I

### Service M1

#### Contract PT/S 25:- (Stokenchurch) – Watlington – Reading

(To be awarded for 6 years)

**Description:-** One journey each way (Mon-Sat) between Watlington and Reading via Cookley Green, Nettlebed, Highmoor, Sonning Common, Gallowstree Common, Kidmore End and Emmer Green.

Note: The route is extended commercially by Motts Coaches from Watlington to Stokenchurch via Lewknor interchange. Not part of contract.

**Operator:-** Motts Coaches.

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

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

**Towns/Parishes served:-**

(7) Highmoor, Kidmore End, Nettlebed, Rotherfield Peppard, Sonning Common, Swyncombe, Watlington. Reading Borough.

Commercial section: *Aston Rowant, Lewknor, Pyrton, Shirburn*  
Also runs in Buckinghamshire (To Stokenchurch)  
( *not part of contract* )

**Alternative services:-**

- a) The commercial section between Lewknor Interchange and Watlington is also served by route 124 to/from Thame and the Watlington Connection service (both part of this review).
- b) **Watlington** has a regular service to Oxford City (routes 101, 102), service 124 to Thame and the Connection to Lewknor Interchange – all part of this review. Two jnys per day (Mon – Sat) are provided to Wallingford (route 125). These are not part of this review.
- c) Parts of **Swyncombe** parish are served by the Swyncombe lifeline bus to Henley on a Thursdays (part of this review).
- d) **Nettlebed** has regular service (139) to Henley and Wallingford, daily.
- e) This is the main service to **Highmoor, Gallowstree Common, Kidmore End and Chalkhouse Green**.
- f) **Rotherfield Peppard** also has a limited Mon-Sat service to Henley and Woodcote by route 145.
- g) **Sonning Common** is served daily by the frequent Reading Buses Vitality 2 route to/from Reading which provides the direct link between these places.

**Current subsidy per annum: -** £44,401

**Average passengers per annum: -** 5,946\*

**Cost per passenger journey: -** £7.47

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

**Loading breakdown:-**

Approximate average usage per day both to and from the villages on this route is:

Watlington	-	4.00
Cookley Green	-	No observed users
Park Corner	-	No observed users
Nettlebed	-	4.25
Highmoor	-	2.50
Satwell	-	No observed users

Continued.

## **Service M1 (Contract PT/S 25)(continued):-**

### **Loading breakdown (continued):-**

Approximate average usage per day both to and from the villages on this route is:

Rotherfield Peppard -	1.25
Sonning Common -	No observed users
Gallowstree Common	2.00
Kidmore End -	No observed users
Chalkhouse Green -	No observed users
Emmer Green -	0.75

This data is based on random surveys undertaken by staff from this office (8 trips in total).  
Overall usage of this route is poor

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

#### **Highmoor P.C:-**

*Needs Survey by 4 regular users.*

Use from Highmoor to Reading / Caversham for work purposes.

Timed connections with 139 at Nettlebed? Council cannot stress strongly enough the importance of keeping this service at its present level despite heavy cost if the County Council is not to discriminate against those living in rural communities.

#### **Kidmore End P.C:-**

Concern at loss of only means of transport. Consider loading figs are not representative. Consider the Parish needs and benefits from the continuation of the only bus service to Reading that is capable of being used by the majority of residents and that the use of public subsidy is fully justified by the benefits to the community. Once lost it will never be restored.

#### **Nettlebed PTR's:-**

Useful service; propose no change.

#### **Reading Borough: -**

Suggested days of operation could be Wed-Sats (Markets) or Mon/Wed/Fri? Wider suggestion includes withdrawal north of Peppard and integration with service 142 (OCC contract due to expire June 2012), serving Stoke Row.

#### **Watlington P.C:-**

There was nearly universal acceptance of a reduction in the service. Of those who expressed a preference the preferred service was Saturday and at least one other day. There was however a very strong response that reducing the duration of the stay in Reading to two hours would make the service less acceptable. There was some support for an increase in the stopover time which could allow an additional service to be run to the villages north of Reading. We assume that at least in part the high cost of this service is because it occupies a bus for most of the day, so there is some hope that running a shorter service in the vicinity of Reading would reduce this cost. We had no suggestions for alternative routes either for the M1 or for the local service.

#### **Bus Users UK: -**

Please evaluate whether it would be cost-effective to subsidize a more frequent service between Reading and Rotherfield Peppard. Extra journeys on this section might be more viable if they were to continue *via* Rotherfield Greys to Henley-on-Thames. This would give Chalkhouse Green, Gallowstree Common, Kidmore End and Sonning Common a direct link with Henley. As well as increasing economic and social inclusion, this could help to balance passenger loadings on return journeys

Also evaluate whether it would be cost-effective to subsidize a low frequency bus service to Nuffield, either by adding a branch service to route M1 or 142 (giving a link with Reading) or possibly route 145 (giving a link with Henley).

## **Service M1 (Contract PT/S 25) (continued):-**

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

**Bus Users UK: -**  
(Continued)

Huntercombe Young Offender Institution is on route 139 but this runs only between Henley and Wallingford. An extension of either the M1 or the 142 through Stoke Row (population 625) and Nuffield to Huntercombe would give the YOI a direct bus link with Reading. Currently route 142 is more frequent (five or six journeys *per* day) but route M1 is far more direct and may have more scope for service development.

*Public e-mail:-*

Objection to reduction in service (Parish?)

*Public Letter: -*

Liven up outward AM jny to Stokenchurch from Aston Rowant? Run back during layover in Reading and provide a link from Chinnor to Princes Risborough. (Aston Rowant resident).

### **Prices sought by tender:-**

**PT/S 25A - Existing service (one jny each way)(Minor changes)**

**PT/S 25B – Three jnys (some part way only –includes new M2 route).**

**PT/S 10 – Combined contract with routes 118, 122, 123, 124 and M1.**



## Community Transport services.

### ITEM J

#### **Watlington Connection:- Watlington – Lewknor Interchange – Chinnor**

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**Description: -** A community transport service operating mainly “on demand” between Watlington and the “London Tube” at Lewknor interchange. One jny also serves Chinnor.

**Operator: -** Watlington C.I.C.

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

**Frequency: -** There are a number of scheduled trips Mon-Fri AM peak but all PM Peak journeys require telephoning in advance to operator, to be met at Lewknor

**Towns/Parishes served:-**  
(7) Aston Rowant, Chinnor, Crowell, Lewknor, Pyrton, Shirburn, Watlington

#### **Alternative services:-**

- a) **Chinnor, Crowell and Aston Rowant** are served by the regular Line 40 route Mon-Sat (Thame – High Wycombe) – part of this review.
- b) **Lambert Arms** is on Line 40 and is also served by commercial Red Rose service 275 (Oxford – High Wycombe) – three jnys each way Mon-Fri.
- c) **Lewknor, Shirburn and Pyrton** are also served by route 124 (Tues-Sat) to/from Thame and service M1 (to/from Reading) – both part of this review.
- d) **Watlington** has other services to Oxford (routes 101/102) and Wallingford (service 125) together with routes 124 and M1 mentioned above. All of these routes, apart from 125 are part of this review.

**Current subsidy per annum: -** Declining subsidy agreement.

**Average passengers per annum: -** 1,443

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

#### **Loading breakdown:-**

Figures supplied by operator indicate an average of 6 users per day. Watlington C.I.C. however point out that this is still assisting in reducing the number of cars parked at Lewknor Interchange.

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

**Watlington P.C:-** We received little comment on the Community bus service to Lewknor, other than general statements that they used it occasionally. It was however suggested that additional routes for the bus could be market day trips to Henley or to High Wycombe, or that it could be used to replace the 124 service on days when the 124 did not run.

**Bus Users UK: -** Please maintain revenue support and timetable frequencies for route W1 at current levels.

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

**Watlington C.I.C. has already indicated that they do not expect the existing declining subsidy to continue beyond 4<sup>th</sup> June 2011 when the contract ends. They are however prepared to continue the service whilst they have sufficient resources, and are actively seeking additional work. There is no reason why they should not bid for appropriate work in this tender round or seek to operate services such as the Swyncombe Lifeline.**

## ITEM K

### Swyncombe Lifeline

#### Maidensgrove – Stonor - Henley

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**Description** A community supported service from a number of communities that have no public transport including Maidensgrove and Russell's Water to/from Henley on Thames. Extended in 2007 to also cover Stonor and Assendon following withdrawal of conventional service (part of route 124).

Service is also funded by contributions from Parishes and Oxfordshire Rural Community Council.

**Operator** Walters Limo's'

**Days of operation** Thursdays

**Frequency** One journey each way

**Towns/Parishes served:** - (4) Bix & Assendon, Henley, Pishill with Stonor, Swyncombe,

**Alternative services:** - Swyncombe Parish (Cookley Green and Park Corner) has a service 6 days per week to Reading on service M1 (Part of this review). Bix has a regular daily links to Wallingford and Henley (service 139)

**Current subsidy per annum:** - £2,000 from O.C.C.

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

**Loading breakdown:-**

ORRC report that there are between 6 to 8 regular users. Despite being added as a pick-up there are reportedly no regular users from Stonor. Three occasional users from the Assendons.

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**Comments from consultation:-**

*Oxfordshire Rural Community Council*

Has indicated that it is unlikely that their contribution towards the funding of this service will be available after 31<sup>st</sup> March 2011.

*Bix & Assendon P.C* Vital service; Parish financially supports service and urges OCC to continue to do so.

*Bus Users UK:-* Middle Assendon and Stonor are on the B480, which is a direct, good-quality secondary road between Henley-on-Thames and Watlington. Please evaluate whether it would be cost-effective to subsidize a low-frequency bus service between Henley and Watlington *via* Lower Assendon, Middle Assendon and Stonor. Between Stonor and Watlington it could run *via* either Pishill (to remain on the B480) or Maidensgrove and Russell's Water (a narrower, minor road but with more population).

The route would have the disadvantage that Watlington is a much smaller destination than Henley. However, this could be mitigated by well-timed connections at Watlington with route 101 for onward travel to Chalgrove, Cowley and Oxford. It might be tempting to consider serving Watlington – Henley by extending some journeys of route 101. However, this could unnecessarily complicate the 101's current simple timetable in which two buses suffice to give an hourly service.

**Prices sought:** - Indications are that existing support from Oxfordshire Rural Community Council is likely to cease. Further developments will be recorded in Annex 2.

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

### **ITEM L**

#### **PT/O 8 Service H1 Old Marston – Headington**

#### **Extension to serve Headington Quarry**

**Description:-** It is proposed that an existing service, provided since June 2010 between Old Marston and Headington shops will be extended to the Headington Quarry area replacing journeys currently provided by diversion of service 108/118 (PT/S 8). Certain journeys would also serve Sandhills

**Operator: -** Oxfordshire County Council Special Transport Services

**Days of operation: -** H1 – Wednesday and Friday (existing).  
H2 – Mondays to Fridays (proposed)

**Frequency: -** Currently three jnys e.w (Mon-Sat) (108/118)  
Proposal is for four jnys at broadly hourly intervals (Mon-Fri) (H2)

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

**Alternative services: - Frequent** services (daily) along London Road serve the north side of the area but the parts of the Quarry are more than 400m from a bus service. Narrow roads in the area make access for full sized vehicles difficult.

**Current subsidy per annum: -** £2,460 for service H1

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

**Loading breakdown: -** Approximately 5.0 passengers per day use the section to/from Headington Quarry on the existing 108 service.

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

**Bus Users UK: -**

- 1) Headington Quarry should have a more frequent service but this should not be provided by routes 108 and 118. Please evaluate whether it would be cost-effective to subsidize a midibus operating at least four or five journeys *per day* between Headington Quarry and central Oxford.
- 2) The new service should run *via* Headington shops, where many Headington Quarry residents shop, bank and use the Post Office and some of them work. The route should be *via* Margaret Road and either Wharton Road as at present, or Windmill Road if this can be done without road congestion delaying the service.
- 3) Such a service should include at least one morning peak hour journey into Oxford at least one evening peak hour journey to Headington Quarry.
- 4) Please evaluate whether it would be useful to include an afternoon journey to Headington Quarry as well for secondary school pupils and college students. Evaluate whether such a service, operated by a midibus, could be extended to serve either Quarry High Street or Quarry Hollow and Beaumont Road. Both streets have narrow points, but the addition of short lengths of double yellow lines could make some of these much easier to pass.

PT/O 8 Service H1 Old Marston – Headington

Comments from consultation (Continued):-

5) Such a service could terminate at Headington Quarry. However, if a midibus could get through either Quarry High Street or Quarry Hollow, please evaluate whether the service could continue *via* Green Road Roundabout to terminate at Sandhills. Four or five buses *per* day for Sandhills, including ones timed to serve commuting workers, college students and secondary school pupils, could significantly reduce car dependency and increase social and economic inclusion for this neighbourhood.

*Public Letter:-*

Concern at possible loss of service to Headington Quarry; valued by users and issues of public safety as drop off users at front doors (route has hail & ride sections, although some fixed stops now introduced).

**Prices sought: - A “de minimis” quotation sought from OCC Special Transport Services to extend their existing operations to include the Quarry area. No change to contract end date (June 2016). Details will be reported in Confidential Annex 2.**

## ITEM M

### PT/S 61 Service 125:- Watlington – Wallingford

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**Description:** - Service runs mainly along the B4009 road between the two centres but diverts in Ewelme village serving parts not covered by the regular 132 route.

Premature surrender of contract (due to expire June 2012) by existing contractor. Whilst in the review area (serving Watlington) this service was not included as part of the review process, as contract is deemed to be part of the Wallingford area, due to be undertaken next year.

**Operator:** - Thames Travel

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

**Frequency:** - Currently three jnys (2 westbound, 1 eastbound) Mondays to Fridays.  
Four journeys (2 each way) Saturdays.

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

**Alternative services:** -

**Benson:** - Is also served by routes X39/X40 (daily, from the Marina stop) to/from Oxford/Reading; Service 132 also serves the Village centre.

**Crowmarsh:** - Is served by the X39/X40 and additionally has service 139 to Henley (daily).

This is the only bus service to **Brightwell Baldwin, Britwell and Ewelme village** – the 132 serves Ewelme (Shepherd's Hut).

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

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

**Current subsidy per annum:** - £22,155.77

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

**Loading breakdown:** - Only limited surveys undertaken recently. Usage at last review in 2008 was an average of 12 passenger journeys per day (based on different timetable). Main usage is for end to end journeys and from Ewelme village to/from Wallingford.

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**Comments from consultation:-**

In view of short notice given by the operator of this surrender (although within the prescribed timescale in the contract), route 125 was not included in the main consultation exercise as part of the review. Accordingly the parishes affected have been written to separately seeking their views, particularly as one option suggested includes a reduction in the level of service. This exercise will be concluded before the Cabinet Member Decision Meeting and the outcome will be reported in Confidential Annex 2.

**Prices sought:**

PT/S 61A – Exiting level of service.

PT/S 61B – Reduction to 1 jny e.w (possibly on only certain days of the week)

## ITEM N

### PT/S 69:- Service 138:- Wallingford – Berinsfield

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**Description: -** Service runs mainly along the A4074 road between the two centres but diverts to serve Dorchester on Thames, which is not served by the regular commercial X39 /X40 routes, also operated by Thames Travel, between Oxford and Wallingford.

Premature surrender of contract (due to expire June 2012) by existing contractor. The service is currently incorporated in route 106 (Oxford – Berinsfield – Wallingford), the section from Oxford to the Golden Balls roundabout being operated commercially by Thames Travel. Proposed changes to service 106 (from June 2011), dissociates the contracted section which has been surrendered.

**Operator: -** Thames Travel

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

**Frequency: -** Currently six northbound and five southbound jnys, at hourly intervals, off-peak only (09.30-14.30)

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

**Alternative services: -**

The section between Wallingford and Shillingford/Berinsfield roundabout is also served by Thames Travel commercial routes X39/X40 (Daily) (Oxford-Wallingford- Reading), and these routes stop on the Dorchester by-pass. Peak hour journeys on routes 105, 114 and 115 also serve this section and go through Dorchester. The current 106 is now the only off-peak service through Dorchester on Thames.

**Current subsidy per annum: -** £32,055.62

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

**Loading breakdown: -** No surveys have been undertaken on this route recently. Usage at last review In 2008 was an average of 70 passenger journeys per day.

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**Comments from consultation:-**

Route 138 is not part of the current review and in view of the short notice (albeit within the terms of the contract), no consultation has been undertaken.

**Prices Sought:-**

PT/S 69:- Tenders have been invited for an exact replacement of the existing service for a one year period only enabling a full review to be undertaken as part of the Wallingford area review in June 2012. The outcome will be reported in confidential Annex 2

## ITEM O

### PT/S 70:- Service 105:- Wallingford – Berinsfield – Oxford

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**Description: -** The 105 service runs mainly along the A4074 road between the two centres but diverts to serve Dorchester on Thames, Berinsfield village and Sandford on Thames, which are not served by the regular commercial express X39 /X40 routes, also operated by Thames Travel, between Oxford and Wallingford.

Proposals by Thames Travel to reorganise their commercial operations on route 106 (Oxford - Wallingford) - which is similar to the 105 but also serves Oxford Science Park and the Kassam Stadium, - will result in two morning peak buses into Oxford being de-registered as no longer commercial. Loading supplied by the operator have indicated that a replacement could be sought for one contracted journey at an intermediate timing.

**Operator: -** Thames Travel

**Days of operation: -** Monday to Friday

**Frequency: -** Currently two northbound journeys at 06.30 and 07.00 from Wallingford to Oxford.

**Towns/Parishes served: -**

11 – Berinsfield, Brightwell cum Sotwell, Clifton Hampden, Crowmarsh Dorchester, Nuneham Courtenay, Oxford City, Sandford on Thames, Wallingford and Warborough.

**Alternative services: -**

Commercial Service X39 provides a faster service between Oxford and Wallingford but does not serve Dorchester, Berinsfield village or Sandford on Thames. Dorchester is also served by peak journeys on route 114 and Berinsfield village by route 116.

**Current subsidy per annum: -** Not subsidised

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

**Loading breakdown: -** No surveys have been undertaken on this route. Usage details provided by the current operator indicate that the 06.30 bus currently carries on average 13.1 passengers in total and the 07.00, 23.7 passengers.

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**Comments from consultation:-**

Not undertaken

**Prices Sought:-**

Tenders have been invited for one replacement journey leaving Wallingford between 06.30 and 07.00. A “De minimis” proposition has already been received from Thames Travel to operate journey at 06.20 from Wallingford which is prior to the existing times. All the bids received will be reported in Confidential Annex 2.

**Note:-** Prices for the replacement of certain late PM peak buses from Oxford (between 18.00 and 19.00) have not been sought for as it was considered that alternative facilities already exist on routes 115 or X39/X40.

## ITEM P

### PT/C 16:- Services B1, B2, B5, B8 and 500 Banbury Town services

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**Description: -** At the Banbury area review undertaken in June 2009 a contract (rev PT/S 16) was awarded covering all the supported routes in the Banbury area on a Sunday. This covered all of the operations on routes B1, B2 and B8 and one early AM trip on route B5 – the remainder of the half-hourly Sunday daytime B5 being provided commercially by Stagecoach South Midlands. In addition the hourly daytime service on Northamptonshire County Council supported route 500 (Banbury – Brackley) was included within the overall contract price offered by Stagecoach as this gave scheduling and staff efficiencies. An agreed price was off-charged to Northants based on the proportional mileage. Northamptonshire County Council has advised that as part of the efficiencies required as a result of a funding shortfall, support for all Sunday services is being withdrawn. As a result the combined contract for Banbury Sunday services will have to be re-negotiated.

**Operator: -** Stagecoach South Midlands

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

**Frequency: -**

- B1 – Four trips every two hours
- B2 – Five trips every two hours
- B5 – One jny (09.00 from Bridge Street)
- B8 – Hourly 09.00 – 19.00
- 500 – Hourly 08.40 – 18.40

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

**Alternative services: -**  
Service B5 to Bretch Hill is mainly a commercially on Sundays, whilst service 59 (OCC Supported) (Banbury – Oxford), provides alternative facilities close to parts of the B2 route.

**Current subsidy per annum: -** £44,327.94  
(OCC = £21,649.77 Northants = £22,678.17)

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

**Loading breakdown: -** No surveys have been undertaken on these routes since the 2009 review.

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

Not undertaken

#### **Prices Sought:-**

Stagecoach has indicated that they may continue to provide a number of journeys on route 500 on Sundays on a commercial basis. They have been requested to extrapolate the Banbury town operations from the current joint scheduling arrangement retaining as many of the existing trips on B1, B2, B5(1 trip) and B8 as possible (although some retiming may be required). This exercise will be discussed further with the Company and the outcome reported in Confidential Annex 2. Current contract was awarded until June 2013.



## ITEM Q

### PT/S 31:- Service 800 High Wycombe – Marlow – Henley – Reading

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**Description: -** The above contract (for a Sunday and Public Holiday service) is between the County Council and the operator (Arriva the Shires Ltd), for an hourly daytime operation within the County only. This is from a point east of Henley at Fawley Court to the Reading Borough Boundary at Caversham. It is due to expire in June 2012.

Buses however operate as a through service from High Wycombe to Reading, the section within Buckinghamshire being supported by that authority under a separate agreement. The operations within Reading do not receive any support on Sundays and are therefore deemed as commercial.

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

Arriva has indicated that support for the section within Buckinghamshire may be withdrawn as part of a current review by the County, as a result of a reduced budget for supported bus services.

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

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

**Frequency: -** 800 – Hourly

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

**Alternative services: -**

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

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

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

**Loading breakdown: -** No surveys have been undertaken on this service since a review in 2008.  
Summary data has been requested from the operator.

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**Comments from consultation:-**

Not undertaken

**Prices Sought:-**

Discussions are continuing with the operator as to the future of the Sunday 800 service. Retention of as Henley – Reading link is considered as worthwhile but this should be at a similar or lesser price than the current contract. Any arrangement would only be for one year until the full review in June 2012. Further developments will be reported in Confidential Annex 2.

## ITEM R

### PT/O 20:- Diversion of service 2A via Lyne Mead, Kidlington (Eves & Suns)

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**Description: -** The above contract (for an evening and Sunday/Public Holiday service) covers the diversion of a commercially operated service provided by Oxford Bus between Oxford City Centre and Kidlington, to include also serving Lyne Mead Estate in Kidlington.

This was considered as part of Oxford City review undertaken in June 2010 and at the time the Company offered to incorporate the evening and Sunday loop round Lyne Mead as part of the new Quality Bus Agreement covering the Oxford – Kidlington corridor, and at no cost to the County Council. This would have accrued a saving, but it was recommended at the respective Cabinet Member Decision Meeting (held on 25<sup>th</sup> March 2010) that the “de minimis” payment covering this diversion be continued until the QBA was introduced (expected at the time to be autumn 2010).

Issues regarding compatibility of ticket machines have meant that the full introduction of the Quality Bus Agreement has been unavoidably deferred and no date has currently been set for its introduction.

Whilst in June 2010 it was legally possible to extend contract PT/O 20 for what was expected to be a further temporary period, the current “de minimis” contract is limited to a legal maximum of five years and must therefore terminate in June 2011. The Company has quoted a new rate (at the same price as the current contract), to continue this diversion beyond 5<sup>th</sup> June 2011 should the QBA have not been implemented by this date.

**Operator: -** Oxford Bus Company

**Days of operation: -** Evenings (Mon-Sat) and all day Sundays and Public Holidays.

**Frequency: -** 2A – Hourly

**Towns/Parishes served: -** 1 – Kidlington.

**Alternative services: -** These journeys are the only buses round Lyne Mead at these times although the main (and more frequent) Oxford Bus service 2 and Stagecoach Service 7 serve Grovelands. Stagecoach 59 also serves Banbury Road, Kidlington during Sunday daytime (4 jnys e,w.).

**Current subsidy per annum: -** £21,149.11

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

**Loading breakdown: -** No surveys have been undertaken on this service since the review in 2010.

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

Not undertaken

#### **Prices Sought:-**

“De Minimis” price for diversion of service 2A via Lyne Mead under new contract PT/O 21. Contract would only be awarded until the date of introduction of the Quality Bus Agreement. Any further developments will be reported in Confidential Annex 2.