

Bus Service Subsidies Review

Annex 1: Background information and consultation responses

A: Vale of White Horse area review

Contracts under review

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
A	4	Abingdon-Wootton-Cumnor	Daily eves	V4	Oxford Bus Company	3
B	31	Wantage-Abingdon Wantage-Marcham-Abingdon-Oxford	Sun/BH eves Mon-Thurs eves	V42 V43	Stagecoach Oxfordshire	4
C	38	Wantage town service Wantage-Letcombes-Childrey	Mon-Sat	V44	Whites	5
D	40/41/42 44 218	Abingdon Town Service Abingdon-Oxford via Boars Hill Wytham-Oxford	Mon-Sat	V1	Heyfordian	6
E	43	Eaton-Longworth-Tubney-Abingdon	Thurs	V6	Oxfordshire C.C ITU	8
F	61	Faringdon town services	Mon-Fri	V70	Faringdon Community Bus	9
G	63	Oxford-Southmoor via Appleton	Mon-Sat	V61	Red Rose	10
H	65	Faringdon-Swindon via Longcot	Mon-Sat	V58	Stagecoach Swindon	12
I	66	Faringdon-Oxford via Appleton/Eaton Faringdon-Swindon (early a.m) Oxford-Swindon	Mon-Sat peak Mon-Fri Sun/BH	V59 V74 V78	Stagecoach Swindon	13
J	67/67A	Wantage-Faringdon via Stanford	Mon-Sat	V79	Thames Travel	14
K	83/84	Stanford Community Minibus	Tues/Weds/ Fri/Sat	V65	Stanford Community Minibus	16
L	90	Lambourn-Swindon via Ashbury	Mon-Sat	V67	GoRide	17
M	94/95	Didcot-Blewbury-Astons	Mon-Sat	V32	Thames Travel	18
N	A1	Ardington-Lockinge-W.Hanne- Wantage W.Hanne-Wantage-Ardington-Didcot	Mon-Fri	V71	Oxfordshire C.C ITU	19
O	X1	Single evening journey Didcot-Wantage Single am journey Ardington - Wantage Didcot to Wantage/Grove via Harwell	Mon-Fri Mon-Fri Sun/BH	V35 V37 V47	Thames Travel	20
P	X1/X2	Didcot-Steventon/Sutton Courtenay- Abingdon Didcot-Sutton Courtenay-Abingdon	Daily eves Sun & BH	V40 V41	Thames Travel	21
Q	X47	Ardington-Wantage-Childrey-Swindon	Sat	V68	Thames Travel	22
R	n/a	'Swindon Shopperbus'	Fri	n/a	Swindon DAR	23

Parishes served by routes under review in Vale of White Horse

Abingdon Items A, B, D, E, P	Kennington Item B
Appleton with Eaton Items E, G, I	Kingston Bagpuize w/Southmoor Items G, H, I
Ardington Items N, O, Q	Kingston Lisle Items J, Q
Ashbury Items L, Q	Letcombe Bassett Items C, J, Q
Aston Tirrold Item M	Letcombe Regis Items C, J, Q
Aston Upthorpe Item M	Littleworth Item I
Baulking Item J	Little Coxwell Items H, J
Besselsleigh Items E, I	Longcot Items H, I, R
Blewbury Item M	Longworth Items E, G
Bourton Item H, R	Lyford Item K
Buckland Item I	Marcham Item B
Buscot No route under review	Milton Item P
Charney Bassett Item K	North Hinksey Items D, G, I
Childrey Items C, J, Q	North Moreton Item M
Chilton No route under review	Oxford Items B, D, G, I
Coleshill No route under review	Pusey Item I
Compton Beauchamp Item Q	Saint Helen Without Items A, D
Cumnor Items A, G, I	Shellingford Items J, K
Denchworth Item K	Shrivenham Items H, I, R
Didcot Items M, N, O, P	South Hinksey Item D
Drayton Item P	South Moreton Item M
East Challow Items C, J, K	Sparsholt Items J, Q
East Hagbourne Item M	Stanford-in-the-Vale Items J, K
East Hanney Item B	Steventon Item P
East Hendred Items N, O	Sunningwell Items B, D
Eaton Hastings No route under review	Sutton Courtenay Item P
Faringdon Items F, H, I, J, K	Uffington Items J, Q
Fernham Items H, J	Upton Item M
Frilford Item B	Wantage Items B, C, J, K, N, O, Q
Fyfield with Tubney Items E, G, I	Watchfield Items H, I, R
Gainfield Item K	West Challow Item K
Garford Item B	West Hagbourne Item M
Goosey Item K	West Hanney Item N
Great Coxwell Item F, H, I	West Hendred Items N, O
Grove Items B, C, N, O	Woolstone Item Q
Harwell Item N, O	Wootton Items A, D, E
Hatford Item K	Wytham Item D
Hinton Waldrist Items E, G	

ITEM A**Service 4****Contract V4: Abingdon-Wootton-Cumnor (Daily evenings and all day Sunday/Bank Holidays)**

Evening and Sunday service between Cumnor and Abingdon via Wootton previously funded by Section 106 money, but subsidised from bus subsidy budget since external funding ceased in 2010.

Operator Oxford Bus Company

Days of operation Evenings and Sundays

Frequency Hourly (Cumnor to Abingdon section subsidised: remainder of service commercial)

Parishes served Cumnor, Wootton, St Helen Without, Abingdon

Divisions served North Hinksey, Kingston and Cumnor, Kennington and Radley, Abingdon North, Abingdon East

Alternative services

- No alternative evening and Sunday services link Wootton and Shippon with Abingdon and Oxford

Current subsidy per annum £49,225

Average passenger journeys per day Mon-Sat eves: 46
Sun: 184

Cost per passenger journey £2.05

Comments from consultation

Many calls for retention of evening and Sunday service from Wootton and Sunningwell residents, supported by Ed Vaizey MP. PETITION OF 1,926 SIGNATURES SUBMITTED.

Wootton PC: support evening and Sunday services due to unsafe nature of walking routes in area, commuter use, school use (evening activities/parents evenings), importance to service community and those living/working at Dalton Barracks, access for young and elderly and possible Section 106 support from Wootton Business Park housing development.

Priorities in order: improve service to half-hourly, retain existing service, retain evening service only, retain Sunday daytime and Thursday/Friday/Saturday evening service, retain busier evening journeys between early evening and last bus.

St Helen Without PC: support evening and Sunday services due to unsafe nature of walking routes in area, lack of alternative public transport, effect on disabled, elderly and vulnerable, importance to service community and those living/working at Dalton Barracks, school use (evening activities/parents evenings), community cohesion with Wootton.

Cumnor PC: urge continuation of both the evening and Sunday elements of the 4 service, which are particularly valuable for the young and elderly based on increasing patronage for access to Abingdon, retention of service for Henwood/Bradley Farm Cottages, workers at Tesco, access to extra-curricular activities at Abingdon schools, religious activities on Sundays and access to social facilities at Cumnor.

Bus Users UK: retain service unchanged

Station Staff Officer, Dalton Barracks: Continuation urged, as numbers of servicemen/families/contractors at Dalton Barracks will increase patronage and utility of evening and Sunday service. Reference to 'Community Covenant' in conjunction with OCC.

Layla Moran, Lib Dem Parliamentary Candidate, Oxford West/Abingdon: Retain evening service to benefit accessibility for young people

Prices sought for various levels of continued provision on evenings and Sundays

ITEM B**Service 31****Contract V42: Wantage – Marcham – Abingdon (Sunday and Bank Holiday evenings)****Contract V43: Wantage-Marcham-Abingdon-Oxford (Monday – Thursday evenings)*****Contracts cover specific evening journeys on service 31 to generate an hourly frequency on Monday to Saturday evenings and a two-hourly evening frequency on Sundays.*****Operator** Stagecoach**Days of operation** Monday to Thursday and Sunday evenings**Frequency** **Monday to Thursday:** 1955, 2055 and 2255 from Wantage, 1950 and 2150 from Oxford Rail Station
Sundays and Bank Holidays: 1955 and 2155 from Wantage, 2050 and 2250 from Oxford Rail Station**Parishes served** Oxford, [Sunningwell], [Kennington], Abingdon, Marcham, [Frilford], [Garford], East Hanney, Grove, Wantage**Divisions served** Grove and Wantage, Kingston and Cumnor, Sutton Courtenay and Marcham, Kennington and Radley, Abingdon South, Abingdon North, Abingdon East, Isis, Jericho and Osney**Alternative services**

- Commercial journeys on this route operate on Monday to Thursday at 1855 and 2155 from Wantage and 1900, 2050 and 2250 from Oxford.
- The journeys covered by these contracts are provided commercially on Friday and Saturday evenings, with additional journeys providing a half-hourly frequency from midnight until 0300 from Oxford to Wantage. Journeys also operate from Abingdon to Oxford at 0049 and 0149.

Current subsidy per annum V42 (Sunday evening service): £5,660
V43 (Mon-Thurs evening service): £28,704**Average passenger journeys per day** 62 (Sun)
55 (Mon-Thurs)**Cost per passenger journey** V42 (Sunday evening service): £1.55
V43 (Mon-Thurs evening service): £2.53**Comments from consultation****Marcham P.C/South Hinksey P.C/Grove P.C/Bus Users UK/Cllr Zoe Patrick:** Retain existing provision**Layla Moran, Lib Dem Parliamentary Candidate, Oxford West/Abingdon:**
Retain evening service to benefit accessibility for young people***Discussions held with operator over possible commercial provision***

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

This contract provides the hourly Wantage and Grove town service, as well as an hourly service linking Childrey and East Challow with Wantage. Letcombe Regis and Letcombe Bassett are also served by morning peak journeys to Wantage and late afternoon and evening peak journeys from Wantage, in addition to the off-peak service provided by services 67//67B.

Operator Whites Coaches

Days of operation Monday to Saturday

Frequency Broadly hourly, peak and off-peak

Parishes served Wantage, Grove, East Challow, Childrey, Letcombe Bassett, Letcombe Regis

Divisions served Grove and Wantage, Shrivenham

Alternative services

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

Current subsidy per annum £56,662

Average passenger journeys per day 235

Cost per passenger journey £0.78

Comments from consultation

Go Ride CIC (bus operator): not quite commercial, but tendering of off-peak only hourly service and half-hourly Grove-Wantage service only suggested. Peak provision via commercial services 31/X30?

Grove PC: Retain and if possible provide a counter-clockwise service

Bus Users UK: Rationalise service: provide some facilities by off-peak diversions of 67/67A

East Challow PC: Retain service, and add Sunday journeys if possible

Cllr Zoe Patrick: Lifeline service: town element should be retained though rural section of route could perhaps be provided by other services

Prices sought:

A) Existing service including Childrey

B) Peak service to Childrey, off-peak service terminates at East Challow

C) Peak/off-peak service terminating at East Challow

D) Off-peak service terminating at East Challow

E) Off-peak service terminating at East Challow timed to enable combination with school contract

F) Half-hourly peak/off-peak service covering Wantage and Grove with selected journeys also serving the Letcombes and Childrey

G) Half-hourly off-peak service covering Wantage and Grove only

H) Half-hourly off-peak service covering Wantage and Grove only timed to enable combination with school contract

ITEM D**Services 40/41/42: Abingdon town services****Service 44: Abingdon – Oxford via Sunningwell and Bayworth****Service 218: Wytham – Oxford via Five Mile Drive****Contract V1**

This contract provides the hourly peak and off-peak Abingdon town services (40/41/42), as well as a broadly two-hourly peak and off-peak service linking Sunningwell, Bayworth and Boars Hill with Abingdon and Oxford (44). The contract also covers a single return journey from Wytham and Five Mile Drive to Oxford (218).

Operator Heyfordian Travel**Days of operation** Monday to Saturday

Frequency **40/41/42:** broadly hourly peak and off-peak
44: broadly two-hourly peak and off-peak
218: single shoppers' return trip

Parishes served **40/41/42:** Abingdon Town Council
44: Abingdon, North Hinksey, St Helen Without, South Hinksey, Sunningwell, Oxford, Wootton
218: Wytham, Oxford

Divisions served **40/41/42:** Abingdon East, Abingdon North, Abingdon South
44: Abingdon East, Abingdon North, Abingdon South, Kennington and Radley, North Hinksey, Jericho and Osney, St Margarets, University Parks,
218: Wolvercote and Summertown, St Margarets, University Parks, Jericho and Osney

Alternative services

- The Abingdon town services operate as follows:
 - 40:** Town Centre – Hospital – Drayton Road – Preston Road – Saxton Road – Caldecott Road – Town Centre
 - 41:** Town Centre – Hospital – Peachcroft – Dunmore Rd – Town Centre
 - 42:** Town Centre – Hospital – Peachcroft — South Avenue – Northcourt Road – Town Centre

All of the town service routes serve housing areas situated off main roads with relatively frequent alternative bus services to Abingdon town centre, but many areas served are a considerable distance from these alternative routes.

- Service 44 provides the only public bus service to South Hinksey, Bayworth and Sunningwell. The main stop on Hinksey Hill is served by Stagecoach service 31, which operates a daily hourly peak and off-peak service between Wantage, Abingdon and Oxford, but this is nearly a mile from some areas of housing.
- Service 218 provides the only public bus service linking Wytham and the Five Mile Drive area with Oxford.

Current subsidy per annum £155,552**Average passenger journeys per day****Services 40/41/42:** 208 (M-F), 160 (Sat)**Service 44:** 74 (M-F), 21 (Sat)**Service 218:** 10 (M-F), 11 (Sat)**Cost per passenger journey** £1.85**Comments from consultation****Go Ride CIC (bus operator):** support potential withdrawal of peak town services.

Layla Moran, Lib Dem Parliamentary Candidate, Oxford West/Abingdon: Concern about removal of peak town services and effect on access to hospital services for elderly people

Abingdon T.C: Lack of use/potential withdrawal of town service peak facilities noted

North Hinksey/Sunningwell/South Hinksey PCs/: retain service 44. Gap in service to/from Oxford: enhance service to fill gap.

Bus Users UK: Retain service 44, possibly resource using Abingdon town service journeys

Abingdon TC: retain service 44 based on limited alternative public transport for most communities served.

Layla Moran, Lib Dem Parliamentary Candidate, Oxford West/Abingdon: Concern about potential withdrawal of service 44, particularly from Sunningwell

No comments received on service 218

Prices sought

Abingdon town services

- A) *Current timetable but without peak services*
- B) *Current timetable but without peak services and with earlier finish on Saturday*
- C) *Shorter operating day*
- D) *Further shortened operating day to enable possible coverage of school bus working*
- E) *Revised timetable including provision of some service 44 journeys (including peak)*
- F) *Revised timetable including provision of some service 44 journeys (excluding peak)*

Services 44/218

- A) *Current level of service*
- B) *Current level of service excluding service 218*
- C) *Revised service including student transport to Matthew Arnold School*
- D) *Revised service including student transport to Matthew Arnold School and excluding service 218*
- E) *Revised service: reduced number of journeys*
- F) *Revised service reduced number of journeys excluding service 218*
- G) *Revised service: reduced number of journeys (Monday to Friday only)*
- H) *Revised service reduced number of journeys excluding service 218 (Monday to Friday only)*

Services 44/63

- A) *Monday to Saturday off-peak service*
- B) *Monday to Saturday peak and off-peak service including morning and evening peak facilities and service 63 journeys operating via Matthew Arnold School*
- C) *Monday to Friday off-peak service*
- D) *Monday to Friday peak and off-peak service including morning and evening peak facilities and service 63 journeys operating via Matthew Arnold School*
- E) *Monday, Wednesday, Friday and Saturday off-peak only service*
- F) *Monday, Wednesday and Friday off-peak only service*

ITEM E**Service 43: Eaton – Appleton – Longworth – Gozzards Ford – Tubney – Abingdon
Contract V6*****Thursday only shopping service***

Operator Oxfordshire County Council ITU**Days of operation** Thursday only**Frequency** Single return shoppers' trip**Parishes served** Abingdon Town Council, Appleton with Eaton, Besselsleigh, Fyfield with Tubney, Hinton Waldrist, Longworth, Wootton**Divisions served** Abingdon East, Abingdon North, Abingdon South, Kingston and Cumnor, Sutton Courtenay and Marcham**Alternative services**

- Eaton, Appleton, Fyfield, Longworth and Hinton Waldrist have a Monday to Saturday off-peak service to/from Oxford (Service 63: see Item G)
- This contract provides the only public bus service for Tubney, Gozzards Ford and Dry Sandford.

Current subsidy per annum £4,000**Average passenger journeys per day** 32**Cost per passenger journey** £2.42**Comments from consultation****Marcham PC:** Retain existing service for Gozzards Ford residents**Abingdon TC:** suggestion of increase to service 43 if service 63 (see Item G) is reduced seems sensible.***Prices sought for continued provision on Thursday and Tuesday and Thursday***

ITEM F**Service 61****Contract V70: Faringdon Town Service**

Contribution towards voluntarily-provided community bus service, which links residential areas of Faringdon with the town centre and Health Centre

Operator Faringdon Community Bus

Days of operation Monday to Friday

Frequency Five circular trips

Parishes served Faringdon, Great Coxwell

Divisions served Faringdon

Alternative services

- No alternative services serve the residential areas covered by this contract.

Current subsidy per annum £10,404

Approximate passenger journeys per year 6,969

Cost per passenger journey £1.49

Comments from consultation

Cllr Judith Heathcoat: strong support for retention

Price sought for continued provision

ITEM G**Service 63****Contract V61: Southmoor – Hinton Waldrist – Longworth – Appleton – Eaton – Oxford*****Monday to Saturday off-peak shoppers' service*****Operator** Thames Travel**Days of operation** Monday to Saturday**Frequency** Three return trips**Parishes served** Oxford, North Hinksey, Cumnor, Appleton w/Eaton, Fyfield, Longworth, Hinton Waldrist, Kingston Bagpuize w/Southmoor**Divisions served** Kingston and Cumnor, Jericho and Osney, North Hinksey**Alternative services**

- Cumnor is linked with Oxford and Abingdon by Monday to Saturday daytime service and hourly evening and Sunday service 4 (every 20 minutes Monday to Saturday daytime)
- Kingston Bagpuize and Southmoor, Fyfield Turn and Appleton Turn are linked with Swindon and Oxford by half-hourly Monday to Saturday and hourly Sunday commercial service 66
- Hinton Waldrist, Longworth, Fyfield, Appleton and Eaton are linked with Abingdon by Thursday-only service 43 (also under review: see Item E)
- Peak and evening journeys linking Longworth, Fyfield, Appleton and Eaton with Oxford are currently provided by diversion of certain service 66 journeys (also under review: see Item I).

Current subsidy per annum £69,360**Average passenger journeys per day** 88**Cost per passenger journey** £2.01**Comments from consultation****Many calls for retention of peak and off-peak services via Appleton/Eaton and Fyfield****Hinton Waldrist P.C:** retain services if all possible, even if reduction to selected days is necessary.**Go Ride CIC (bus operator):** loadings do not support use of large vehicle. Potentially reduce number of operating days for service 63 and increase service 43**Bus Users UK:** Investigate peak provision via Community Transport**Cumnor PC:** Divert to serve Pinnocks Way, Dean Court and Hill End Centre (could stop inside centre) by operating via Tumbledown Hill and Eynsham Road**Layla Moran, Lib Dem Parliamentary Candidate, Oxford West/Abingdon:** Concern over possible removal of service and need to walk to A420**Appleton P.C:** retain 63 and 66 services through village in their current form.**Longworth P.C:** divert a few 66 journeys a day between Southmoor and Cumnor via Longworth and other villages off A420.***Prices sought*****Service 63****A) Current timetable (Monday to Saturday)****B) Current timetable (Monday, Wednesday, Friday and Saturday)****C) Current timetable (Monday, Wednesday and Friday)****D) Revised timetable: off-peak only service (Monday to Saturday)****E) Revised timetable: off-peak only service (Monday to Friday)**

- F) Revised timetable including morning and evening peak facilities and operating via Matthew Arnold School (Monday to Saturday)**
- G) Revised timetable including morning and evening peak facilities and operating via Matthew Arnold School (Monday to Friday)**
- H) Peak hour service to be operated in combination with any of Options A to E**

Services 44/63

- A) Monday to Saturday off-peak service**
- B) Monday to Saturday peak and off-peak service including morning and evening peak facilities and service 63 journeys operating via Matthew Arnold School**
- C) Monday to Friday off-peak service**
- D) Monday to Friday peak and off-peak service including morning and evening peak facilities and service 63 journeys operating via Matthew Arnold School**
- E) Monday, Wednesday, Friday and Saturday off-peak only service**
- F) Monday, Wednesday and Friday off-peak only service**

ITEM H**Service 65****Contract V58: Faringdon – Longcot – Bourton – South Marston – Swindon*****Shoppers' service linking Longcot and Bourton with Swindon and Faringdon.******Swindon Borough Council contributes toward this route serving South Marston Village.*****Operator** Stagecoach**Days of operation** Monday to Saturday**Frequency** Broadly two-hourly, off-peak only**Parishes served** Great Faringdon, [Great Coxwell], Little Coxwell, Fernham, Longcot, Watchfield, Bourton, Shrivenham, *Swindon B.C***Divisions served** Faringdon, Shrivenham**Alternative services**

- Longcot and Bourton have no other conventional bus service
- Majors Road and High Street in Watchfield have no other bus service, although daily service 66 operates via Faringdon Road and operates to Oxford and Swindon half-hourly on Monday to Saturday and hourly Sunday
- Little Coxwell and Fernham are linked with Faringdon and Wantage by peak and off-peak services 67 and 67A (also under review: see Item J)
- Faringdon, Watchfield (Faringdon Road) and Shrivenham are linked with Swindon by daily service 66 (half-hourly Monday to Saturday, hourly Sunday. Sunday service under review: see Item I)
- All communities served except Longcot are also covered by the demand responsive 'Swindon Shopperbus' service for people who have difficulty using conventional public transport. Oxfordshire's contribution to this service is also under review (see Item R)

Current subsidy per annum £24,468 (plus £14,565 from Swindon B.C)**Average passenger journeys per day (to/from Oxfordshire villages not served by service 66)**

Fernham: 0

Longcot: 4

Bourton: 2

Watchfield (Majors Rd/High Street): 4

Cost per passenger journey £7.77**Comments from consultation****Watchfield PC:** retain and if possible improve coverage for High Street/Majors Road areas served by service 65 in light of S106 contributions for developments in the area. Option for shorter stay in Swindon/Faringdon desirable.**Cllr Judith Heathcoat:** strong support for retention**Bus Users UK:** Investigate provision via Community Transport***Prices sought for various levels of continued provision***

ITEM I**Service 66****Contract V59: Faringdon – Southmoor – Appleton – Oxford peak****Contract V74: Faringdon – Watchfield – Swindon (early a.m)****Contract V78: Swindon – Shrivenham – Faringdon – Southmoor – Appleton – Oxford (Sundays)*****V59: 0830 arrival and 1745 departure from Oxford diverted to serve Appleton Village******V74: Early morning Faringdon-Swindon journey (0638 ex-Faringdon)******V78: Semi-commercial Sunday service*****Operator** Stagecoach**Days of operation** As described above**Frequency** Morning and evening peak journeys, plus single early evening journey to Oxford**Parishes served** Oxford, North Hinksey, Cumnor, Appleton w/Eaton, Fyfield, Kingston Bagpuize w/Southmoor, [Pusey], [Buckland], Littleworth, [Longcot], Great Faringdon, North Hinksey, Besselsleigh, Shrivenham, Watchfield**Divisions served** Faringdon, Kingston and Cumnor, Jericho and Osney, North Hinksey, Shrivenham**Alternative services****V59**

- Appleton and Eaton have no alternative peak hour or evening services, but are linked with Oxford off-peak by Monday to Saturday Red Rose Travel service 63 (also under review: see Item G) and with Abingdon on Thursday by Thursday-only service 43 (also under review: see Item E)

V74

- The journey covered by this contract is the first of the day from Faringdon to Swindon on Monday to Friday. The next journey is at 0702.

V78

- No alternative Sunday service links Swindon, Faringdon, Oxford and points between.

Current subsidy per annum **V59:** £5,042**V74:** £11,126**V78:** £19,202**Average passenger journeys per day** **V59:** 11**V74:** 11**V78:** 674**Cost per passenger journey** **V59:** £1.77**V74:** £3.92**V78:** £0.47**Comments from consultation****Shrivenham PC:** retain current coverage, though withdrawal of subsidy for early morning 66 journey to Swindon understandable given proximity of next journey**Faringdon TC:** retain 0637 Faringdon-Swindon journey. Maintain half-hourly service and enhance evening service to give more journeys after 18.15 when frequency drops significantly. Improve 66/X15 connections at Southmoor. Retain 1745 Swindon-Faringdon journey (currently operated by 65 service). Retain journeys that operate trips via Appleton even if these diversions are withdrawn.**Appleton PC:** retain peak/off-peak services through Appleton as walking to main road stops is dangerous

Kingston Bagpuize with Southmoor PC: concern at potential loss of diverted journeys via Appleton.

Cllr Judith Heathcoat: strong support for retention

Cumnor PC: find an alternative bus service through Appleton and Cumnor at peak times to serve Oxford bound commuters if 66 peak journeys are withdrawn.

Bus Users UK: investigate peak provision via Appleton using Community Transport. Service should be provided entirely commercially

ITEM J**Service 67/67A/67B****Contract V79: Faringdon – Stanford-in-the-Vale – Wantage**

Monday to Saturday peak/off-peak service linking Wantage with Faringdon. Most journeys operate direct from Faringdon to Wantage via Stanford (67A). Additionally service 67 links the 'White Horse' villages with Wantage once a day plus an additional afternoon journey from Wantage. Service 67B operates from Wantage to Faringdon via the Letcombes, Childrey and Stanford.

Operator Thames Travel

Days of operation Monday to Saturday

Frequency Broadly every 60 to 90 minutes between Faringdon, Stanford and Wantage with variable frequencies for other communities en route

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

Divisions served Faringdon, Grove and Wantage, Kingston and Cumnor, Shrivenham

Alternative services

- Childrey, Letcombe Bassett and Letcombe Regis are also linked with Wantage on Monday to Saturday by Whites Coaches service 38 (also under review: see Item C), and with Wantage and Swindon on Saturday by Thames Travel service X47 (also under review: see Item R)
- Uffington, Westcot, Sparsholt and Kingston Lisle are also linked with Wantage and Swindon on Saturday by Thames Travel service X47 (also under review: see Item R)
- East Challow is also linked with Wantage on Monday to Saturday by Whites Coaches service 38 (also under review: see item C)
- Fernham and Little Coxwell are linked with Faringdon and Swindon on Monday to Saturday by Stagecoach service 65 (also under review: see Item I)
- Shellingford is also linked with Faringdon on Tuesday and Friday by Stanford Community Minibus services 83 and 84 (also under review: see Item K)
- Faringdon, Wantage and Stanford-in-the-Vale are also linked on Tuesday, Wednesday, Friday and Saturday by Stanford Community Minibus services 83 and 84 (also under review: see Item K)
- Faringdon is linked with Swindon and Oxford by daily service 66 (Sunday service under review: see Item I)
- Wantage is linked with Abingdon and Didcot by Thames Travel's daily commercial services X1, X2 and X32 (selected subsidised journeys and Sunday service under review: see Item O), with Abingdon by Stagecoach's largely commercial service 31 (some evening journeys under review: see Item B) and with Oxford by wholly commercial daily service X30
- Baulking has no other bus service

Current subsidy per annum £99,784

Average passenger journeys per day 62 (Mon-Fri)
41 (Sat)

Cost per passenger journey £5.59

Comments from consultation

Uffington P.C: retain two 67 journeys to Uffington (or preferably increase number of 67 journeys)

Grove PC: amend service to serve Grove (Grove PC)

Cllr Judith Heathcoat: strong support for retention

Cllr Zoe Patrick: retain service, carrying schoolchildren to Wantage/Faringdon to increase viability

Various: adjust to allow travel to Faringdon Community College from Stanford/Wantage. Improve service using S106 funds, not reduce it.

Go Ride CIC (bus operator): surprised at high cost. Include western section of service 38 (Wantage-Childrey) in 67 service.

Bus Users UK: accomodate Wantage to Watchfield commuter flow to enhance viability of service

Prices sought

A) *Current level of service*

B) *Revised service covering East Challow (Sarajac Ave & Canal Way)*

C) *Revised service also covering East Challow (Sarajac Ave & Canal Way) but at reduced frequency*

D) *Revised service using school bus to cater for off-peak service 67A*

E) *Revised service with additional vehicle for selected school time journeys*

ITEM K**Service 83/84****Contract V65: Stanford-in-the-Vale Community Minibus*****Community bus service operating on Tuesday, Wednesday, Friday and Saturday, linking Stanford and many villages with no other bus service with Wantage and Faringdon.*****Operator** Stanford in the Vale Community Minibus**Days of operation** Tuesday, Wednesday, Friday and Saturday**Frequency** Two or three round trips per operating day**Parishes served** Stanford-in-the-Vale, Goosey, Hatford, West Challow, [East Challow], Gainfield, Charney Bassett, Lyford, Denchworth, Shellingford, Faringdon, Wantage**Divisions served** Faringdon, Grove and Wantage, Kingston and Cumnor, Shrivenham**Alternative services**

- Goosey, Hatford, Gainfield, Charney Bassett, West Challow, Lyford and Denchworth have no other bus service at any time
- Stanford-in-the-Vale, Shellingford and East Challow are linked with Faringdon and Wantage by Monday to Saturday services 67/67A/67B (also under review: see Item J)
- Wantage is linked with Abingdon and Didcot by Thames Travel's daily commercial services X1, X2 and X32 (selected subsidised journeys and Sunday service under review: see Item O), with Abingdon by Stagecoach's largely commercial service 31 (some evening journeys under review: see Item B), with Oxford by wholly commercial daily service X30 and with Faringdon by Monday to Saturday services 67/67A/67B (also under review: see Item J)
- Faringdon is linked with Swindon and Oxford by daily service 66 (selected subsidised journeys and Sunday service under review: see Item I)

Current subsidy per annum £6,034**Approximate passengers per year** 3,948**Cost per passenger journey** £1.53**Comments from consultation****Goosey/Grove PC:** support for retention of subsidy for Stanford Community Bus***Price sought for continued provision***

ITEM L**Service 90****Contract V67: Lambourn – Ashbury - Swindon**

Contribution to West Berkshire County Council's contract cost for peak and off-peak service linking Lambourn with Swindon via Ashbury and Idstone. Replaced Thamesdown service 47, which was withdrawn in late 2013 and which was the subject of a similar funding arrangement.

Operator Go Ride

Days of operation Monday to Saturday

Frequency Single morning and evening peak trip, with broadly two-hourly off-peak service

Parishes served Ashbury

Divisions served Shrivenham

Alternative services

- Ashbury's only alternative public transport is provided by Thames Travel X47 (Wantage – Swindon: see Item Q), which currently gives three shoppers' trips to Wantage and Swindon on Saturdays only and the 'Swindon Shopperbus' demand-responsive service on Friday (also under review: See Item R)

Current subsidy per annum £15,850

Average passenger journeys per day 14 (journeys between Ashbury and Swindon only)

Cost per passenger journey £3.54

Comments from consultation

Ashbury PC: retain links to Swindon. Add service to Shrivenham if possible. X47 expendable from local perspective if 90 retained.

Go Ride CIC (bus operator): usage from Ashbury and Idstone encouraging. Suggest support of proposals to West Berkshire to enhance Lambourn-Swindon section of route at reduced cost, and operate with step entrance buses.

West Berkshire C.C: enhance Lambourn-Swindon section of route at reduced cost.

Bus Users UK: Best served with Community Transport

Discussions held with West Berkshire County Council regarding continued provision

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

Circular services linking Didcot with East Hagbourne, West Hagbourne, Blewbury and Upton (94) and North Moreton, South Moreton, Aston Tirrold, Blewbury and East Hagbourne (95)

Operator	Thames Travel
Days of operation	Monday to Saturday
Frequency	94: single morning peak journey, two evening peak journeys, broadly two-hourly off-peak circular service 95: early morning, early evening and four off-peak journeys
Parishes served	Didcot, East Hagbourne, West Hagbourne, North Moreton, South Moreton, Aston Tirrold, Aston Upthorpe, Upton, Blewbury
Divisions served	Didcot East and Hagbourne, Didcot Ladygrove, Didcot West, Hendreds and Harwell

Alternative services

- North Moreton, South Moreton, East Hagbourne, Aston Tirrold, Aston Upthorpe and Blewbury are all linked with Wallingford on Fridays only by Whites Coaches service 131 (not currently under review)
- Upton and West Hagbourne have no other bus service

Current subsidy per annum £81,182

Average passenger journeys per day 151

Cost per passenger journey £1.73

Comments from consultation

North Moreton PC: retain current 95 service pattern. Concerns about routing via Wallingford Road and safety of required turning manoeuvre

South Moreton PC: revise first 95 to serve Moretons last. Operate via Wallingford Road, North Moreton instead of Long Wittenham Road. Terminate last 95 at Blewbury. Increase journeys via Tesco. Retain peak journeys

South Moreton PTR: increase number of journeys to Tesco. Discontinue Milton Park extensions. Serve Wallingford Road, North Moreton. 0900 to serve Didcot Parkway before Orchard Centre, 1703 to serve Tesco, alternate clockwise/anti-clockwise journeys. Divert X2 journeys via Moretons.

Go Ride CIC (bus operator): do these services need more than 16 seats?

Bus Users UK: retain 94 hourly and cater for 95 element by other means

East Hagbourne PC: hourly service valuable. Peak journeys could connect better with other services. Village looks to Didcot for services.

Blewbury PC: Revise departure time for 94 from Blewbury to 0900. General calls for retention of services

Many requests from Blewbury residents for retention of 94, including ‘commuter’ journeys. Supported by Blewbury Parish Council, with additional request for later evening journey from Didcot, better connections with X32 and earlier arrival of first off-peak journey in Didcot.

Prices sought

A) *Current level of service and timetable*

B) *Reduced peak service*

- C) Current level of service on 94 enabling interworking with service 97. Reduced service on 95.**
- D) Revised timetable enabling interworking with revised service 95 and service 97**
- E) Reduced frequency on service 94 only enabling interworking with service 97**

ITEM N**Service A1**

**Contract V71: Ardington-Lockinge-W.Hanney-Wantage (Monday, Wednesday and Friday)
W.Hanney-Wantage-Ardington-Didcot (Tuesday and Thursday)**

Shoppers' service introduced in June 2012 following removal of Thames Travel service 32 from Ardington (Monday, Wednesday and Friday service). New service to Didcot added in December 2013 (Tuesday and Thursday service: subsidised by 'Big Society' funding from County Councillors Stewart Lilly and Zoe Patrick).

Operator Oxfordshire County Council Integrated Transport Unit

Days of operation Monday to Friday

Frequency Hourly off-peak service on Monday, Wednesday and Friday, two return trips Tuesday and Thursday

Parishes served Ardington, Didcot, East Hendred, Grove, Wantage, West Hanney, West Hendred

Divisions served Didcot West, Grove and Wantage, Harwell and Hendreds, Kingston and Cumnor

Alternative services

- Service A1 provides the communities served with links to facilities in Wantage, Didcot and Grove (including Mably Way Surgery) that otherwise would not be possible without either a lengthy walk to the nearest bus stop (Ardington, Lockinge and West Hanney) or a change of bus (East Hendred and West Hendred are linked with Mably Way Surgery in Grove on Tuesday and Thursday).

Current subsidy per annum £12,485 (Monday, Wednesday and Friday service)
£8,000 (Tuesday and Thursday: Tuesday and Thursday service currently wholly subsidised by 'Big Society' funding).

Average passenger journeys per day Monday, Wednesday and Friday: 34
Tuesday and Thursday: 11

Cost per passenger journey Monday, Wednesday and Friday: £2.45
Tuesday and Thursday: £7.04

Comments from consultation

Go Ride CIC (bus operator): integrate with other services (perhaps any new peak hour 36?)

Grove PC: include Grove shops on Mon/Weds/Fri service. Retain service on these days as a minimum. Support service and possibly charge to reduce subsidy.

East Hendred PC: service does not improve access to Mably Way Surgery

West Hendred PC: increase, not reduce. Village would benefit from services with competitive journey times to Milton Park, Abingdon and Didcot

Bus Users UK: best served with Community Transport

Cllr Zoe Patrick: charge fares to generate revenue/decrease subsidy?

West Hanney PC: Retain A1: request for later journey to West Hanney

Prices sought for continued provision on Monday to Friday and Monday, Wednesday and Friday

ITEM O**Services X1/X32****Contract V35: Service X32 - evening journey from Didcot to Wantage (Monday to Saturday)****Contract V37: Single morning journey from Ardington Village to Wantage (Monday to Friday)****Contract V47: Didcot – Harwell – Wantage – Grove (Sundays and Bank Holidays)**

Operator Thames Travel**Days of operation** As above**Frequency** Contract V35: 1946 Didcot-Wantage journey
Contract V37: 0739 Ardington Village-Wantage journey (Monday to Friday)
Contract V47: Two-hourly Sunday/Bank Holiday service between Didcot and Wantage/Grove**Parishes served** Didcot, Harwell, East Hendred, West Hendred, Ardington, Wantage, Grove.**Divisions served** Grove and Wantage, Harwell and Hendreds, Didcot West**Alternative services**

- Contract V35: Commercial journeys exist between Didcot and Wantage at 1848, 1918 and 2018. A broadly half-hourly daytime service links these towns.
- Contract V37: subsidy is paid for the 0739 Ardington to Wantage journey to operate via Ardington Village. All other journeys on Monday to Saturday operate via the A417 and serve Ardington Turn.
- Contract V47: No alternative services link East Hendred, West Hendred and Ardington with Wantage and Didcot on Sunday, nor Wantage and Grove with Didcot. Harwell Village is linked with Didcot and Oxford by hourly service X32.

Current subsidy per annum Contract V35: £5,514
Contract V37: £2,861
Contract V47: £14,316**Average passenger journeys per day** Contract V35: 3
Contract V37: 2
Contract V47: 60**Cost per passenger journey** Contract V35: £6.02
Contract V37: £5.65
Contract V47: £4.06**Comments from consultation****Grove PC:** amend X1/X32 services to include Grove during the week**East Hendred:** no reasonable alternative to existing subsidised evenings/weekend provision. S106 funds to support these journeys.**Harwell PC:** retain Sunday service for Harwell.**Bus Users UK:** Sunday Grove-Wantage-Didcot service has best commercial potential**West Hendred PC:** village would benefit from services with competitive journey times to Milton Park, Abingdon and Didcot**Cllr Zoe Patrick:** Sunday service expendable if A1 weekday service can be enhanced and/or 36 reinstated. Concern at potential loss of evening links between Abingdon, Didcot, Wantage and Grove and loss of bus links to train services at Didcot and Oxford***Prices sought for continued provision***

ITEM P**Services X1/X2****Contract V40: Didcot – Steventon/Sutton Courtenay – Abingdon (Daily evenings)****2046 and 2252 Didcot-Abingdon & 2115 and 2315 Abingdon-Didcot via Sutton Courtenay daily
1952 and 2150 Abingdon-Didcot and 2124 and 2324 Didcot-Abingdon via Steventon daily****Contract V41: Didcot – Sutton Courtenay – Abingdon (Sundays)****All Sunday journeys via Sutton Courtenay until 1929 from Abingdon and 1954 to Abingdon**

Evening and Sunday services linking Abingdon with Didcot via Steventon (Mon-Sat eves) and Sutton Courtenay (Mon-Sat eves and Sunday). In conjunction with commercial journeys on services X1 and X2, contract V40 for evening service provision effectively generates an hourly frequency via Steventon instead of two-hourly, and a two-hourly service for Sutton Courtenay**Operator** Thames Travel**Days of operation** Daily evenings (X1/X2)
Sundays (X2)**Frequency** Overall hourly daily evening service between Abingdon, Steventon and Didcot created in conjunction with two-hourly commercial service on service X2.

Two-hourly daily evening service between Abingdon, Sutton Courtenay and Didcot

Hourly Sunday service between Abingdon, Sutton Courtenay and Didcot

Parishes served Abingdon, Drayton, Steventon, Sutton Courtenay, Milton, *Milton Park*, Didcot**Divisions served** Abingdon North, Abingdon South, Abingdon East, Didcot Ladygrove, Didcot West, Sutton Courtenay and Harwell**Alternative services**

- Commercial journeys on service X2 give a two-hourly evening service between Abingdon, Steventon and Didcot
- No other evening or Sunday services operate via Sutton Courtenay in addition to the two-hourly evening and Sunday service provided by these contracts
- Services X1 and X2 combined generate a broadly half-hourly daytime and hourly evening and Sunday commercial service between Didcot and Abingdon (continuing to Oxford)

Current subsidy per annum £40,088 (Contract V40: evening services)
£2,121 (Sunday service: contract V41)**Average passenger journeys per day** Contract V40: 77 M-F, 50 Sat, 29 Sun
Contract V41: 8**Cost per passenger journey** Contract V40: £1.65
Contract V41: £4.52**Comments from consultation****Drayton PC:** retain evening and Sunday services in line with employment and housing development in the area**Bus Users UK:** hourly Sunday Abingdon-Milton Park-Didcot service via Steventon has strategic objective which must be retained**Sutton Courtenay:** retain existing evening and Sunday services**Abingdon TC:** withdrawal of evening links between Abingdon and Didcot/Milton Park would be regrettable***Prices sought for continued provision***

ITEM Q**Service X47****Contract V68: Ardington – Wantage – Letcombess – Uffington – Swindon**

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

Operator Thames Travel

Days of operation Saturday only

Frequency Three round trips

Parishes served Ardington, Wantage, Childrey, Letcombe Bassett, Letcombe Regis, Sparsholt, Kingston Lisle, Ashbury, [Woolstone], [Compton Beauchamp], Uffington, Swindon B.C

Divisions served Harwell and Hendreds, Grove and Wantage, Shrivenham

Alternative services

- Childrey, Letcombe Bassett and Letcombe Regis are also linked with Wantage on Monday to Saturday by Whites Coaches service 38 (also under review: see Item C), and with Wantage and Faringdon on Monday to Saturday by Thames Travel services 67/67B (also under review: see Item J)
- Uffington, Westcot, Sparsholt and Kingston Lisle are also linked with Wantage and Faringdon by Monday to Saturday service 67 (also under review: see Item J)
- Ashbury is linked with Swindon by Go Ride's broadly two-hourly Monday to Saturday service 90 (subsidised by West Berkshire County Council and Oxfordshire County Council. OCC contribution also under review: see Item L) and the 'Swindon Shopperbus' service on Friday (also under review: See Item R)
- Woolstone and Compton Beauchamp have no other bus service
- Wantage is linked with Abingdon and Didcot by Thames Travel's daily commercial services X1, X2 and X32 (selected subsidised journeys and Sunday service under review: see Item O), with Abingdon by Stagecoach's largely commercial service 31 (some evening journeys under review: see Item B), with Oxford by wholly commercial daily service X30 and with Faringdon by Monday to Saturday services 67/67A/67B (also under review: see Item J)
- Ardington has no other bus service to and from the village centre on Saturday.

Current subsidy per annum £13,258

Average passenger journeys per day 94

Cost per passenger journey £2.73

Comments from consultation

Retain service to permit travel to/from Woolstone (which has no other public transport)

Kingston Lisle & Fawler PC/Uffington PC: retain limited 67 services and X47 for shopping/entertainment in Swindon

Bus Users UK: retain and improve marketing (only bus service for White Horse)

Cllr Zoe Patrick: provides only Saturday service for Ardington. Look at future of X47 in conjunction with 67/67A services

Prices sought

A) Three journeys in each direction (current level of service)

B) Single round trip

ITEM R**Swindon Dial-a-Ride 'Shopperbus'****Ashbury, Bourton, Shrivenham and Watchfield to Swindon**

Friday only shoppers' service linking the above villages with Swindon.**Operator** Swindon Dial-a-Ride**Days of operation** Friday only**Frequency** Single round trip**Parishes served** Ashbury, Bourton, Shrivenham, Watchfield *Swindon B.C***Divisions served** Shrivenham**Alternative services**

- Service 65 (also under review: See Item H) also links Bourton, Shrivenham and Watchfield (Majors Road/High Street) with Swindon Monday to Saturday
- Service 66 (off-peak service operated commercially, but subsidised elements also under review: see Item I) also links Shrivenham and Watchfield (Faringdon Road) with Swindon daily
- Service 90 (also under review: see Item L) also links Ashbury with Swindon Monday to Saturday. Thames Travel X47 (Wantage – Swindon: see Item Q), currently gives three shoppers' trips from Ashbury to Wantage and Swindon on Saturdays only
- This service is currently for the benefit of passengers unable to use conventional public transport, and requires registration

Current subsidy per annum £5,913**Passengers carried 2013-14** 486**Cost per passenger journey** £12.17**Comments from consultation****Swindon Dial-a-Ride:** happy to expand operation to include additional days if required.***Prices sought for various levels of continued provision***

B: South Oxfordshire area review**Contracts under review**

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
S	46	Drayton St. Leonard – Long Wittenham – Appleford - Abingdon	Mon/Weds/Fri	V38	ITU	26
T	91/92/93	Didcot town services	Mon-Sat	S80	Whites Coaches	27
U	97/114/135	Wallingford - Clifton Hampden – Long Wittenham – Didcot Wallingford – Berinsfield – Clifton Hampden – Culham – Abingdon peak/off-peak Wallingford – Cholsey – Moulsoford	Mon-Sat	V33	Thames Travel	28
V	98	Didcot – Great Western Park	Mon-Sat	S79	Walters Coaches	30
W	134	Wallingford – North/South Stoke – Goring Station	Mon-Sat	S60	Go Ride	31
X	T2	Diversions via Culham Village	Mon-Sat	V34	Thames Travel	32
Y	'Line 40' 120/121/ 123/124	Stokenchurch – Chinnor – Thame Princes Risborough – Thame Thame – Towersey Watlington – Postcombe – Thame Watlington – S.Weston – Great Milton – Thame (Tu only)	Mon-Sat	S9 S15 S16	Arriva	33
Z	125/126/ 131	Watlington – Chalgrove - Wallingford (Mon/Tu/Th) Watlington – Chalgrove - Wallingford (Fri) Watlington – Wallingford (Fri) E.Hagbourne – Wallingford (Fri)	Mon/Tue/Th/Fri	S61 S62	Go Ride (S61:Mon/Tu/Th) Whites Coaches (S62: Fri)	35

Parishes served by routes under review in South Oxfordshire

Abingdon (VoWH) **Items S, U**
 Appleford (VoWH) **Item S**
 Aston Rowant **Item Y**
 Benson **Items U, Z**
 Berinsfield **Items S, U**
 Blewbury (VOWH) **Item Z**
 Brightwell Baldwin **Item Z**
 Brightwell-cum-Sotwell **Item Z**
 Britwell Salome **Item Z**
 Chalgrove **Item Z**
 Chinnor **Item Y**
 Cholsey **Item U**
 Clifton Hampden **Items S, U**
 Crowmarsh **Items U, W, Z**
 Culham **Items S, U, X**
 Cuxham **Item Z**
 Didcot **Items T, U, V**
 Dorchester **Item U**
 Drayton St Leonard **Item S**
 East Hagbourne **Item Z**
 Ewelme **Item Z**
 Goring **Items U, W**
 Great Haseley **Item Y**
 Great Milton **Item Y**
 Kingston Blount **Item Y**
 Lewknor **Item Y (Includes South Weston)**
 Long Wittenham **Items S, U (Little Wittenham also consulted)**
 Moulsoford **Items U, W**
 Newington **Item Z**
 North Moreton **Item Z**
 Postcombe **Item Y**
 Shirburn **Item Y**
South Moreton Item Z
 South Stoke **Item W**
 Stadhampton **Item Z**
 Sydenham **Item Y**
 Tetsworth **Item Y**
 Thame **Item Y**
 Towersey **Item Y**
 Wallingford **Items U, E, Z**
 Warborough **Items U, Z**
 Watlington **Item Y, Z**

ITEM S**Service 46: Drayton St. Leonard – Long Wittenham – Appleford - Abingdon****Contract V38*****Monday, Wednesday and Friday shopping service***

Operator Oxfordshire County Council ITU**Days of operation** Monday, Wednesday and Friday**Frequency** Single return shoppers' trip**Parishes served** Abingdon Town Council, Appleford, Berinsfield, Clifton Hampden, Culham, Drayton St. Leonard, Long Wittenham**Divisions served** Abingdon East, Abingdon North, Abingdon South, Berinsfield and Garsington, Sutton Courtenay and Marcham**Alternative services**

- Of the communities served, only Appleford, Long Wittenham and Drayton St Leonard do not benefit from more frequent peak/off-peak bus services to Abingdon. Appleford and Drayton St Leonard have no other bus services.
- Long Wittenham is linked with Didcot by Monday to Saturday shoppers' service 97 (also under review: see Item C).

Current subsidy per annum £9,364**Average passenger journeys per day** 10**Cost per passenger journey** £9.36**Comments from consultation****Go Ride/Abingdon TC:** operate on Monday if one day a week (Abingdon market day)**Bus Users UK:** allow parishes to determine best day of operation if reduced**Appleford PC:** operate service on Friday if single day necessary**Long Wittenham P.C:** No strong view on best day to operate but probably Monday***Prices sought for current service and Monday only service***

ITEM T**Services 91/92/93****Contract S80: Didcot Town Services*****'De minimis' subsidy contribution toward specific journeys on the Didcot town service network*****91: Broadway – Ladygrove – The Oval – Broadway (1415 journey subsidised)****92: Broadway – Barnes Road – Broadway (1440 journey subsidised)****93: Broadway – Meadow Way – Freeman Road – Broadway (0905 journey subsidised)****Operator** Whites Coaches**Days of operation** Monday to Saturday**Frequency** Each route operates broadly hourly: operating day 0900 and 1500. The bulk of this service is currently operated commercially by Whites Coaches.**Parishes served** Didcot**Divisions served** Didcot East and Hagbourne, Didcot Ladygrove, Didcot West**Alternative services**

- Service 97 (Didcot – Berinsfield – Wallingford: see Item U) also serves Mersey Way, Tamar Way and Trent Road on Ladygrove Estate en route to and from Didcot (covered by service 91)
- Services 92 and 93 cover housing areas to the south and west of Didcot town centre respectively, neither of which are served by other bus services save for those that run along the nearest main roads.

Current subsidy per annum £8,190**Average passenger journeys per day 0905:** 13

1415: 2

1440: 1

Cost per passenger journey £1.68**Comments from consultation****Didcot Town Council:** improved route information/RTI at Station/Orchard Centre. Route all services via Station (not just 91). Retention supported.**Bus Users UK:** retain service as is***Discussions held with operator over possible commercial provision***

ITEM U**Services 97/114/135****Contract V33****Service 97: Wallingford – Berinsfield – Clifton Hampden – Long Wittenham – Didcot****Service 114: Wallingford – Berinsfield – Clifton Hampden – Culham – Abingdon peak/off-peak****Service 135: Wallingford – Cholsey – Moulsoford – Goring shoppers' service**

This contract was awarded in December 2013 following Thames Travel's review of their route network, which had a knock-on effect on existing subsidised services. Services 97 and 114 were reduced in frequency at this time, as maintaining their previous level of service would have entailed a significant increase in subsidy costs. All three services are fulfilled using a single vehicle.

Operator Thames Travel**Days of operation** **97 and 135:** Monday to Saturday
114: Monday to Friday**Frequency** **97:** two off-peak round trips
114: Morning peak journey to Abingdon and evening peak return journey, plus sporadic off-peak service
135: three round trips**Parishes served****Service 97:** Benson, Berinsfield, Clifton Hampden, Crowmarsh, Didcot, Dorchester, Long Wittenham, Wallingford, Warborough (includes Shillingford)**Service 114:** Abingdon, Benson, Berinsfield, Clifton Hampden, Crowmarsh, Culham, Dorchester, Wallingford, Warborough (includes Shillingford)**Service 135:** Cholsey, Moulsoford, Goring, Wallingford**Divisions served** Benson and Cholsey, Berinsfield and Garsington, Didcot East and Hagbourne, Didcot Ladygrove, Didcot West, Wallingford**Alternative services****Service 97**

- Long Wittenham and Culham are linked with Abingdon on Monday, Wednesday and Friday by Oxfordshire C.C ITU service 46 (See Item S)
- Burcot and Clifton Hampden are linked with Abingdon, Berinsfield and Wallingford by service 114 (also included in this contract) and with Abingdon and Oxford by Thames Travel service T2
- Berinsfield and Dorchester (A4074) have frequent daily services to Oxford, Wallingford and Reading via Thames Travel services X39 and X40
- Benson, Berinsfield, Crowmarsh, Shillingford and Wallingford benefit from regular services to Reading, Wallingford and Oxford via Thames Travel services X39 and X40. Wallingford also has a direct service to Didcot via Thames Travel service X2

Service 114

- Burcot and Clifton Hampden are linked with Didcot by service 97 (also included in this contract) and with Abingdon and Oxford by Thames Travel service T2
- Benson, Berinsfield, Crowmarsh, Shillingford and Wallingford benefit from regular services to Reading, Wallingford and Oxford via Thames Travel services X39 and X40
- Wallingford is linked with Didcot, Abingdon and Oxford by Thames Travel service X2, and with Henley by service 139
- Culham Village is served broadly two-hourly by service T2 (also under review: see Item X)

Service 135

- Wallingford and Goring Rail Station are linked by hourly service 134 (also under review: see Item W)
- Wallingford and Cholsey are linked by hourly Monday to Saturday peak/off-peak services 136A and 136C, which also offer a limited Sunday service.
- Moulsoford is served by no other public transport

Current subsidy per annum £66,247

Average passenger journeys per day

Service 97: 32

Service 114: 32

Service 135: 10

Cost per passenger journey £3.11

Comments from consultation**Service 97**

Long Wittenham PC: add mid-morning journey, supported by Ed Vaizey MP and Cllr Lynda Atkins.

Curtail service at Berinsfield if necessary to create additional time for this.

Wallingford TC: no strong views on retention

Bus Users UK: retain as provides only service for many communities

Service 114

Culham Science Centre: retain 114 for direct travel to Culham from Wallingford and enhancement of T2/T3 frequency. Maintain service via Culham Village.

Wallingford TC: no strong views on retention

Service 135

Wallingford TC: support inclusion with 134 timetable

West Berkshire CC: consider taxishare scheme including other West Berkshire communities

Prices sought**Service 97**

A) Current timetable

B) Revised service giving extra journey including school journeys

C) Revised service giving extra journey excluding school contract

D) Off-peak shoppers' service timed to interwork with service 94

E) Off-peak shoppers' service with additional journey timed to interwork with service 94

F) Service between Long Wittenham and Didcot only including some off-peak service 95 journeys timed to be interworked with service 94/95

Service 114

Ongoing provision included in service 97 options

Service 135

Ongoing provision included in service 134 options

ITEM V**Service 98****Contract S79: Didcot – Great Western Park**

Section 106-subsidised service that requires re-tendering due to opening of spine road through development and resulting need for revised route. New evening service commenced June 2014.

Operator	Walters Coaches
Days of operation	Monday to Saturday
Frequency	Broadly every 30 minutes peak and off-peak
Parishes served	Didcot

Alternative services

No alternative services currently link Great Western Park with Didcot

Current subsidy per annum: £97,500 (entirely funded by Section 106 agreement for Great Western Park development)

Average passenger journeys per day: 62

Cost per passenger journey: £5.16 (indicative figure: Section 106-funded service)

Comments from consultation

Didcot Town Council: integrate with 91/92/93. Retention supported.

Discussions held with operator over possible contract extension

ITEM W**Service 134****Contract S60: Wallingford – North & South Stoke – Goring Station**

Operator	Go Ride
Days of operation	Monday to Saturday
Frequency	Hourly peak and off-peak service
Parishes served	Crowmarsh, Goring, Moulsoford, South Stoke, Wallingford
Divisions served	Benson and Cholsey, Goring, Wallingford

Alternative services

- Service 134 provides North and South Stoke's only public transport
- This service is the only regular bus route linking Wallingford with Goring Rail Station, although off-peak only service 135 (also under review: see Item U) links these places three times a day
- Goring has frequent rail services to Didcot, Reading and Oxford.
- Wallingford has hourly daily services to Abingdon, Didcot and Henley, and a half-hourly service to Oxford and Reading on Monday to Saturday (hourly on Sunday)

Current subsidy per annum £66,034

Average passenger journeys per day 96

Cost per passenger journey £2.25

Comments from consultation

Goring PC/Crowmarsh PC: strong support for retention of service in current form, largely based upon increased patronage so far and future further potential increases. Not supportive of possible linkage with service 95, but inclusion of service 135 understood if unavoidable.

Go Ride CIC (bus operator): award further two year contract to bring into line with Wallingford review schedule. Inclusion of Moulsoford service may damage patronage.

Wallingford TC, supported by Cllr Lynda Atkins: strong support for retention of hourly service

South Stoke PC: retain hourly peak/off-peak frequency via South Stoke Village based on success and likely increased future usage of current service. **PETITION OF 325**

SIGNATURES SUPPORTING RETENTION RECEIVED

Cllr Kevin Bulmer: retain service at current level

Bus Users UK: strongly oppose reduction in service: propose inclusion of provision for Moulsoford

Prices sought

A) Existing service

B) Revised service including three service 135 journeys via Moulsoford

C) Revised service including two service 135 journeys via Moulsoford

D) Revised service with enhanced peak hour provision and two service 135 journeys via Moulsoford

ITEM X**Service T2****Contract V34: Diversions via Culham Village**

This contract was awarded in December 2013 following Thames Travel's review of their route network. Service T2 was to be withdrawn from Culham Village: Contract V34 maintains the service via the village albeit at a reduced frequency and to Abingdon and Oxford only (previously the service via Culham Village operated between Abingdon, Culham, Didcot and Wantage: as a result the direct service to Didcot has been removed).

Operator Thames Travel

Days of operation Monday to Saturday

Frequency Broadly two hourly, peak and off-peak

Parishes served Culham

Divisions served Berinsfield and Garsington

Alternative services

- No other regular bus services operate via Culham Village, although service 46 (also under review: see Item S) currently stops there on Monday, Wednesday and Friday.
- Service 114 (also under review: see Item U) operates via the A415, though there is currently no bus stop on the main road.
- Withdrawal of subsidy for this diversion would result in service T2 also operating via the A415. However, the provision of safe stopping arrangements on the A415 is likely to be in doubt given the nature of the road layout in the Culham area.

Current subsidy per annum £12,441

Average passenger journeys per day 16

Cost per passenger journey £2.50

Comments from consultation

Bus Users UK/Culham Science Park: retain existing service via Culham village

Culham P.C: increase service via Culham village to hourly

Price sought for continued provision

ITEM Y**Services 120, 121, 123 and 124****Service 120/121: P. Risborough – Chinnor – Towersey – Thame (Kings Road and Town Centre)****Service 123: Thame (Town Centre, Cotmore Gardens and Park Street) – Towersey****Service 124: Watlington – Lewknor – Aston Rowant (NTu)/South Weston (Tu) – Postcombe****– Great Haseley (Tu) – Great Milton (Tu) – Thame****Contract S9****‘Line 40’: Stokenchurch – Chinnor – Thame****Contracts S15 and S16**

Contract S16 was awarded in September 2014 to enable review of patronage following the de-commercialisation of the Oxfordshire end of the Line 40 route from High Wycombe to Thame. Contracts S9 and S15 both also subsidise elements of ‘Line 40’, and as a result the Oxfordshire end of this service along with the associated local services 120-124 described above is being reviewed ‘en masse’.

Operator Arriva**Days of operation** Monday to Saturday**Frequency** Broadly hourly, peak and off-peak**Parishes served****Service 120/121:** Aston Rowant, Chinnor, Lewknor, Shirburn, Sydenham, Towersey, Thame**Service 123:** Thame, Towersey**Service 124:** Aston Rowant, Great Haseley, Great Milton, Lewknor, Postcombe, Tetsworth, Thame, Watlington**‘Line 40’:** Aston Rowant, Chinnor, Kingston Blount, Sydenham, Towersey, Thame**Divisions served** Chalgrove and Watlington, Thame and Chinnor,**Alternative services**

- Line 40 provides the only regular peak and off-peak bus service between the Oxfordshire villages listed above and Thame, although Arriva service 120 operates a single Monday to Saturday off-peak round trip between Chinnor and Thame, plus two off-peak round trips between Thame, Chinnor and Princes Risborough. Additionally Arriva services 120 and 123 offer two off-peak round trips from Towersey to Thame, but all of these facilities along with peak and off-peak journeys between Towersey and Thame are also provided under contract to Oxfordshire County Council: as a result future provision of these facilities is also likely to be determined by the outcome of the review of the overall service between Stokenchurch and Thame.
- Service 124 from Watlington to Thame is also covered by this contract. This provides a direct service to Thame from Milton Common, Postcombe, Tetsworth and Lewknor (Monday to Saturday) and Great Milton, Great Haseley and South Weston (Tuesday only). In conjunction with a single afternoon journey from Watlington on service 121 it provides Shirburn’s only bus service: it also provides South Weston’s only public transport. Great Milton and Great Haseley are linked with Oxford and Templars Square by Heyfordian services 103 and 104 (Monday to Saturday). Watlington is linked with Oxford by hourly Monday to Saturday Thames Travel service T1, with Wallingford by service 125 (subsidised element also under review: see Item Z) and with Oxford by Go Ride commercial service 101 (Saturday evening and Sunday only).
- Go Ride service 125 also links Watlington with Thame via Great Milton and Milton Common on Tuesday only.
- Red Rose service 275 offers four journeys in each direction linking Stokenchurch, Chinnor, Aston Rowant, Kingston Blount, Postcombe, Tetsworth and Milton Common with Oxford and High Wycombe. However morning and evening peak journeys to/from Oxford currently

omit Kingston Blount and Chinnor. This service is subsidised by Buckinghamshire County Council and Oxfordshire contributes £22,600 per annum toward the contract cost

Current subsidy per annum £112,837 (total cost of all services provided by the three contracts under review)

Average passenger journeys per day

Service 120: M-F 18, Sat 15

Service 121: M-F 1, Sat 1

Service 123: M-F 14, Sat 14

Service 124: M-F 16, Sat 10

'Line 40': 185 (passengers boarding in Oxfordshire communities and travelling in either direction)

Cost per passenger journey £1.60

Comments from consultation

'Line 40'

Chinnor: Several hundred requests via consultation portal/postal questionnaires supporting retention (and increase in frequency if possible) of service to Thame and Wycombe for access to work, leisure, health and shopping facilities. Requests for direct service to Aylesbury, Oxford (peak), timetable revision to allow use to get to school in Thame, and later bus from Wycombe. Retain link to Wycombe. Better connections with 280. Improved services for travel to Princes Risborough from Chinnor

Stokenchurch PC (Bucks): retain through services, even if two hourly and with more diversions via Towersey. Increase stop provision on Thame 'ring road'.

Thame T.C: Retain service, whether subsidised or commercial. Reduce to two-hourly if necessary. Route along Cromwell Avenue to generate increased patronage.

Bus Users UK: Retain hourly service even if at cost of reductions in associated 120/121/123/124 services

120/121/123/124

Stop at Henton Turn. Increase service to Princes Risborough. Retain Thame town journeys. Stops at Thame Health Centre, Pearce Way. Several hundred requests supporting retention via consultation portal/postal questionnaires.

Tetsworth P.C: if reduction of 124 necessary, run on Tuesday and Saturday only

Little Milton P.C: operate service 124 via Little Milton

Prices sought

Services 120/121/123/124

A) Current timetable (Monday to Saturday)

B) Revised service 120 only (Monday to Friday: includes current service 123 provision in route)

C) Revised service 120 only (Monday to Saturday: includes current service 123 provision in route)

D) Revised service 120 only (Monday to Friday: includes current service 123 provision in route and operates via Postcombe and Tetsworth)

E) Revised service 120 only (Monday to Saturday: includes current service 123 provision in route and operates via Postcombe and Tetsworth)

Prices for coverage of service 124 also sought along with services 125, 126 and 131 (see Item Z)

'Line 40'

Prices sought for various levels of continued service

ITEM Z**Service 125****Contract S61: Watlington – Wallingford (Monday, Tuesday and Thursday)****Services 125, 126 and 131****Contract S62: Watlington – Wallingford, Upperton - Chalgrove – Stadhampton – Wallingford, East Hagbourne – Blewbury – Wallingford (all Friday only)**

Operator Go Ride (Monday Tuesday and Thursday service 125)
Whites Coaches (Friday services 125, 126 and 131)**Days of operation** Monday, Tuesday and Thursday (Go Ride services)
Friday (Whites Coaches services)**Frequency** Single return shoppers' trips**Parishes served** Benson, Blewbury, Brightwell Baldwin, Britwell Salome, Chalgrove, Crowmarsh, Cuxham, East Hagbourne, Ewelme, Newington, North Moreton, South Moreton, Stadhampton, Wallingford, Warborough, Watlington,**Divisions served** Benson and Cholsey, Berinsfield and Garsington, Chalgrove and Watlington, Wallingford**Alternative services**

- Benson and Crowmarsh are linked with Oxford, Reading and Wallingford by frequent Thames Travel services X39 and X40, and with Abingdon by peak only service 114 (also under review: see Item U).
- Chalgrove and Cuxham are linked with Watlington by Thames Travel hourly commercial service T2, and Watlington is also linked with Thame by Monday to Saturday service 124 (also under review: see Item Y) and with Oxford by hourly Thames Travel commercial service T1 (see Item AM). Service 125 provides Britwell Salome and Ewelme village's only public transport (though Thames Travel service 139 serves Clay Lane near the Shepherd's Hut).

Whites Coaches also operates a subsidised service between Watlington and Wallingford on Friday only via the same route as service 125. During the review process Whites Coaches suggested that they wished to terminate their contract for this service along with Friday only services 126 (Wallingford – Chalgrove-Stadhampton – Wallingford) and 131 (East Hagbourne – Blewbury – Moretons – Wallingford) which are included in the same contract. This request was received late in the review process: tenders were invited for continued provision of these routes along with service 125, which has given an opportunity to align the timetables for the Monday, Tuesday and Thursday timetable for service 125 with the Friday timetable.

Current subsidy per annum £8,415 (Monday, Tuesday and Thursday services)
£6,898 (Friday services)**Average passenger journeys per day** 12 (Monday, Tuesday and Thursday services.
Current data not available for Friday services)**Cost per passenger journey** £4.65 (Monday, Tuesday and Thursday services only)**Comments from consultation****Wallingford T.C:** no strong views on retention**Ewelme P.C:** align times of Friday journeys with those on other days. 125 service vital to Ewelme village.

Bus Users UK: best served with Community Transport

Cuxham/Chalgrove P.Cs: extend subsidised service to cover Cuxham/Chalgrove. Tailor timetable to offer connections with services 124 and T1

Watlington PC: align times of 125 journeys on each day of operation. Some older users regard Wallingford as preferred centre. Unify services 124 and 125

Prices sought

- A) *Mon/Tues/Thurs/Fri service on route 125, Friday only service on routes 126/131***
- B) *Mon/Weds/Fri service on route 125, Fri only service on routes 126/131***
- C) *Mon/Weds/Fri service on routes 125/126/131***
- D) *Weds/Fri service on route 125/126/131***
- E) *Mon/Weds/Thurs/Fri service on routes 125/126/131, Tues only service on route 124***
- F) *Mon/Weds/Fri service on route 125, Fri only service on routes 126/131, Tues/Thurs service on route 124***
- G) *Mon/Weds/Fri service on routes 125/126/131, Tu/Thurs service on route 124***
- H) *Weds/Fri service on route 125/126/131, Mon/Tues/Thurs service on route 124***

C: Contracts under review elsewhere in Oxfordshire**Contracts under review: Oxford area**

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
AA	10	Oxford city centre – John Radcliffe Hospital	Sun-Weds eves	O1	Stagecoach	38
AB	12/12C	Oxford city centre – Greater Leys via Sandford	Daily eves/Suns	O32	Stagecoach	38
AC	14/14A	Oxford city centre – John Radcliffe Hospital via Banbury Road	Saturday	O33	Stagecoach	38
AD	16/16A	Oxford city centre – Minchery Farm	Daily eves/Suns	O34	Stagecoach	38

Contracts under review: Witney area

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
AE	X10	Wychwoods - Burford	Mon-Fri	W6	Pulhams Coaches	39/40
AF	V1/V12/V19	Witney town centre – Deer Park Estate Wychwoods – Chipping Norton	Mon-Fri	W59	Villager	39/40
AG	213/4/5	Witney town services	Mon-Sat	W3	Stagecoach	39/40

Contracts under review: Bicester/Banbury area

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
AH	S4	Middle Barton & Duns Tew – Banbury/Oxford Kidlington airport diversions Banbury – Oxford Sundays	Mon-Sat Mon-Sat Sundays	C7 C23 C8	Stagecoach	41
AI	488/489	Chipping Norton – Bloxham - Banbury	Mon-Sat	C12	Stagecoach	42
AJ	B1/B2/B8	Banbury – Cherwell Heights – Bodicote Banbury – Hardwick	Sun	C16	Stagecoach	43
AK	8	Bicester – Hethe – Fringford - Brackley	Mon-Sat	C39	Stagecoach	44
AL	504	Hornton – Horley - Banbury	Thurs	C34	Heyfordian	45

Proposed revision to existing commercial service

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
AM	T1	Watlington – Stad'ton – Gars'ton - Oxford	Mon-Sat	n/a	Thames Travel	46

Other services

ITEM	Service number	Route	Days of operation	Contract number	Operator	Page
AN	M1/M2	Watlington – Nettlebed – Sonning Common - Reading	Tues, Weds,	S25	OCC ITU	47

			Thurs, Sat			
AO	n/a	Various Community Transport grants (Wantage IAC Car scheme, Didcot Volunteer Centre Car Scheme, Cholsey Community Car Service)	Various	n/a	Wantage IAC Didcot V.C Cholsey C.S	48/49
AP	36	Grove – Wantage - Didcot	n/a	n/a	n/a	50

ITEMS AA to AD**Services 10, 12/12C, 14/14A, 16/16A****Oxford city centre – John Radcliffe Hospital (Wednesday to Sunday evening service)****Oxford city centre – Greater Leys via Sandford & Littlemore (daily evenings and Sundays)****Oxford Rail Station/city centre – John Radcliffe Hospital via Banbury Road (Saturdays)****Oxford city centre – Minchery Farm (daily evenings and Sundays)****Contracts O1, O32, O33 and O34*****'De minimis' negotiated contracts for evening, Saturday and Sunday services which conclude in May 2015*****Operator** Stagecoach**Days of operation** Daily evenings and Sundays (Services 10, 12/12C and 16/16A)
Saturday (services 14/14A)**Frequency** Hourly (services 12/12C and 16/16A)
Half-hourly (services 10 and 14/14A)**Parishes served** Blackbird Leys, Littlemore, Old Marston, Sandford-upon-Thames**Divisions served** Berinsfield and Garsington, Churchill and Lye Valley, Cowley, Headington and Quarry, Isis, Iffley Fields and St Mary's, Jericho and Osney, Leys, Marston and Northway, Rose Hill and Littlemore, St Clements and Cowley Marsh, St Margarets, University Parks,**Alternative services**

- Most of the contracts listed above provide evening and/or Sunday facilities on services providing links to the city centre from suburban areas of Oxford and the John Radcliffe Hospital.
- The contract pertaining to the Saturday 14/14A service is for enhancement of the commercial frequency (hourly) to half-hourly.

Current subsidy per annum

Contract O1 (service 10): £55,657

Contract O32 (services 12/12C): £63,354

Contract O33 (service 14/14A): £25,456

Contract O34 (services 16/16A): £49,370

Average passenger journeys per day No information available**Cost per passenger journey** Unknown**Comments from consultation**

Sandford-upon-Thames PC (plus numerous individual responses): request for good and reliable bus service, including at evenings and weekends when it is difficult to get back to the village.

Stagecoach stated during the review process that the facilities provided by these contracts would largely continue without subsidy after May 30 2015, with the

exception of the evening service via Sandford-upon-Thames and Littlemore provided by service 12C. Consultation was therefore only conducted with these communities: no response was received from either parish council, although numerous responses were received from residents of Sandford-upon-Thames and Littlemore expressing concern about the potential withdrawal of the evening service for these communities.

Discussions held with current operator over possible commercial provision

ITEMS AE to AG**Services 213/214/215: Witney town services****Services V12/V19: Wychwoods – Chipping Norton****Service V1: Witney – Deer Park Estate****Service X10: Wychwoods – Burford (connecting with service 233 for onward travel to/from Witney)****Contracts W3, W6 and W59*****'De minimis' emergency contracts for continued service provision following withdrawal of Go Ride's commercial services in the Witney, Burford and Chipping Norton area***

Operator	Stagecoach (services 213/214/215) Pulhams Coaches (service X10) Villager Community Minibus (services V1/V12/V19)
Days of operation	Services 213/214/215 (Witney town network): Monday to Saturday Service X10 (Wychwoods-Burford): Monday to Saturday Service V1 (Witney-Deer Park): Monday to Friday Service V12/V19 (Wychwoods-Chipping Norton): Monday, Tuesday and Friday
Frequency	Services 213/214/215 (Witney town network): broadly hourly peak/off-peak Service X10 (Wychwoods-Burford): broadly hourly peak/off-peak Service V1 (Witney-Deer Park): single shoppers' round trip Service V12/V19 (Wychwoods-Chipping Norton): single shoppers' round trip
Parishes served	Ascott-under-Wychwood, Burford, Chipping Norton, Fulbrook, Milton-under-Wychwood, Shipton-under-Wychwood, Witney
Divisions served	Burford and Carterton North, Charlbury and Wychwood, Chipping Norton, Witney North and East, Witney South and Central, Witney West and Bampton
Alternative services	<p>Services 213/214/215 There are no alternative services to the estates served by these routes</p> <p>Service V1 Although no alternative service operates via Deer Park Estate, hourly service 215 serves Apley Way which can be accessed by footpath from the estate.</p> <p>Services V12/V19 Only Pulhams service 811 (Saturday only) additionally links the Wychwoods with Chipping Norton.</p> <p>Service X10 No alternative services exist from the Wychwoods to Burford/Witney. Some Villager services link Shipton and Milton with Witney or Chipping Norton on selected days of the week.</p>
Current subsidy per annum	<p>Services 213/214/215 (Witney town network): £95,804 (approximate annualised cost)</p> <p>Service X10 (Wychwoods-Burford): £33,190 (annual cost)</p>

Service V1 (Witney-Deer Park) and services V12/V19 (Wychwoods-Chipping Norton): £6,796 (annual cost)

Average passenger journeys per day Services 213/214/215: no data available
Service X10: 44
Services V1/V12/V19: no data available

Cost per passenger journey Unknown

Comments from consultation

Cllrs Simon Hoare and Laura Price: retention of current peak and off-peak services strongly supported.

Ascott-under-Wychwood PC: retain current service if possible, but between 0900 and 1600 as a minimum. Curtailment after 1500 unacceptable.

Shipton-under-Wychwood PC: retain service between Wychwoods and Burford between 0900 and 1600 as a minimum.

Fulbrook PC: retain off-peak only service as a minimum

Milton-u-Wychwood PC: strong support for retention of current service as a minimum, though critical of need to change at Burford

Cllr Andrew Coles (WODC): retain service in current form.

Witney PTR: support for retention of existing services with some suggestions for alternative coverage.

Various individual responses also received supporting continued provision.

Prices sought

Witney town services

A) Existing service

B) Existing service but without school time journeys

C) Off peak only service

Wychwoods – Burford service

A) Peak/off-peak service

B) Reduced peak/off-peak service

C) Peak off-peak service with additional evening peak journey from Wychwoods

Services V1/V12/V19

Prices sought for continued provision

ITEM AH**Service S4: Middle Barton & Duns Tew – Banbury/Oxford
Kidlington airport diversions
Banbury – Oxford Sundays****Contracts C7, C8 and C23**

These contracts are under review following proposed changes to Stagecoach's largely commercial service S4 between Banbury and Oxford. A revised S4 timetable will be implemented from May 2015, giving an improved service to most places on the route. However, this will not serve Duns Tew or Middle Barton: tenders have been invited for a 'shuttle' service connecting with service S4 at Deddington to enable continuation of links between these communities and Banbury/Oxford.

Operator Stagecoach**Days of operation** Monday to Saturday (Middle Barton, Duns Tew and Kidlington airport diversions)
Sunday (Banbury – Oxford service)**Frequency** Morning/evening peak and three hourly off-peak service (Middle Barton and Duns Tew diversions)
Broadly hourly (Kidlington airport diversions)
Two hourly (Sunday Banbury – Oxford service)**Parishes served** Adderbury, Banbury, Bodicote, Deddington, Duns Tew, Gosford & Water Eaton, Kidlington, Middle Aston, North Aston, Oxford City, Rousham, Shipton-on-Cherwell & Thrupp, Steeple Aston, Steeple Barton and Tackley**Divisions served** Banbury Calthorpe, Deddington, Banbury Grimsbury and Castle, Jericho and Osney, Kidlington South, Kirtlington and Kidlington North, St Margaret's, University Parks, Wolvercote and Summertown**Alternative services**

- Duns Tew and Steeple Barton are also linked with Banbury by Thursday shoppers' service 90. No alternative peak facility to Oxford or Banbury exists from these places.
- Steeple Aston and Steeple Barton are also linked with C.Norton by Wednesday only service 23A
- Kidlington Airport and Langford Lane are served by no other bus route from Banbury, and are only served by buses to and from Oxford in the morning and evening peak
- Apart from Banbury, Bodicote, Kidlington and Oxford, no communities on the S4 route benefit from any alternative Sunday bus service. Middle Barton and Duns Tew are not served by route S4 on Sundays.

Current subsidy per annum Duns Tew/Middle Barton diversions: £71,808
Sunday service: £8,160
Kidlington airport diversions: £3,672**Average passengers per day** Passengers per day to/from Duns Tew and Middle Barton: 56.5
Passengers per day on Sunday: 182
Passengers travelling to/from Kidlington airport: 12**Cost per passenger journey** Duns Tew and Middle Barton: £4.13
Sunday: £1.28
Kidlington airport: £0.98

Officers comments

Affected communities have been advised that changes to their bus services are inevitable: many have responded negatively to the prospect of a 'shuttle bus' linking Duns Tew and Middle Barton with service S4 at Deddington, but in this instance there is no realistic alternative. The timetable tendered for a 'shuttle' service gives connections with several morning and evening peak S4 journeys to/from Oxford and Banbury, as well as an increased number of off-peak trips. As a result an improved service will result for these villages (albeit with a change of bus necessary at Deddington for travel to Banbury or Oxford).

Prices sought for replacement 'shuttle' service

ITEM A1**Service 488: Banbury – Bloxham – Milcombe – Hook Norton – Over Norton – Chipping Norton****Service 489: Journeys diverted via South Newington and/or Wigginton****Contract C12*****Hourly Monday to Saturday peak/off-peak service: contract is for various S106-funded journeys, diversions via Wigginton and additional non-commercial facilities.***

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Mondays to Saturdays broadly hourly
Parishes served	Banbury, Bloxham, Chipping Norton, Hook Norton, [Little Tew], Milcombe, Over Norton, Rollright, South Newington, Swerford, Wigginton.

Alternative services

- This route provides the only regular bus service to the villages of Great Rollright, Milcombe and Hook Norton, although all (along with Bloxham and Over Norton) are also served by commercial Bakers service 6 on Tuesday only (single shoppers' service to Moreton-in-Marsh, not Banbury)
- Wigginton and South Newington are served by morning and evening peak journeys facilitating travel to work in Banbury, along with a single off-peak round trip to facilitate access to shops and services in Banbury. South Newington is also served by two additional early morning journeys to Chipping Norton and an afternoon school bus which returns schoolchildren to the village from Chipping Norton School
- Pulhams service 806 links South Newington and Bloxham with Banbury on Thursday (single return trip)
- Over Norton is also linked with Chipping Norton by early morning and early evening journeys on Monday to Saturday 50 (Chipping Norton to Stratford-upon-Avon), as well as two off-peak journeys.

Current subsidy per annum £58,547 (plus £28,000 Section 106 funds from developments in Bloxham)

Average passenger journeys per day 254 (subsidised journeys only)

Cost per passenger journey £1.58 (subsidised journeys only)

Officers comments

This item relates to a continuation of the arrangement for the existing service for a further two year period. No change to the service will result and therefore no consultation has been conducted.

Prices sought for continued provision

ITEM AJ**Services B1/B2/B8: Banbury town network (Sunday services)****Contract C16*****Sunday services in Banbury urban area***

Operator	Stagecoach
Days of operation	Sundays and Bank Holidays
Frequency	B1 and B2: two-hourly B8: hourly daytime
Parishes served	Banbury, Bodicote

Alternative services

All the places served by these routes have no alternative services to Banbury town centre on Sunday. However, service S4 operates along Oxford Road four times a day to and from Banbury, giving a nominal service for Bodicote and Easington to the town centre (albeit with a walk required from most housing in these areas).

Current subsidy per annum £24,480

Average passengers per day 258

Cost per passenger journey £1.65

Officers comments

This contract is due to expire in May 2015. It is proposed that continued subsidy for evening and Sunday services will not be provided for contracts currently under review: as Stagecoach is unwilling to operate these services commercially on it is therefore likely that the Sunday services provided by this contract will cease after May 23. Local representatives have been advised of this possibility: some individual responses from bus users have been received supporting continuation.

Discussions held with operator over possible continued provision

ITEM AK**Service 8****Contract C39: Brackley – Cottisford – Hethe – Fringford – Stratton Audley – Bicester**

Northamptonshire County Council contract, to which Oxfordshire contributes for serving the villages listed above. Their contract expires in September 2015: the service is being re-tendered and officers anticipate a continued contribution to this service unless Northamptonshire's plans dictate otherwise.

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Broadly two-hourly off-peak service
Parishes served	Cottisford, Hethe, Fringford, Stratton Audley, Bicester
Alternative services	The villages served by this service have no other public transport provision at any time except Hethe and Fringford which are served by service 37 on Tuesday only.
Current subsidy per annum	£24,385

Officers comments

As the outcome of Northamptonshire's tendering exercise for service 8 is not yet known, officers are seeking delegated authority to negotiate an appropriate continued contribution to the contract cost.

No prices currently available

ITEM AL**Service 504****Contract C34: Hornton - Horley - Banbury*****Thursday only shopper's service linking Hornton and Horley with Banbury***

Operator	Heyfordian Travel
Days of operation	Thursday only
Frequency	Single round trip
Parishes served	Hornton, Horley, Banbury
Alternative services	The villages served by this service have no other public transport provision at any time
Current subsidy per annum	£8,670
Average passenger journeys per day	11
Cost per passenger journey	£13.90

Comments from consultation**Hornton PC:** improved service requested (additional day of service and/or additional return trip)***Prices sought for various levels of continued provision***

ITEM AM**Service T1: Watlington – Stadhampton – Garsington - Oxford**

Officers have been advised of Thames Travel's intention to implement a revised commercial service on the T1 route. Officers are considering various options for subsidising this service to minimise the severity of any reductions in frequency that may result.

Operator Thames Travel

Days of operation Monday to Saturday

Frequency Broadly hourly

Parishes served Oxford, Garsington, Stadhampton. Chalgrove, Cuxham, Watlington

Divisions served Berinsfield and Garsington, Chalgrove and Watlington, Cowley, Jericho and Osney, Leys, St Clements and Cowley Marsh

Alternative services This service provides a direct link to Oxford for Garsington, Stadhampton. Chalgrove, Cuxham and Watlington.

Current subsidy per annum Not currently subsidised

Average passenger journeys per day No information available

Cost per passenger journey Unknown

Officers comments

The County Council were advised in late 2014 by Thames Travel that this service was no longer commercially sustainable in its present form and representatives of the 'Five Parishes' Bus Users Group Councils were advised of this at the time. Thames Travel agreed not to make any changes to the service until June 2014 to tie in with this scheduled review. Discussions with Thames Travel over a possible new subsidy will be reported in Supplementary Exempt Annex 2. Some support for retention of the current pattern of service has been received from bus users and local residents.

Discussions held with operator regarding future service provision and required subsidy

ITEM AN**Services M1/M2: Watlington – Nettlebed – Sonning Common – Reading**

Changes have been proposed to this service by Oxfordshire County Council's Integrated Transport Unit, which took over the contract following Whites Coaches' premature surrender of their contract for its provision in August 2014. The proposed changes are to operate a single round trip on Tuesday, Wednesday and Thursday instead of three as currently provided. The Saturday service would be withdrawn, and Nuffield and Stoke Row would no longer be served as both benefit from alternative services.

Operator Oxfordshire County Council Integrated Transport Unit

Days of operation Tuesday, Wednesday, Thursday and Saturday

Frequency Three round trips Tuesday, Wednesday and Thursday. One return trip Saturday.

Parishes served Highmoor, Kidmore End, Nettlebed, Nuffield, Rotherfield Peppard, Sonning Common, Stoke Row, Swyncombe, Watlington

Divisions served Chalgrove and Watlington, Benson and Cholsey, Goring, Sonning Common

Alternative services This service provides the only bus service for the villages of Highmoor, Kidmore End, Nettlebed (Park Corner) and Swyncombe (Cookley Green). Nettlebed/Nuffield are linked with Henley and Wallingford by daily service 139. Stoke Row is linked with Henley by Monday to Friday shoppers' service 145 (two off-peak round trips). Sonning Common benefits from regular daily services to Reading, and Watlington is linked with Oxford by service T1 (see Item AM) and with Wallingford by services 125 and 126 (see Item Z).

Current subsidy per annum £21,800

Average passenger journeys per day No information available

Cost per passenger journey Unknown

Comments from consultation

Highmoor PC: retain service. Consult users on suitability of revised timetable for shoppers.
Reading Borough Council: supportive of suggested changes.

Price sought for continued provision

ITEM AO**Grant funding for Community Car Schemes*****Review of grants for Wantage IAC Car Scheme, Didcot Volunteer Centre Car Scheme and Cholsey Community Car Service***

Operator Wantage Independent Advice Centre
Didcot Volunteer Centre
Cholsey Community Car Service

Days of operation All Monday to Friday

Frequency Demand-responsive

Parishes served**Wantage Independent Advice Centre**

Ardington, Charney Bassett, Childrey, Denchworth, East Challow, East Hanney, East Hendred, Faringdon, Grove, Hatford, Letcombe Bassett, Letcombe Regis, Lockinge, Longworth, Rowstock, Southmoor, Sparsholt, Stanford in the Vale, Uffington, Wantage, Watchfield, West Hanney, and West Hendred.

Didcot Volunteer Centre

East & West Hagbourne, Harwell, Aston Upthorpe and Tirrold, North and South Moreton, Chilton, Rowstock, Milton, Drayton, Sutton Courtenay, Little Wittenham, Upton and Blewbury.

Cholsey Community Car Service

Cholsey parish only.

Divisions served**Wantage Independent Advice Centre**

Faringdon, Hendreds and Harwell, Grove and Wantage, Kingston and Cumnor, Shrivenham,

Didcot Volunteer Centre

Didcot East and Hagbourne, Didcot West, Hendreds and Harwell, Sutton Courtenay and Marcham, Wallingford

Cholsey Community Car Service

Benson and Cholsey

Alternative services Although all the places served are covered by local bus services, these schemes specifically benefit those who have difficulty using conventional public transport.

Current subsidy per annum

Wantage Independent Advice Centre: £12,037

Didcot Volunteer Centre: £2,000

Cholsey Community Car Service: £1,000

Passenger journeys per annum

Wantage Independent Advice Centre: 04/14 to 3/15 (projected): 5,000

Didcot Volunteer Centre: 09/13 to 09/14: 3,816

Cholsey Community Car Service: 04/13 to 03/14: 545

Cost per passenger journey

Wantage Independent Advice Centre: £2.41

Didcot Volunteer Centre: £0.52

Cholsey Community Car Service: £1.83

Comments from consultation

Wantage Independent Advice Centre:

Support for continued funding from Oxfordshire Rural Communities Council, Oxfordshire Transport and Access Group, East Hanney Parsih Council, Ardington and Lockinge Parish Council, Cllr Judith Heathcoat, East Hendred Parish Council, East Challow Parish Council, Faringdon Town Council and Wantage Town Council.

Didcot Volunteer Centre:

Support for continued funding from Cllr Nick Hards, North Moreton Parish Council, Oxfordshire Rural Communities Council, Oxfordshire Transport and Access Group, Didcot Town Council, Sutton Courtenay Parish Council, Drayton Parish Council and South Oxfordshire District Council.

Cholsey Community Car Service

Support for continued funding from Cholsey Parish Council, Oxfordshire Transport and Access Group, South Oxfordshire District Council and Oxfordshire Rural Communities Council (which also supports expansion of scheme if funding permits).

Requests for revised grants received

ITEM AP**Service 36: Grove – Wantage - Didcot**

Consideration of potential for reinstatement of service previously operated commercially by Thames Travel and withdrawn in 2013.

Operator n/a: no current service

Days of operation n/a: no current service

Frequency n/a: no current service

Parishes served Grove, Wantage, East Hanney, East Hendred, Steventon, Didcot

Divisions served Grove and Wantage, Hendreds and Harwell, Kingston and Cumnor, Sutton Courtenay and Marcham, Didcot West, Didcot Ladygrove

Alternative services When originally introduced this service was specifically conceived to give a 'fast' peak service between Grove, Wantage and Didcot. Wantage already has a broadly half-hourly peak and off-peak service to Didcot via largely commercial services X1 and X32. One morning and evening peak X1 journey in each direction is extended to give Grove a direct service to Didcot. Assuming the route of the previous 36 service is followed East Hanney will also benefit from a direct service to Didcot: currently this community is linked with Abingdon, Oxford, Grove and Wantage via services 31 and X30.

Current subsidy per annum None: no current service

Passenger journeys per annum n/a: no current service

Cost per passenger journey n/a: no current service

Comments from consultation

As service 36 does not currently exist no comments were sought during the consultation exercise. However there has been some local support for its reinstatement.

Prices sought for various levels of provision