

Division(s): All

CABINET MEMBER FOR TRANSPORT - 22 MARCH 2012

BUS SERVICE SUBSIDIES

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

Introduction

1. This report and associated Annexes dealS with the following items, which now require decisions to be made by the Cabinet Member:-
 - (A) The Review of Subsidised Bus Services in the Henley, Wallingford and Didcot areas, which, if awarded, will be effective from Sunday 3rd June 2012.
 - (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 this report. Section A of Annex 1 deals with existing services under review in the Henley, Wallingford and Didcot areas, whilst Section B deals with other services elsewhere in the County that require a decision, some of which have arisen as a consequence of the area review in Section A. Section C refers to those existing community transport services in the Henley and Goring area, which are also due for review. These will be dealt with in more detail in Exempt Annex 3 (see below).
3. Tender prices obtained for contracts specified in paragraph 1 will be contained in Supplementary Exempt Annex 2, to be circulated later.
4. Supplementary Exempt Annex 3 will contain information on the review of grants for provision of locally organised transport schemes for people with mobility impairments, the funding for which expire on 2 June 2012. This covers the Swyncombe Lifeline and a Dial-a-Ride from Goring and will be circulated later.
5. At the Cabinet Member Decision Meeting held on Thursday 1 September 2011 it was decided to continue to pay the existing level of support to the Wantage Independent Advice Centre (IAC) car scheme, although a request had been received for an increase in financial support for the year 2011/12. This matter is discussed in Supplementary Exempt Annex 4.

Reasons for Exempt Annexes

6. Annexes 2, 3 and 4 should be considered in exempt session because their 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 organizations.

7. Costs contained in Supplementary Exempt Annexes 2, 3 and 4 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 for Transport has decided 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 also remain confidential for 10 days (until 1st April 2012) after the date of this meeting under the objection period specified in the Public Contract Regulations 2006.

Subsidy Prices

8. Tender prices will not be available until shortly before the meeting and will therefore be reported separately in Supplementary Exempt Annexes 2 and 3, together with my recommendations. Until all tender prices and 'de minimis' propositions received have been analyzed, 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.
9. If further support for any contract is not agreed at the meeting on Thursday 22nd March 2012 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 2nd June 2012. 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 13 December 2012 to allow time for alternative facilities such as voluntary community transport to be explored.

Exemption from Call-in

10. 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 2 June 2012, 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.

11. With regard to that provision, local members and Growth & Infrastructure Scrutiny Committee members will be advised of the recommended contract awards (as contained in Supplementary Exempt Annexes 2, 3 and 4) at least one week before the date of this meeting to allow them the opportunity to put their comments in writing or arrange to speak at the meeting.
12. 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 Monday 2nd April 2012 (the tenth day of the 'cooling-off' period being the preceding Sunday).

Financial Position – Current Year (2012 - 2013)

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

	<u>£000's</u>
Bus Subsidy Budget	2,989
Rural Bus Subsidy Grant (RBSG)	1,788

Annual inflation, which is applied to existing contracts, does have a minor impact on available funding for new contracts.

Note that this excludes budgets for public transport development, some of which are used for pump-priming bus services. It also excludes over £611K of income from developer, partnership and service-specific Government grant funding. All of these other sources of funding are dedicated to specific services and are not available for general bus subsidy. The value of any of these other sources of funding is therefore 'netted out' in any references to the subsidy cost to the Council of the services concerned.

Commercial declarations

14. At an early stage in the review process the County Council contacts not only the existing contractors of the services involved, but also all operators on the approved tender list (roundly some 200 in total), to enquire if it is felt that there are any opportunities to provide all or part of the services under review on a commercial basis. At one time this elicited little or no response. However, recent reviews have seen a number of declarations by operators resulting in significant savings in expenditure. Two separate declarations have been received for routes within this review under Section A and a further two under Section B (services elsewhere in the County).

Financial Position – Henley and Wallingford area Review

15. The current annual net cost to the bus subsidy budget of the contracts under review (as at 1 April 2012) is £785,163.40. However, there are also

external contributions to some of the contracts under review (from Section 106 developer contributions, Home to School transport and Abingdon College) which total an additional £123,265 annually.

16. One of the contracts under review (PT/V30 Didcot Town Service 91) is presently wholly funded from these S106 contributions in respect of the Ladygrove Estate development. In addition new S106 funding will be obtained from the former Fairmile Hospital site in Cholsey during the currency of these contract awards and this will affect services 135 and 136. See paragraph 35 below for more details.

Contract Numbering

17. 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 Henley, Wallingford and Didcot areas.

Background

18. Subsidised bus services in the Henley on Thames, Wallingford and east Didcot areas are due for their regular review, and tenders have been invited for new contracts to run from 3 June 2012 until May 2015 (for the Didcot area routes) or June 2017 (for Henley and Wallingford services). This concurs with the revised six-year re-tendering cycle as agreed by the Integrated Transport Board in 2009. 19 existing contracts (plus 2 Community bus services) were originally included within the scope of this review and 7 other contracts, not part of the review (but some having arisen as a consequence thereof) are also due for consideration. The latter are dealt with separately in section B of this report.
19. Details of all of the services concerned, together with information on the present subsidy cost and patronage data are contained at Annex 1. All affected Parish/Town Councils were consulted, as were two District Councils. 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 Unlimited, Atomic Energy Authority (Culham), European School (Culham), RAF Benson, Abingdon College and colleagues elsewhere within Oxfordshire County Council. Notices were placed on buses operating the routes concerned, and at major bus stops. As a result views were also received from private individuals and other representative bodies. Comments received from the consultees, including any particular requests for new services or variations to existing routes, are also summarized under the respective contract headings at Annex 1.

Consultation during Review

20. The consultation process undertaken was similar to other area reviews, in that some 61 Parishes/Towns were consulted and an open meeting for representatives was held in Wallingford in November 2011. A response rate of around 50% was achieved from parish and town councils as a result of the public consultation exercise. Of these, three responses also included summaries of 'transport needs surveys', which were compiled with the assistance of the rural transport adviser at Oxfordshire Rural Community Council. Twelve others had in recent years completed "parish plans" under guidance from the partnership working unit at County Hall.
21. A number of strong representations were made for new services, additional journeys or variations to services, although it was made clear at the commencement of the consultation process (in September 2011) that it was very unlikely that there would be spare funds for any significant improvements in view of the budgetary constraints imposed by Government.
22. Specifications for the new contracts have therefore sought prices for some minor route diversions or other realistic improvements where feasible, to meet any requests. In addition to the above responses, several further lengthy comments were received from other external consultees including Bus Users UK and the Sustainable Wallingford group.

Services under Review

23. A number of factors have had to be taken into consideration during the course of the review. These include:-
 - a. The wholly or partial commercial declarations, and subsequent 'de minimis' prices sought.
 - b. Other 'de minimis' prices sought for some contracts.
 - c. Home to School Transport: revised joint working arrangement.
 - d. Exploration of possible use of other transport providers including unconventional modes.

a) – Wholly or partial commercial declarations and subsequent de minimis prices sought

24. The position regarding the commercial declarations received during this review, which are still the subject of further discussions, will be set out fully in Exempt Annex 2. In some cases, certain of the existing journeys have not been included within the scope of the commercial declaration in which case "de minimis" prices have been sought so as to ascertain the value of maintaining these trips. Prices for these are also included in Exempt Annex 2.
25. For all contracts under review and made available for tender, officers have, as a basic specification, generally sought tenders for the current level of service. However, as usual various alternative options have also been specified for many contracts at either an enhanced (to meet requests) or lower (mainly based on usage) level of services or for a combination of

existing routes in order to achieve savings. Nevertheless some 17 contracts were offered for open tender for services in the review area.

b) – Other ‘de minimis’ prices sought

Arriva the Shires Ltd - service 800 (Contract PT/S 31) (Item S) Sunday journeys between Henley and Reading.

26. This contract (which was first awarded in 1998 and has been reviewed on three subsequent occasions) provides for the maintenance of an hourly daytime frequency between Henley and Reading on Sundays and Public Holidays via route 800 (in respect of operations within the County only), as part of a through High Wycombe – Reading service. This operation on Sundays was also supported financially by Buckinghamshire County Council over the section within that County, but this was reduced in the spring 2011 to just evening journeys between Henley and High Wycombe (on every evening of the week). Arriva run a commercial service over the whole routes 800 (via Binfield Heath) and 850 (via Wargrave) on Monday to Saturday daytime with no financial support from either authority.
27. Arriva the Shires has indicated that were this contract to be discontinued then they would consider re-routing the Sunday service via the 850 route (via Wargrave and Twyford). This would have left Shiplake, Binfield Heath and Dunsden without a bus service on Sundays although Shiplake does have a train service on this day. Consequently “de minimis” prices have been sought from Arriva to continue the existing timetable. Prices received will be detailed within Exempt Annex 2 (item S).

c) – Home-to-School Transport – revised joint working arrangements

28. These are now tendered within the Integrated Transport Unit on a separate timescale to public transport contracts. There is, however, one existing education contract within this review that carries entitled scholars and that is PT/S 60 on route 135 between Goring and Wallingford via Streatley, Moulsoford and Cholsey. The journey concerned involves the use of a double deck vehicle to cater for the number of scholars carried, which is not necessary for other journeys on this route during the daytime when the loads are much lower. It has therefore been agreed with the home to school section of the integrated transport unit that this operation will revert to a “closed” school contract as from 11 June 2012. No other opportunities were identified at this stage for putting students on existing public journeys.

Identification of flows of non-entitled schoolchildren

29. The Bus Strategy states that subsidy will not be paid for services provided wholly or mainly for passengers who are (non-entitled) students who pay their own fares, although where a service can be justified on the basis of catering for other users, and can cater for students at no extra cost, then every effort will be made to ensure that this is achieved.

30. There are a number of well-established movements to various schools and colleges in this review area. One of the flows of students, identified by the County Council, is to/from the European School at Culham on route 114 from both the Abingdon and Wallingford directions. Differing start and finish times for year groups on different days of the week makes it difficult to conveniently serve all break times with a regular interval timetable, whilst the actual number of students travelling by bus has decreased in recent years. This is partly due to run down of the school in its present form (at one stage looking as if it might close by 2013) but it is now planning to reform and continue as a free "Academy".
31. Additionally service 114 also currently carries students to Abingdon College in Wootton Road. An agreement was reached with the College in 2008 to financially support the operation of this service to/from Wootton Road and a number of trips on 114 were specifically designed to cater for this movement. Following discussions with the college it has been decided to discontinue this arrangement and, in future, the college will purchase termly season tickets for students directly from the successful tenderer. It is hoped that this will make the contract more commercially attractive to bidders although the tender specifications include an option to reduce the number of additional peak hour journeys provided to cater for this traffic, which are expensive to operate as they use extra resources.

d) - Exploration of possible use of other transport providers including unconventional modes.

32. Officers considered the possible use of County Council-owned (special transport services) vehicles in the context of this review and several possible opportunities were identified. Up to four contracts on offer specify 15 seat vehicles or less covering the more rural parts of the review area which, based on observed loadings, it is thought will be adequate to meet known demands although small size vehicles must still be capable of carrying a wheelchair passenger.
33. In addition to the County Council's own fleet there has recently been set up a number of "not for profit" community interest companies in our area, one of whom – Go-Ride C.I.C. – already has a contract with the County Council and also works for West Berkshire District Council. These companies run small vehicles (under 16 seats) under "Section 22" permit arrangements and employ full-time paid staff and managers, but any profit from income is reinvested in the company.

Developer Funding – Section 106 Monies

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 Exempt Annex 2. Only one current contract is partly funded from S106 contributions:- Contract PT/V 30 (service 91) (Item A)
35. Other monies will become available as from June 2011 from the development on the former Fairmile Hospital site in Cholsey where

redevelopment work is already well progressed. The agreement mainly specifies a link to Cholsey Rail station, although a proposed terminus within the redeveloped site itself may not be ready in time for the planned start of the service in June 2012. Existing services to Cholsey village comprise an hourly anti-clockwise 136 service (Mon-Sat) to/from Wallingford, operated by Thames Travel and an irregular County Council supported service through to Goring (services 134/5 – contract PT/S 60 – Item L). The proposal therefore is to use this money to hold discussions with the incumbent commercial operator so as to augment the existing 136 to meet the developers' requirements, possibly incorporating the 135 operations to/from Moulsoford. The outcome of these discussions will be recorded in Exempt Annex 2.

Contract Costs

36. Following the award of any new bus service contracts, the financial impact on the bus services budget can then be calculated. The financial outturn will be set out in Exempt Annex 2. Operators were requested to quote prices for both "net" and "gross" costs for most options; with "net" contracts they keep the on-bus revenue but separately invoice the County Council for reimbursement for concessionary travel. With "gross" contracts, they also keep the revenue but no claim is made for the carriage of concessionary pass holders. An estimate has to be made as to the cost of this and included in their bid price. Such prices have been requested in previous tender rounds, but so far most contracts have been awarded on a "Net" basis. It will clearly indicate in Exempt Annex 2 which type of contract is being recommended for possible award.

Contributions towards scheduled Community Transport operations

37. There are two services for disabled and mobility-impaired people in parts of South Oxfordshire and these would normally have been considered as part of this review. These are:-

The Swyncombe Lifeline

38. This service was originally brokered by Oxfordshire Rural Community Council (ORCC) and is mainly funded by parish councils in the area covered. Running on a Thursdays, and operated by Walters Coaches on hire, it serves villages in the hinterland south of Watlington including Maidensgrove, Stonor and the Assendons thence into Henley-on-Thames for shopping. The County Council currently contributes a small amount to the overall cost, although the small ORCC contribution ceased in April 2011.

Goring Dial-a-Ride (Readibus)

39. This provides a long-established service on Thursdays only from Goring to/from Reading and is part of an extensive network operated by Readibus that includes additional pick-ups at many points outside of Oxfordshire. Other Readibus operated dial-a-ride services to places in South

Oxfordshire (such as Shiplake) were discontinued at a previous review due to low usage.

40. However, formal authority is sought to extend the current funding arrangements for both of these services until 7 December 2012 to allow for a proper review to be carried out in the light of the conclusions to the transport for the community project work being undertaken elsewhere in the County Council. A report on these two services will be brought before the Cabinet Member for Transport in September 2012. Further information will be given in supplementary Exempt Annex 3 to be circulated later.

Wantage Independent Advice Centre (IAC) Car scheme.

41. In addition, Supplementary Exempt Annex 4 details the current funding arrangements for the Wantage IAC Care scheme, which was reviewed in the summer of 2011, and discussed at the 1 September 2011 Cabinet Member for Transport Delegated Decisions meeting. The report contained at Annex 4 makes further recommendations in respect of this operation.

B. Contracts for Subsidised Bus Services elsewhere in the County

Contract PT/V34 (item T) Thames Travel Service X32 (Didcot – Chilton)

42. Service X32 commenced as a negotiated contract with Thames Travel in June 2008 and provided for a new hourly commercial service between Oxford City and Didcot via the A34 (Mondays to Saturdays), which was extended under this subsidy contract to Harwell I.B.C. and Chilton village via Harwell village and Rowstock Corner. Terms of the agreement specified a declining annual payment with the final year (2011/12) at nil subsidy; all funding coming from a Section 106 developer contribution and from the U.K.A.E.A. site at Harwell. The agreement terminates on 2 June 2012.
43. Thames Travel (Wallingford) Ltd commenced a commercial Sunday service over the whole of this route in June 2011 (with no subsidy) and have now stated that the Monday to Saturday service will also become wholly commercial from the end of this agreement. Contract PT/V 34 will not therefore be renewed. The new timetable is not yet available. However, it is expected that broadly the present level of service will continue.

Contract PT/V36 (Item U) Thames Travel services 36 / X36 (Wantage – Didcot)

44. Thames Travel (Wallingford) Ltd was awarded the above contract from 11 December 2011 following an open tender process, replacing a previous contract awarded as an experimental operation funded by a S106 payment from Milton Park Estate. The route was planned as a Monday to Friday peak hour service from Wantage / Grove thence direct from East Hanney to Steventon and on to Milton Park and Didcot (service 36). However the previous contractor expanded this to an all-day operation, also running journeys from Wantage to Didcot via the A417 and Harwell village (X36) and these were provided on a commercial basis.

45. The current contract was awarded in December 2011 (for the whole service) on only a six month basis to enable further consideration of possible network changes in the Didcot area. Thames Travel have however indicated that they intend to continue to provide a service over the 36 route on a commercial basis after June 2012 so this contract (PT/V 36) will not be renewed. Exact details of the proposed commercial operation are awaited and will be reported in Exempt Annex 2.

Contract PT/V 35 (Item V) Thames Travel service 32 (Abingdon - Wantage) Extension of 19.14 journey

46. In December 2011, service 32 (Abingdon – Wantage) was declared a mainly commercial operation by Thames Travel (Wallingford) Ltd. However a “de minimis” price was sought from the operator to extend the last evening commercial journey from Abingdon (Mondays to Saturdays) which arrives in Didcot at 19.46 through to Wantage via Harwell I.B.C. This was a short term contract for six months until June 2012 to enable a review of usage of this journey to be undertaken and consideration to be given to a longer term contract if appropriate.
47. Passenger surveys have been undertaken and a price requested from Thames Travel to continue this extension. My recommendations regarding this contract will be contained in Exempt Annex 2.

Contract PT/V 37 (Item W) Thames Travel service 32 (Abingdon - Wantage) Diversion of AM peak jny via Ardington.

48. In December 2011, service 32 (Abingdon – Wantage) was declared a mainly commercial operation by Thames Travel (Wallingford) Ltd. However the company withdrew the section of route 32 through Ardington village and the County Council awarded new contracts from December 2011 for a number of replacement facilities for this village. These include a regular Monday, Wednesday and Friday bus to/from Wantage (service A1 – see Item X below), Saturday service X47 to Wantage and Swindon and the Sunday 32A (Thames Travel) (Wantage – Oxford).
49. However, after introduction of the new network specific concerns arose over the carriage of non-entitled students from the village who then had to walk and cross the A417 to get the bus towards Didcot. After discussions with Thames Travel the company agreed to divert a “commercial” journey through the village at 07.41 (Monday-Friday). Students travel into Wantage and then return on the same bus to Didcot. This was an emergency short-term arrangement until June 2012.
50. Surveys have been undertaken on this journey and a price requested from Thames Travel to continue this diversion. My recommendations regarding the future of this contract will be contained in Exempt Annex 2.

Contract PT/V 71 (Item X) OCC Special Transport Services service A1 (West Hanney – Wantage – Ardington)

51. In December 2011, service 32 (Abingdon – Wantage) was declared a mainly commercial operation by Thames Travel (Wallingford) Ltd. However, the company withdrew the section of route through Ardington village and this contract was awarded to provide one of the replacement services on an interim basis. It provides five return trips to/from Ardington from Wantage (as well as a service to West Hanney, also formerly on route 32).
52. In view of the short notice given of the intention not to serve Ardington on the 32 route, this replacement facility was negotiated with our in house transport provider to enable the continuation of a limited service to the village. This contract has therefore now been offered under an open tendering process to enable the award of a longer term contract (until May 2015). My recommendations regarding this contract will be contained in Exempt Annex 2.

Contract PT/W 13 (Item Y): service 113. R.H. Transport (Fulbrook – Carterton – Faringdon) Thursdays.

53. R.H Transport services have given due notification of the premature surrender of contract PT/W 13 (due to expire in May 2014) as from 2 June 2012. The contract provides for three journeys each way on Thursdays only between Fulbrook, Carterton and Faringdon. Tender specifications have therefore been issued for a two year contract to replace the existing 113 on a broadly like-for-like basis. My recommendations regarding this contract will be contained in Exempt Annex 2.

Contract PT/O 22 (Item Z): service 600. OCC Special Transport Services. (Thornhill P & R – Churchill Hospital) Mondays to Fridays.

54. This contract was offered for open tender in June 2011 as a one year contract until June 2012 and awarded to the County Council in-house Special Services Transport operation. This service (which was originally funded by S106 monies from the Oxford Radcliffe Hospitals NHS Trust, but is now funded from the bus subsidy budget), is viewed as an interim operation pending a general review and re-tendering of bus connections from Thornhill to all of the Headington hospital sites. The revised network will be introduced in conjunction with the expansion of the Thornhill P & R site for which government funding has been obtained. This was only at the application stage when the contract was awarded in 2011. It is expected that the new network could be implemented in early 2013, so this contract may only run for a short period.

Financial and Staff Implications

55. The financial implications as they relate to bus service subsidies will be dealt with in Exempt Annex 2. There are no staff implications.

SUPPLEMENTARY EXEMPT ANNEX 2

56. This document will be circulated prior to the meeting to all relevant County Council members. Each contract (or group of like contracts) will have a separate sheet in the same order and numbering as in Annex 1. Relevant information on the current service pattern, level and route will be repeated in the heading followed by an officer recommended option and suggested course of action (including the costs of the recommended option). This section will also highlight the likely consequences of proceeding with the award of this recommended option (parishes/areas unserved or known passenger flows displaced). This is followed by a summary of all the other options/prices sought and the cost /likely effect of awarding these options (and which may be awarded by the Cabinet Member for Transport in lieu of the officer recommended option if he so wishes).

RECOMMENDATION

57. **The Cabinet Member for Transport is RECOMMENDED to:**
- (a) make his decisions on subsidy for the services described in this report on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2 to be reported subsequently;**
 - (b) record that in his opinion the decisions made in (a) above are urgent in that any delay likely to be caused by the call-in process would result in service discontinuity and in accordance with the requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process;**
 - (c) thank operators for the commercial declarations made during the course of the review in respect of various contracts;**
 - (d) receive and make decisions on the matters as set out in Exempt Annexes 3 and 4.**

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

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

Contact Officers: Allan Field (Tel: Oxford 815826): Financial information and other services
John Wood (Tel: Oxford 815802): Henley, Wallingford and Didcot area review.
Neil Timberlake (Tel: Oxford 815585): Review of grants for provision of locally organised transport schemes for people with mobility impairments (Annexes 3 and 4).

February 2012