



## ***Delegated Decisions by Cabinet Member for Transport***

***Thursday, 25 March 2010 at 10.00 am  
County Hall***

### ***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 6 April 2010 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**

A handwritten signature in black ink, which appears to read "Tony Cloke".

Tony Cloke  
Assistant Head of Legal & Democratic Services

Date Not Specified

Contact Officer: **Graham Warrington**  
Tel: (01865) 815321; E-Mail:  
[graham.warrington@oxfordshire.gov.uk](mailto:graham.warrington@oxfordshire.gov.uk)

Note: Date of next meeting: 22 April 2010

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

## Items for Decision

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

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

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

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

- 3. Petitions and Public Address**
- 4. Oxford, Magdalen Road Area Controlled Parking Zone** (Pages 1 - 22)

*Forward Plan Ref: 2009/223*

*Contact: Joy White, Senior Transport Planner (01865 815882)*

**10:05am**

Report by Head of Transport (**TDC4**)

- 5. Proposed Parking Restrictions - Waterways Estate, Oxford** (Pages 23 - 30)

*Forward Plan Ref: 2009/113*

*Contact: David Tole, Leader, Traffic Regulation (01865 815942)*

**10:45 am**

Report by Head of Transport (**TDC5**)

- 6. Beech Croft Road, Oxford - Traffic Calming Scheme** (Pages 31 - 38)

*Forward Plan Ref: 2010/016*

*Contact: Anthony Kirkwood, Assistant Principal Engineer (01865 815704)*

**11:00 am**

Report by Head of Transport (**TDC6**)

**7. Oxfordshire County Council (Abingdon)(One-Way Traffic and Prohibition and Restriction of Waiting)(Amendment No 13) Order 200\*** (Pages 39 - 42)

*Forward Plan Ref: 2009/224*

*Contact: Mark Francis, Senior Traffic Technician (01235 466118)*

**11:15am**

Report by Head of Transport (TDC7)

**8. Oxfordshire County Council (Wantage and Grove)(Traffic Regulation) Amendment Order 200\*** (Pages 43 - 46)

*Forward Plan Ref: 2009/169*

*Contact: Malcolm Bowler, Senior Traffic Technician (01235 466119)*

**11.25 am**

Report by Head of Transport (TDC8)

**9. Review of Funding for Consultative Body Representing People with Disabilities and Mobility Impairments** (Pages 47 - 56)

*Forward Plan Ref: 2009/227*

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

**11.40am**

Report by Head of Transport (TDC9)

**EXEMPT ITEM**

***It is RECOMMENDED that the public be excluded for the duration of item 10E since it is likely that if they were present during that item there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and specified below in relation to that item and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information on the grounds set out in that item.***

**NOTE:** The main report relating to item 10E does not itself contain exempt information and is thus available to the public. The exempt information is contained either in an Annex which has been circulated only to members and officers entitled to receive it, or will be reported orally at the meeting.

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

**10. Bus Service Subsidy** (Pages 57 - 114)

*Forward Plan Ref: 2009/226*

*Contact: John Wood, Assistant Public Transport Officer(ITU) (01865 815802)*

**11:50am**

Report by Head of Transport (**TDC10E**)

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Division(s): Isis and East Oxford
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## **CABINET MEMBER FOR TRANSPORT – 25 MARCH 2010**

### **OXFORD, MAGDALEN ROAD AREA CONTROLLED PARKING ZONE**

#### **Report by Head of Transport**

#### **Introduction**

1. This report outlines the statutory consultation process on the Draft Traffic Regulation Orders (TROs) for the revised proposed Magdalen Road Area Controlled Parking Zone (CPZ) shown in the location plan at Annex 1. This follows the decision of the former Transport Decisions Committee in October 2009 to reconsult on the exclusion of the Iffley Fields part of the zone. It provides information on the policy context, development of the process to date, an outline of the consultations carried out, specific issues that have been raised by the consultees and recommendations in light of responses received.

#### **Policy Context and Background**

2. The policy context for the Magdalen Road CPZ is contained in the county council's Local Transport Plan (LTP2) for 2006 - 2011. It includes a parking strategy, which recognises that CPZs have an important role to play in controlling the overall level of peak hour traffic within Oxford's Ring Road and so helping tackle congestion in the city. It is also recognised that CPZs help to protect local streets from intrusive long-stay commuter parking.
3. A parking survey was conducted in the Magdalen Road Area as part of a feasibility study in 2007. On the day of the survey, 391 cars were parked for more than 4 hours within the zone, of which 227 were parked for more than 6 hours. Although it is appreciated that some of these vehicles were visiting properties in the area, it is likely that the majority belonged to non-residents.
4. The Magdalen Road Area adjoins the existing East Oxford CPZ and experiences displacement from commuters and residents in that area who may be unable to park or who have not obtained a permit. The demand for residential parking space in the Magdalen Road Area is very high, resulting in obstructive and potentially unsafe parking practices.
5. The proposed CPZ would restrict the number of permits to two per property to control the demand for on street parking (this would be in line with the adjacent East Oxford CPZ where similar capacity problems exist).
6. There has previously been extensive consultation on this scheme in four stages over more than two years. These were outlined in the report to the Transport Decisions Committee on 1 October 2009. A brief summary is provided at Annex 2.

**Formal re-consultation: 20 November 2009 to 4 January 2010**

7. On 1 October 2009 the Transport Decisions Committee approved the principle of a CPZ for the Magdalen Road Area but with the exclusion of the Iffley Fields area from the zone. The Committee authorised officers to advertise a new Traffic Regulation Order for the zone on that basis which would also incorporate minor changes arising from responses to the formal consultation. Plans were accordingly drawn up
8. Plans were drawn up showing proposed minor amendments and excluding Iffley Fields. On 1 October 2009 officers attended a meeting of local businesses from the Magdalen Road area following which additional minor changes were made to incorporate more short term parking to help address concerns expressed regarding parking for customers.
9. 1726 consultation packs were sent out – one to each property within the proposed zone and a further 511 packs to every property in the Iffley Fields area proposed to be excluded from the zone. The pack included revised plans, details of minor amendments and a questionnaire. The full draft Traffic Regulation Order was on deposit at Cowley Road Library, Oxford Central Library, County Hall and Speedwell House. Street notices were placed in every road within the zone and a notice placed in the Oxford Times on 26 November 2009. Full details, including all the materials, were available on the county council's website, together with an on-line response form. Consultation packs were also sent out to local councillors and formal consultees. In the light of postal delays the deadline for responses was extended to 4 January. Responses received up to a week after this date were considered.
10. An officer attended the East Area Parliament on 16 December to answer questions from members of the public. The question and answer session lasted for over two hours, at the end of which a show of hands indicated that opinions were equally divided for and against the CPZ, with no clear majority either way.
11. A total of 565 responses to the questionnaire were received. 176 were received on-line via the county council's new on-line consultation system, which prevents duplicate replies. The response rate from properties in Iffley Fields was slightly lower than in the previous formal consultation, at 25%. The response rate from within the proposed area was 23% which was considerably higher than in the previous formal consultation. A further 9 responses were received by letter or email, in addition to 9 responses from formal consultees.
12. Whilst the main purpose was to reconsult on the changes proposed to the consultation, all responses were carefully considered and responses are provided in document F in the background documents, together with the consultation materials. The themes of responses were largely the same as in the previous formal consultation, though this time there were relatively fewer objections about pavement parking and more objections to paying for permits and restrictions on visitor permits.

13. In the proposed CPZ area (which does not include Iffley Fields) 37% of respondents replied to say they supported the proposals in their current form. 61% said they had objections to the proposals, but some of these could be addressed by minor changes to the proposals (subject to local reconsultation). The main fundamental objections are summarised at Annex 3, together with officer responses.
14. Given the amount of shared housing in the area, there were very few objections to the restriction of two permits per property (8 in total).
15. In the proposed CPZ area, the percentage of objections varied widely from street to street (Annex 4). As might be expected, fewer objections were received from streets nearest to the boundary with the existing East Oxford CPZ and more objections from those further away. In Howard Street, at the farthest edge of the zone, 91% of respondents raised an objection, whereas in Henley Street, close to the East Oxford zone, only 17% did so.
16. Within Iffley Fields, 54% of respondents supported the exclusion of their area from the CPZ, while 43% objected to it. There was a wide variation between the levels of support for the exclusion of Iffley Fields, ranging from only 15% in Bannister Close to 90% in Argyle Street (Annex 5). Most of the objections were from people concerned about overspill parking from the proposed CPZ area.
17. A meeting of residents in Iffley Fields and St Mary's Wards was organised by Councillor John Tanner and held at the Gladiator Club on 17 November. An officer was invited but was unable to attend due to short notice. There were 75 attendees, of whom 58 said they would oppose the CPZ proposals, and a decision was taken to start a petition against the county council's proposals. This took the form of four separate petitions, presented to the county council in January 2010 by Mr D Pratley: 632 signatures from customers of local businesses, 75 signatures from people in the Ridgefield Road area (just outside the proposed CPZ) concerned about overspill parking, 38 signatures from the local businesses themselves and 1106 mainly from residents and people working at or visiting premises within the proposed CPZ (including 141 who gave addresses outside the area). Whilst the original petition sheet promoted by Councillor Tanner was clearly headed 'We are against the Controlled Parking Zone in the Magdalen Road zone as proposed by the County Council', many other signature sheets included in the petition bundle were less clear and it is possible that people signing the petition living outside the area would not have been aware of the details of the scheme.
18. A petition was also received from ten residents in Bannister Close, wishing to be included in the scheme. However, as all houses have off-street parking, and most respondents favour yellow line restrictions along the length of the close, it would be more appropriate to consult separately on the introduction of these restrictions, rather than including Bannister Close in a CPZ.
19. Another petition of 105 signatures (including many people from outside the proposed CPZ area) was received from the Oxford Pedestrians Association

(OxPA) headed simply 'Say 'NO' to Pavement Parking'. A summary of the objection from OxPA is contained in Document F.

## **Equality and Inclusion**

20. The county council has a statutory obligation to promote equality and to consider the impact of its policies and practices on people according to their race, gender, disability, religion, age, sexual orientation and human rights. It also seeks to promote social inclusion.
21. The scheme has potential impacts on individuals with disabilities, including age related disabilities. These relate mainly to footway parking, which is part of the design proposals, and was discussed in detail in the report to the Transport Decisions Committee on 1 October 2009. Disability equality is considered alongside other equality issues in an assessment attached to this report at Annex 6. This assessment concludes that there would be a significant net improvement in conditions for disabled people across the proposed zone as a result of the scheme.
22. The assessment shows that there are mitigating factors for possible negative impacts on other equality groups. As these relate to aspects of the permit schemes not specific to this proposed CPZ, but rather in common with CPZs across Oxford, officers recommend that they are considered in more detail as part of an Equalities Impact Assessment of CPZ policy in general, and that any concerns are reflected in a future wider review of permit schemes.

## **Environmental Implications**

23. The scheme would lead to an increase in the number of signs and lines in the area, though this would be kept to a minimum through careful design. Existing poles and lamp columns would be used for signs if practical and any new posts would be sited as sensitively as possible. Where agreeable with homeowners signs could be erected on boundary walls.

## **How the Project Supports LTP2 Objectives**

24. Together with other CPZs in the area, the Magdalen Road CPZ would prevent commuters from parking in local streets and continuing their journey into the centre of Oxford or to the major employers in the area. This includes not only those commuters currently parking in local streets, but a potentially greater number as the economy and population grow and car ownership increases. The introduction of a Magdalen Road CPZ would therefore encourage commuters to use alternative means of travel to get to their place of work,
25. Such a change in travel behaviour would reduce the overall level of traffic, having a direct benefit of helping to reduce congestion in the area. Other benefits associated with reduced traffic would be improved road safety, improved accessibility (through the increased attractiveness of existing or potential bus services), improved air quality and an improved street environment.



## **Financial and Staff Implications**

26. The total cost of the proposed zone is estimated at £297,500, of which construction costs would be in the region of £96,500. The project is fully funded. The source of the funding is £268,000 from SCE, and £30,000 from developer funding.
27. Additional Civil Enforcement Officers would be required to enforce the zone, but the additional revenue cost would be recovered from permit and enforcement income.
28. When setting this year's budget, the Council recently approved a proposal to review permit charges to offset the current deficit in administering the Controlled Parking areas within Oxford. Any households which may fall within this proposed zone will be included in that consultation exercise when it is undertaken.

## **Conclusions**

29. On the basis of the consultation response and the other factors mentioned in this report, officers consider that Iffley Fields should be excluded from the CPZ. Parking in Iffley Fields could be monitored before and after the scheme's introduction and minor additional yellow line restrictions promoted if necessary to tackle any obstructive or dangerous parking resulting from overspill. However, where there are no parking restrictions, the police would remain responsible for enforcing against obstructive parking, which generally occurs only as a result of residents' complaints.
30. There remains considerable strength of opinion against footway parking. However, as footway parking already occurs over much of this area, the proposals represent a significant improvement over current conditions, so officers believe there is no reason to change the design apart from in very specific locations.
31. Although 61% of respondents in the proposed CPZ area raised objections to the proposals (including objections to small details as well as more fundamental objections) it is significant that although consultation packs were sent to all properties there were no objections received from three quarters of them. It is also significant that as many as 37% of respondents took the time to return questionnaires indicating support for the scheme. Although the scheme is obviously controversial, officers consider that the benefits in terms of the scheme's overall objectives would outweigh the disbenefits raised by respondents in their objections.
32. Although there appears to be much less support for the scheme to the SE of Magdalen Road, officers consider that due to the street layout, this area would be likely to suffer from a significant level of overspill parking if it were not included. Moreover, as the housing is particularly dense in this area, with limited on-street space compared with the number of houses, overspill parking is likely to cause a nuisance to residents, particularly in the evenings. The

proposed scheme boundaries were set taking into account the street layout, housing density, and the availability of off-street parking.

33. If it is decided to progress the scheme, some of the objections raised could be addressed by small amendments that would be subject to minor consultation with residents and businesses in the immediate vicinity. These are listed at Annex 7.

## **RECOMMENDATIONS**

34. **The Cabinet Member for Transport is RECOMMENDED to:**
- (a) authorise the making of the Oxfordshire County Council (Oxford – Magdalen Road area) (Controlled Parking Zone and Waiting Restrictions) Order 20\*\*;**
  - (b) authorise officers to reconsult locally on amendments to the scheme, as set out in Annex 7 to this report; and**
  - (c) authorise the Head of Transport in consultation with the Cabinet Member for Transport to carry out further minor amendments to the scheme and the Traffic Regulation Order that may be required when implementing the proposed parking zone.**

STEVE HOWELL  
Head of Transport  
Environment & Economy

Annexes: Annex 1 Location plan  
Annex 2 Outline of previous consultation stages  
Annex 3 Summary of main objections with officer response  
Annex 4 Analysis of responses by street within the proposed CPZ area.  
Annex 5 Analysis of responses by street in the proposed excluded area  
Annex 6 Equality and inclusion  
Annex 7 Recommended minor amendments (subject to local reconsultation)

Background papers: Document A Report on Feasibility Study  
Document B Report on Initial Consultation  
Document C Report on Informal Consultation  
Document D Formal consultation documents and responses  
Document E Re-consultation documents  
Document F Re-consultation responses and officer comments

Contact Officers: Joy White Tel: 01865 815882  
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March 2010



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Zone Boundary

Iffley Fields Area proposed to be removed from the Magdalen Road Area Controlled Parking Zone

Divinity Road Area

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Code	Description	Scale	Units	Notes
A	1:50,000	1:50,000	VS	NHB
B	1:25,000	1:25,000	VS	NHB
C	1:10,000	1:10,000	VS	NHB
D	1:5,000	1:5,000	VS	NHB
E	1:2,500	1:2,500	VS	NHB
F	1:1,250	1:1,250	VS	NHB
G	1:625	1:625	VS	NHB
H	1:312.5	1:312.5	VS	NHB
I	1:156.25	1:156.25	VS	NHB
J	1:78.125	1:78.125	VS	NHB
K	1:39.0625	1:39.0625	VS	NHB
L	1:19.53125	1:19.53125	VS	NHB
M	1:9.765625	1:9.765625	VS	NHB
N	1:4.8828125	1:4.8828125	VS	NHB
O	1:2.44140625	1:2.44140625	VS	NHB
P	1:1.220703125	1:1.220703125	VS	NHB
Q	1:0.6103515625	1:0.6103515625	VS	NHB
R	1:0.30517578125	1:0.30517578125	VS	NHB
S	1:0.152587890625	1:0.152587890625	VS	NHB
T	1:0.0762939453125	1:0.0762939453125	VS	NHB
U	1:0.03814697265625	1:0.03814697265625	VS	NHB
V	1:0.019073486328125	1:0.019073486328125	VS	NHB
W	1:0.0095367431640625	1:0.0095367431640625	VS	NHB
X	1:0.00476837158203125	1:0.00476837158203125	VS	NHB
Y	1:0.002384185791015625	1:0.002384185791015625	VS	NHB
Z	1:0.0011920928955078125	1:0.0011920928955078125	VS	NHB

**JACOBS**  
 Oxfordshire Highways  
 Improving Your Roads  
 100025343 (2005)

Project: Magdalen Road Area Controlled Parking Zone  
 Zone Boundary

Drawing title: For Consultation  
 Drawing no: E1004900  
 Drawing scale: 1:142  
 Drawing date: B1004900/FE/1200/001  
 Drawing no: B

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## OUTLINE OF PREVIOUS CONSULTATION STAGES

1. **Stage 1:** A feasibility study of potential additional CPZs within Oxford was undertaken between August 2007 and January 2008. The Magdalen Road Area was one of 6 areas identified. The study included site surveys and parking surveys to determine the level of residential and commuter parking, as well as informal consultation with stakeholders and local councillors. A full report on the study is available in Background Document A. Based on the findings of the feasibility study, the then Cabinet Member for Transport decided to proceed with the promotion of the Magdalen Road Area CPZ alongside the adjoining proposed Divinity Road Area CPZ.
2. **Stage 2:** Wider, initial informal consultation was carried out between 13 June and 11 July 2008. Consultation packs were sent to every property in the proposed zone and just outside it. These packs included an explanatory leaflet, a questionnaire and example diagrams of parking arrangements, but not draft plans. Most respondents were overall in favour of a CPZ, and, whilst some were reluctantly in favour, they acknowledged the need for a CPZ in their area but resented paying for it and/or were concerned about the 'knock on' effect it might have in surrounding streets. It was also recognized that there was a need to restrict the number of permits due to the high demand relative to available space. Having reviewed the public response to the consultation alongside the county council's five LTP2 priorities, the Cabinet Member for Transport decided to proceed with a preliminary design. A report on the informal consultation is available in Background Document B.
3. **Stage 3:** Based on the results of the initial consultation the following proposals were to be put forward for the informal consultation, which took place between 7 November and 8 December 2008:
  - (a) for permit holder only parking to be provided at all times;
  - (b) any general short term parking for 2 or 3 hours from 8.00am to 6.30pm Monday to Friday with Permit Holders exempt from time limit, reverting to permit holder only in the evenings;
  - (c) under certain conditions footway parking would be provided:
  - (d) to restrict residents to 2 permits per property; and
  - (e) to include car club bays within the proposals.
4. A consultation pack, showing the parking layout and designation of parking bays in each street, including plans and a questionnaire, was delivered to every property within the proposed zone. A full report on the informal consultation is available in Background Document C. The response rate was 19%: 53% of respondents found the proposed layout acceptable, while 44% were against the proposals. However, the Fire & Rescue Service were concerned about the proposals to provide clear running lane widths of less than 3 metres in some streets, arguing that it could seriously affect fire appliance access. They requested that partial footway parking be considered where necessary in order to guarantee emergency access.

5. Following a review of the public response the then Cabinet Member for Transport decided to proceed with a detailed design, subject to the need to retain a running lane of 3 metres to guarantee emergency access, provide footway widths of 1.2m or greater except for short distances around pinch points where it may be reduced to 1.0m as an absolute minimum and, wherever possible, to retain one clear footway.
6. **Stage 4:** Taking into account the comments from the informal consultation, revised plans were drawn up for formal consultation, which took place between 11 June and 9 July 2009. Full details of this consultation were provided in the report to the former Transport Decisions Committee on 1 October 2009. A draft Traffic Regulation Order was advertised and consultation packs delivered to every property within the proposed zone.
7. The response rate was 17% overall, but 30% from within the Iffley Fields area (the area to the west of Iffley Road). Overall, 73% of respondents raised objections, many of which could be addressed by minor changes to the design. However, 86% of respondents from Iffley Fields had fundamental objections which officers considered it would not be possible to address with minor changes. Many related to the design, where residents' wishes to preserve the current situation of parking on both sides of the road with no footway parking, meant that there would be insufficient clear carriageway width to guarantee emergency access. The consultation documents, as well as individual comments from the consultation, are contained in Document D of the Background Documents in the Members' Resource Centre.
8. Throughout the consultation process, the proposed footway parking has been a controversial issue, with opinion split between those vehemently against any and those who recognise that it is necessary to provide sufficient parking whilst guaranteeing emergency access. This was discussed in detail in the report to the Transport Decisions Committee on 1 October 2009. While it is not possible to accommodate the recommended width of 1.5m within the design, the design allows a general minimum of 1.2m, down to an absolute minimum of 1m at pinch points, which is sufficient for wheelchairs and buggies to pass parked cars. Officers and many residents recognise that this would be a big improvement on the current situation in most streets within the proposed zone, where vehicles frequently block the footway, forcing pedestrians and wheelchair users onto the carriageway. However, footway parking is much less prevalent in the Iffley Fields area.
9. On 1 October 2009 the Transport Decisions Committee approved the principle of a CPZ in the Magdalen Road Area subject to the exclusion of the Iffley Fields area from the zone and authorised officers to advertise a new Traffic Regulation Order for the zone on that basis and also incorporating minor changes arising from responses to the formal consultation.

## SUMMARY OF MAIN OBJECTIONS WITH OFFICER RESPONSE

Objection	Officer response
<p>Objection to paying for permits, some seeing it as an unfair 'tax' on residents, and some relating this to the fact that they would not be guaranteed a parking space. Others said the scheme would make it harder for them to find somewhere to park.</p>	<p>Permit charges need to be levied to cover the costs of administration and enforcement of a CPZ and are not intended to generate a net income for the council. There would not be sufficient space to allocate a residential space for each resident's permit, because of the need to provide shared bays for visitors and the restricted space available. Also it would not be efficient use of the space – at any one time, not every resident is at home, and others should be able to use their space. Overall, officers consider that there would be sufficient space for residents because, although the number of spaces is reduced to prevent unsafe parking, parking by non-residents would be restricted and the number of resident permits per property would be limited to two.</p>
<p>Objection that the scheme could not be justified because there was no problem with commuter parking in their street. Some said commuter parking was not a problem because there was plenty of space in the daytime.</p>	<p>Parking pressures do vary from street to street and one of the main objectives of the scheme is to remove the availability of commuter parking, even if it is not causing problem for residents. In the feasibility study 391 cars were parked for more than 4 hours within the zone, of which 227 were parked for more than 6 hours. It is likely that the majority belonged to non-residents. The scheme would also deliver benefits for residents: better access, improved road safety, and protected parking, as well as less traffic caused by people coming into the area to park.</p>
<p>Objection to partial pavement parking.</p>	<p>The design provides sufficient room for pedestrians and wheelchairs to get past parked cars, which is an improvement on the current situation. Wherever possible the design allows for one clear pavement and there are clear pavement routes leading from the school in Hertford Street towards Iffley Road, to assist children and teachers moving between the site and the school's other site in Iffley Fields.</p>

Objection	Officer response
<p>Objection to the restricted number of visitors' permits, which are allocated per person over 17. People said that this would be overly restrictive, particularly as the parking restrictions would operate at all times. Some saw this as particularly unfair on single adult households.</p>	<p>The scheme would not work as intended without some restriction on visitor parking in the area. The proposed allocation of visitor permits is consistent with all other Oxford CPZs, but could be seen as more restrictive on residents of this proposed CPZ than some others, due to the fact that the restrictions are proposed to operate at all times and relatively few people have off street parking. Officers consider that visitor permit allocations should be included in any future review of permit arrangements across Oxford.</p>



**Responses by street within the proposed CPZ area (ordered by % of objections)**  
*(Streets shown shaded are SE of and including Magdalen Rd)*

Street	Packs sent out	Number of responses	% response rate	Support proposals in current form	Has objection either to overall proposal or a small detail	% of respondents with objections
Golden Rd	21	2	10%	0	2	100%
Howard	178	58	33%	5	53	91%
Hertford	40	12	30%	2	10	83%
Silver	31	11	35%	1	9	82%
Charles	121	31	26%	7	24	77%
Magdalen incl						
Newtec Pl	180	30	17%	7	23	77%
Sidney	44	12	27%	2	9	75%
Catherine	59	15	25%	3	11	73%
Percy	103	33	32%	7	24	73%
Hawkins	20	7	35%	2	5	71%
Barnet	13	3	23%	1	2	67%
Iffley Rd	234	13	6%	4	8	62%
Randolph	55	11	20%	5	6	55%
Aston	74	24	32%	11	13	54%
Essex	61	17	28%	6	9	53%
H Hicks Pl	14	2	14%	1	1	50%
Stanley Rd	53	12	23%	6	6	50%
Leopold	52	5	10%	3	2	40%
Green	23	3	13%	2	1	33%
Hurst	124	33	27%	23	10	30%
St Mary's Rd	101	36	36%	27	8	22%
Henley	64	23	36%	19	4	17%
Cowley Rd	55	1	2%	0	0	0%
Galpin Cl	6	1	17%	1	0	0%
<b>TOTALS</b>	<b>1726</b>	<b>395</b>	<b>23%</b>	<b>145</b>	<b>240</b>	<b>61%</b>

**Responses by street within the proposed excluded area**

Street	Packs sent out	Number of responses	% response rate	Support exclusion of Iffley Fields	Object to exclusion of Iffley Fields	% of respondents supporting the exclusion of Iffley Fields	% of respondents objecting to exclusion of Iffley Fields
Argyle	79	20	25%	18	2	90%	10%
Eyot PI	16	5	31%	4	1	80%	20%
Bedford	36	9	25%	7	2	78%	22%
Fairacres Rd	117	22	19%	17	5	77%	23%
Chester	38	4	11%	2	2	50%	50%
Warwick	92	24	26%	10	14	42%	58%
Stratford	77	21	27%	7	14	33%	67%
Parker	29	7	24%	2	5	29%	71%
Meadow La	5	4	80%	1	3	25%	75%
Bannister Cl	22	13	59%	2	8	15%	62%
<b>TOTALS</b>	<b>511</b>	<b>129</b>	<b>25%</b>	<b>70</b>	<b>56</b>	<b>54%</b>	<b>43%</b>

## EQUALITY AND INCLUSION

### 1. Introduction

It is the county council's policy to carry out a full Equality Impact Assessment (EQIA) on its services and on new policies. This involves assessing the service or policy's potential impact on people according to the following categories: gender, race, disability, religion, age, and sexual orientation, and on their human rights. It further involves assessing the impact on social inclusion.

The design of a particular scheme could not be described as a service or a policy, and so an EQIA would not normally be required. However, as there is no overarching policy specifically to cover the detail of CPZ schemes, it has been decided to carry out an assessment of any potential differential impacts of the two following schemes on people according to the above categories.

This assessment applies to the proposed Magdalen Road Area CPZ which is the subject of the main body of this report and to the proposed Divinity Road Area CPZ.

### 2. Main purpose of the scheme

By removing the availability of commuter parking, the CPZ aims to reduce the number of car trips into the area, contributing to the objective of reducing congestion on major routes into the city. The scheme would also benefit residents by reserving space for them to park their vehicles, reducing the number of vehicles coming into the area and would benefit all users of the roads in the area by removing potentially unsafe or obstructive parking.

### 3. Main features of the scheme

- Parking only within marked bays, backed up by enforcement.
- Bays designated as permit holders only, shared use (residents or time-limited between certain times for others), or time restricted for anyone.
- Some bays marked partially on the pavement where necessary to guarantee emergency access and preserve a reasonable level of parking space.
- Permits available for residents, max two per property, at a charge which is currently £40 each per year.
- Visitor permits available to residents: max 50 24-hr permits per year for each resident over 17. The first 25 of these are free, the next 25 for a charge of (currently) £15 but free for over-70s.
- Permits also available to businesses for max 2 vehicles required for business use.
- Carers' permits available to residents requiring frequent visits by carers for medical reasons.
- Restrictions in operation at all times.

4. **Consultation and stakeholder involvement**

Consultation packs were sent to every property within the proposed CPZ area and to a number of organizations. The full list of organizations from outside the area is available in background document E but includes the following groups representing people with disabilities:

Oxfordshire Association for the Blind  
Oxfordshire Council of Disabled People  
Mobilise  
Transport for All  
Oxford City Council Access Officer  
Talking Newspaper Service

This was the fourth consultation on the proposed CPZ. Throughout the consultation stages, individual responses have been considered in detail and requests from disabled people living in the area or those representing them have been taken into account with modifications made to the design in the immediate vicinity of their properties. Requests for disabled parking bays have been passed to the relevant officer and new disabled bays have been incorporated into the design.

In the consultation, individuals were encouraged to give reasons for any objections or comments they made. This information has enabled officers to consider the impact the scheme would have on various groups of people, and is incorporated in the assessment set out below.

5. **Potential impact of the scheme**

5.1 *Design*

The scheme consists of lines marking out parking bays, and additional signage. Lines and signs all accord with relevant regulations.

The design includes partial pavement parking in many streets. This means that bays are marked so that vehicles must be parked with two wheels on the kerb. Enforcement would be carried out against vehicles whose wheels were outside the marked bays. Partial pavement parking has only been proposed where necessary to preserve a reasonable amount of parking for residents (i.e. parking on both sides of the road) whilst providing sufficient clear carriageway width to guarantee emergency access.

The Department for Transport's guidance in 'Inclusive Mobility' advocates a minimum pavement width of 1.5m, in order to allow someone to walk to the side of someone with a wheelchair and for larger wheelchairs to turn. Because of the narrow width of carriageway and pavement in many streets it has not been possible to provide a clear footway width of 1.5m. The general minimum width allowed in the design is 1.2m, dropping to an absolute minimum of 1m at pinch points. 'Inclusive Mobility' provides for a width of 1m at pinch points over a maximum distance of 6m.

There is a risk that the full marked width of clear pavement may be partially obstructed by wing mirrors that have not been folded in, overhanging vegetation, bins or recycling containers. However, with less non-resident parking it will be easier for residents, if they so wish, to remind each other of the need to retract wing mirrors. Overhanging vegetation can be removed by the county council if occupiers fail to cut it back when asked. Bins and recycling containers are generally placed back inside property boundaries by recycling staff once they have been emptied.

The restricted pavement width may have a higher negative impact on people with disabilities or age-related walking difficulties. Because women tend to live longer than men and are more likely to suffer from age-related disability it could also be the case that there is more of a potential negative impact on women than on men.

Activities that would be difficult under the design where there is partial pavement parking include:

- Passing someone in a wheelchair on the pavement, or two wheelchair users passing.
- Walking side by side with someone in a wheelchair or using a walking frame.
- Turning through 90 degrees or more in a wheelchair.
- Wheelchair users exiting or entering a narrow gateway alongside a car parked partially on the pavement.

These difficulties are mitigated as far as possible within the design by the provision of frequent passing places or other gaps in the parking, to protect accesses and fire hydrants, and provide clear sight lines around junctions. Where specifically requested, parking has been removed to keep the area around an individual gateway clear to assist disabled access. Disabled parking bays have in some cases been kept on the road rather than partly on the pavement, to assist users. Problems in the future for individuals accessing gateways could, when brought to the county council's attention, be eased through amendments to the design, subject to local consultation.

Unregulated pavement parking currently occurs in the vast majority of streets where regulated pavement parking is now proposed. Vehicles are frequently parked so as to prevent access along the pavement. The design would therefore improve conditions for disabled people in the following ways:

- Nowhere would marked clear pavement widths drop below 1m and generally the minimum would be 1.2m. With good enforcement, this means wheelchair users would be able to get around the area whereas currently their path is frequently blocked and they are forced into the road.
- Where possible, parking on the footway is only proposed for one side of the road. Where parking currently occurs on the pavement on both sides of the road, this is a significant improvement.
- Removal of parking from around junctions, where the kerb is usually

dropped, will create more opportunities for crossing the road.

**Taking all these factors into account, officers believe that there would be a significant net positive impact from the scheme's design for disabled people including those with age-related disability. The design is not considered to have any differential positive or negative effect on people according to their race, religion, or sexual orientation, or to infringe individuals' human rights.**

### *5.2 Designation of parking bays and position of yellow line restrictions*

The parking bays have been designated as permit holders' only, shared use, short term, or car club according to various practical considerations and local demand. Double yellow line restrictions have been placed where necessary for reasons of safety and access. As parking is currently unrestricted, this means that some residents would no longer be able to park directly outside their house and may have to walk a little further to get to and from their cars. It has sometimes been possible to accommodate particular requests for changes within the design.

Disabled drivers holding a blue badge benefit from the following mitigations:

- Non residents may park in permit holder only bays or unrestricted in time restricted bays
- Residents may apply for a Disabled Persons Parking Place (several new requests have been accommodated as part of the design but future requests will also be considered)

Loading (including dropping off passengers) is allowed within permit holder only bays and on double yellow lines where safe to do so.

**While it has not been possible to please everybody, the distribution of parking bay designations is not considered to have a potentially more positive or negative impact on any particular group.**

### *5.3 Restriction on residents' permits*

Residents would be entitled to permits: one each up to a maximum of two per property. This may create more difficulties for households with more than two adults, as well as residents in shared housing, where more than two people want to keep cars. However, the evidence from the consultations suggests that those likely to experience difficulties are relatively few in number, and that generally people recognize the need to limit demand for parking due to the constrained space available. A restriction per property is considered by officers to be a fair and practicable way of rationing the available space, and would not disproportionately affect people according to any of the equality groups.

Disabled residents with blue badges benefit from being able to park without a permit in residents' bays, so there is no negative impact on disabled people.

There is the potential for a negative impact on social inclusion, since some employment opportunities and other facilities may be impossible or much more difficult to access without a car. However, Oxford has an excellent public transport system to mitigate this and it is unlikely that within a household or shared house, all adults would need a car. Also the area is within walking or cycling distance of employment and services.

Additionally, we have responded to the growth in car clubs in the area, by incorporating dedicated car club bays within the design. Car clubs give access to a car for those who use them relatively infrequently, providing them with a lower cost option to owning a car.

**Officers do not consider that there is any clear potential negative impact on any particular group as a result of the restriction on residents' permits.**

#### 5.4 *Restriction on visitor permits*

The restricted number of visitor permits available would present difficulties for some people, especially those with family members or partners who visit regularly by car, or those with childcare providers who come to their houses by car. While there is some shared use or short term parking space in almost every street it may be hard to find a space nearby, particularly in the evenings. Unlike the restriction on resident permits, which most people seem to accept, a recurring theme in the consultations has been dissatisfaction with restrictions on visitor permits.

In line with other Oxford CPZs, the allowance of visitor permits is per adult rather than per property. While this means that multi adult households and shared housing benefits from more visitor permits (in contrast to their disadvantage in terms of resident permits), it also means that single adult households are disadvantaged in terms of the ease with which they can receive car-borne visitors. Groups particularly affected may be single parent households relying on help with childcare and older single adult households. Non-car owners, who may be more reliant on car-borne visitors, do not qualify for any more visitor permits than do car owners. The majority of single parent households are headed by women and the majority of elderly single people are women, so there is potentially a greater negative impact on women than on men.

It should be noted that people requiring regular visits from carers or home helps for medical reasons (e.g. disabled or elderly frail) can apply for a carers' permit, which they keep and can give to any of their carers for the duration of the visit. Thus there is not considered to be any negative impact on disabled residents. Disabled people with blue badges visiting the area would be exempt from restrictions.

**The restriction is not considered to have any differential negative impact according to people's disability, race, religion or sexual orientation, or to**

**infringe their human rights. It could, though, have a slightly more negative impact on people according to gender or age.**

However, the area is well served by public transport, including buses late into the evenings, so in most cases visitors have alternative means of travel. There is also a provision for additional visitor permits to be issued in exceptional circumstances at the county council's discretion.

## 6. Conclusion

In summary, our assessment of the potential impact of the Divinity Road Area and Magdalen Road Area CPZs on people according to the equality categories is as follows:

**Gender:** The restrictions on visitor permits may indirectly affect more women than men due to the likelihood that there are more single adult households headed by or comprised only of women.

**Race:** No conclusive differential impact on any racial group.

**Disability:** Significant net improvement across the area on current conditions for people with disabilities, as a result of regulated parking.

**Religion:** No differential impact on any group as a result of their religion.

**Age:** The restrictions on visitor permits may negatively affect older people as they are more likely to live in single adult households. However, net improvement for disabled people will also bring benefits for older people where they experience age-related disability.

**Sexual orientation:** No differential impact on any group as a result of their sexual orientation.

**Human rights:** No infringement of human rights.

**Social inclusion:** The limits on resident permits may have a slight negative effect on households with more than two adults and residents in shared housing, insofar as access to a car gives people wider opportunities to access work and facilities. However, this is mitigated by good public transport, the availability of car clubs and the proximity of many employment sites and facilities.



**ANNEX 7****RECOMMENDED MINOR AMENDMENTS (SUBJECT TO LOCAL CONSULTATION)**

In response to comments received in the consultation, the following minor amendments to the scheme are recommended. These would be subject to feasibility investigation on site and to local consultation with those immediately affected.

However, the list may not be exhaustive. If Recommendation C is accepted, officers may, in consultation with the Cabinet Member for Transport and those people immediately affected make further minor changes during the implementation of the proposed CPZ.

1. Introduce a permit holder only parking bay across frontage of nos. 18 and 20 Aston Street in place of the proposed No Waiting At Any Time.
2. Review the parking layout outside 54 Catherine Street to accommodate the needs of disabled clients, moving the car club bay and substituting No Waiting 8:00am to 6:30pm in place of shared use parking.
3. Provide No Waiting at Any Time across the vehicle entrances to SS Mary and John School, in Hertford Street and Essex Street, to ensure emergency access to the school at all times, in place of the proposed No Waiting 8:00am to 6:30pm Mon-Fri.
4. Provide a permit holder only (partial footway parking) bay outside 102 Hurst Street in place of the proposed No Waiting at Any Time.
5. Add 190 Iffley Road to the list of Postal Addresses for Eligibility to Apply for Permits in Schedule 4 of the Traffic Regulation Order, with a note to indicate that it will cease to be eligible on the implementation of a planning consent to convert it into student accommodation.
6. Amend the list of Postal Addresses for Eligibility to ensure that any student accommodation forming part of the current redevelopment of 237-239 Iffley Road is not included.
7. Provide 3-hour shared parking 8:00am to 6:30pm Mon-Sun (Resident and visitor permit holders exempt from the time limit) outside 66-68 Magdalen Rd, in place of the proposed No Waiting at Any Time.
8. Provide No Waiting At Any Time across the dropped kerb access at the front of The Old Church Hall in Percy Street, in place of the proposed shared parking.
9. Provide No Waiting At Any Time across the dropped kerb access to the garage to rear of 45 Percy Street, which is in Catherine Street, in place of the proposed permit holders only parking.

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10. Provide No Waiting At Any Time across the dropped kerb access of 46a Percy Street, in place of the proposed permit holders only parking.
11. Check the position of the fire hydrant in Sidney Street and, if it will not obstruct any hydrant, provide additional permit holder only parking in place of the proposed No Waiting at Any Time outside numbers 10-14 Sidney Street.
12. Investigate the possibility of providing further parking bays in Stanley Road, between the No Waiting At Any Time restrictions that have been proposed to protect residents' dropped kerb accesses.
13. Provide No Waiting At Any Time across the dropped kerb access of 26 Stanley Road.

Division(s): Summertown & Wolvercote

## **CABINET MEMBER FOR TRANSPORT – 25 MARCH 2010**

### **PROPOSED PARKING RESTRICTIONS WATERWAYS ESTATE, OXFORD**

#### **Report by Head of Transport**

#### **Introduction**

1. This report considers comments and objections received to a formal advertisement and statutory consultation to introduce parking restrictions in the Waterways Estate, north Oxford

#### **Background**

2. The Waterways Estate has been developed by Berkeley Homes on the former Unipart/Oxford Automotive Components site off Woodstock Road north of Frenchay Road.
3. There are around 550 residential units throughout the Estate which straddles the Oxford Canal. Roads on the west side of the canal were adopted several years ago but those to the east, including the principal access road (Elizabeth Jennings Way) and the new bridge over the canal, are still awaiting completion of formal adoption to become public highway.
4. In order to secure clear access during and after construction, Berkeley Homes introduced informal no waiting (double yellow lines) along much of Elizabeth Jennings Way, although a short section near the junction with Woodstock Road was left uncontrolled. Local Councillors, the Waterways Management Company and Residents Association as well as individual residents have been requesting that action be taken to ensure that these informal restrictions are retained once adoption occurs, and to deal with other localised parking problems.
5. In 2008/9, following formal consultation to which there were no objections, 'No Waiting at any time' restrictions were introduced on part of the secondary access (Frenchay Road) where commuter parking was occurring at that bridge across the canal causing danger to vehicles.
6. During 2009 officers worked with the local Councillors, Management Company and Residents Association to develop draft proposals to manage parking on other parts of the Estate.

## Formal Consultation

7. Formal consultation on the proposals for parking restrictions, mostly 'No Waiting at any time' with two sections of 3-hour parking on Elizabeth Jennings Way, took place in February 2010. These restrictions would not be introduced until the remaining roads in the Estate are adopted as public highway.
8. Letters and plans were sent to all properties in the Estate and notices explaining the proposals were placed adjacent to the sites and in the local newspaper. Information was also sent to local Councillors, the emergency services and other formal consultees. A copy of the public notice and other legal documents, which were placed on deposit at Summertown Library and at County Hall, are available for inspection in the Members' Resource Centre.
9. In total, 24 letters or e-mails were received in response to the advertised proposals. A précis of these, together with the observations of the Head of Transport is attached at Annex 1. Copies of all these communications are available in the Members' Resource Centre.
10. Thames Valley Police and the Fire and Rescue Service have no objections; no other formal consultee has responded
11. Around half of the objections from residents concern the proposed 3-hour parking bays on Elizabeth Jennings Way. The bay nearest to the Woodstock Road junction was proposed to replicate (albeit further from the junction) the existing gap in the informal double yellow lines. The other bay was proposed to introduce an element of traffic calming along this stretch of Elizabeth Jennings Way. Given the level of objection it is suggested that neither of these bays be introduced and the whole of this section of road be 'No Waiting at any time', as is currently marked.
12. Other objections relate to the proposed introduction of a short section of 'No waiting at any time' on a spur of Lark Hill leading to an emergency access link to Rackham Place. The objectors claim that the ability to park here is essential as there is not enough parking for visitors in the area. Clearly it is essential that emergency access should be retained and 'No Waiting at any time' restrictions applied to ensure this. However, having reviewed the situation in the light of the objections it has been found that the length of the restriction can be slightly reduced whilst still retaining access for fire appliances, thus retaining some of the current parking.
13. Some residents requested additional restrictions. Where they are on roads to be adopted these will be examined separately and if considered appropriate will be subject to formal consultation in the usual way. However, a number involve roads that are not scheduled for adoption. Whilst it is possible for the County Council to introduce enforceable restrictions on such roads with the landowners consent, there are few precedents for this and so it will need careful investigation before any decision is made to proceed with any formal consultation on proposed restrictions.

## Conclusions

14. With the amendments set out in paragraphs 11 and 12 above, these proposals will significantly improve the parking situation in the Waterways Estate once the roads are adopted. The matters referred to in paragraph 13 will be subject to further investigation and consultation as appropriate.

## How the Project Supports LTP2 Objectives

15. The proposals described in this report comply with the LTP2 objectives of Tackling Congestion (encouraging development that minimises congestion) and improving the Street Environment (better management of parking).

## Financial Implications (including Revenue)

16. Funding for the costs of implementing the proposals described in this report, estimated to be around £2000 (including advertising) will be met from developer funding for this site.

## RECOMMENDATION

17. **The Cabinet Member for Transport is RECOMMENDED to approve the introduction of parking restrictions in the Waterways Estate, North Oxford as advertised and amended as described in this report.**

STEVE HOWELL  
Head of Transport  
Environment & Economy

Background papers: Copies of all the legal documents plus letters and emails received in response are available in the Members' Resource room.

Contact Officer: David Tole Tel: 01865 815942

March 2010

**PROPOSED PARKING RESTRICTIONS - WATERWAYS ESTATE, OXFORD**  
**Summary of Public Comments**

No.	Commentor's Address	Summary of Objection or Comment	Observations of the Director of Environment & Economy
1.	Thames Valley Police	No objection	Noted
2.	Fire and Rescue	No adverse comments	Noted
3.	A resident, Clearwater Place	<p>Objects to proposed parking place on Elizabeth Jennings Way near junction with Woodstock Road as it will block free movement for vehicles entering the Estate and cause danger to traffic</p> <p>Objects to proposed parking place on Elizabeth Jennings Way near junction with Lark Hill as it will inhibit free movement of traffic and its traffic calming effect is not required</p> <p>Supports other proposals</p>	<p>This proposed 3-hour parking bay was intended to replicate the existing gap in the informal double yellow lines, albeit further from the junction to improve vehicle flows. However given the level of concern, including from the management of the adjacent flats, it is proposed to replace this bay with 'No Waiting at any time'</p> <p>This proposed 3-hour parking bay was intended to introduce an element of traffic calming along this stretch of Elizabeth Jennings Way. Given the level of concern and objection it is proposed to replace this bay with 'No Waiting at any time'</p> <p>Noted.</p>
4.	Two residents of Clearwater Place	Object to any new restrictions as they are an unnecessary expense and hamper rather than assist the UK economy. The proposals are in response to a minority of residents and do not represent the views of the majority	Noted.
5.	A resident, Clearwater Place	Thinks the initiative will much improve the situation Asks for additional restrictions on Elizabeth Jennings Way where the cycle link from Bainton Road emerges	Noted This request will be investigated separately

CMDT5

6.	A resident, Clearwater Place	<p>Welcomes the proposals, particularly the proposed changes to parking near the Woodstock Road junction</p> <p>Requests additional restrictions on Clearwater Place particularly to protect users of the kindergarten</p>	<p>Noted</p> <p>Clearwater Place is not intended for adoption. The County Council can only introduce restrictions on private roads with the consent of the landowner. This matter will be considered separately</p>
7.	Two residents, Complins Close	<p>Generally support the proposals, particularly the proposed parking bays on Elizabeth Jennings Way and the parking restrictions on the canal bridge</p> <p>Request additional no waiting restrictions on Complins Close and Clearwater Place</p>	<p>Noted</p> <p>Complins Close and Clearwater Place are not intended for adoption. The County Council can only introduce restrictions on private roads with the consent of the landowner. This matter will be considered separately</p>
8.	Two residents, Complins Close	<p>Object to proposed parking bay on Elizabeth Jennings Way near the junction with Woodstock Road as this is dangerous and restricts traffic flow</p> <p>Object to proposals for parking restrictions on canal bridge – parking should be allowed on one side only</p>	<p>See 3 above</p>
9.	A resident, Elizabeth Jennings Way	<p>Requests additional restrictions on Elizabeth Jennings Way where the cycle link from Bainton Road emerges</p>	<p>See 5 above</p>
10.	A resident, Elizabeth Jennings Way	<p>Suggests that proposed parking bay on Elizabeth Jennings Way near the junction with Woodstock Road be moved further away from junction and be available for resident with permits.</p> <p>Requests that if parking bays are implemented on Elizabeth Jennings way then existing traffic calming rumble strips be removed</p>	<p>See 3 above</p>
11.	A resident, Elizabeth	<p>Objects to proposed parking places on Elizabeth Jennings Way near junction with Woodstock Road</p>	<p>See 3 above</p>

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	Jennings Way	and near junction with Lark Hill as they are unnecessary and will spoil the views of surrounding green spaces	
12.	A resident, Elizabeth Jennings Way (also Director of Woodstock Lodge Management Company)	Objects to proposed parking bay on Elizabeth Jennings Way near the junction with Woodstock Road as it causes difficulties for vehicles egressing the Woodstock Lodge car park, parking by large vehicles obstructs visibility, and there are dangers for residents crossing the road.	See 3 above
13.	Two residents of Elizabeth Jennings Way	Objects to proposed parking place on Elizabeth Jennings Way near junction with Woodstock Road as there is no room for queuing traffic at busy times and this has led to accidents, there is no need for three-hour parking, and the spaces will be used at the weekend by those fishing illegally in the Estate lake	See 3 above
14.	Two residents of Elizabeth Jennings Way	Objects to proposed parking places on Elizabeth Jennings Way near junction with Woodstock Road and near junction with Lark Hill on the grounds of safety and practicality	See 3 above
15.	A resident, Frenchay Road	Requests additional parking restrictions on Frenchay Road which is the nearest uncontrolled parking to the City Centre and so has commuter parking problems leading to access difficulties	This request will be investigated separately
16.	A resident, Lark Hill	Welcomes the majority of the proposals but objects strongly to the proposed parking restrictions on Lark Hill near the junction with Rackham Place. Parking here is necessary as the houses in Lark Hill have insufficient spaces for visitors and does not obstruct emergency access as that is available from	It is considered that emergency access should be retained at the point and 'No Waiting at any time' restrictions applied to ensure this. However, in the light of this objection the length of the restriction will be reduced slightly to maximise parking whilst still retaining access for fire appliances.



CMDT5

		Rackham Place	
17.	Two residents, Lark Hill	Object to the proposed parking restrictions on Lark Hill near the junction with Rackham Place. Parking here is necessary as the houses in Lark Hill have insufficient spaces for visitors and removing this parking will make a difficult situation even worse	See 16 above
18.	Two residents, Lark Hill	Support the proposals but concerned that this will lead to displacement into part of Lark Hill designed as a passing place. Request the introduction of additional restrictions on Lark Hill to keep passing place free from parked cars.	This request will be investigated separately
19.	A resident, Stone Meadow	Objects to proposed parking place on Elizabeth Jennings Way near junction with Woodstock Road as it is too close to the junction to be safe, would encourage non-residents to park, and is unnecessary as residents of Woodstock Lodge have an adequate car park. Objects to proposed parking place on Elizabeth Jennings Way near the junction with Lark Hill as it is unsafe being on a bend, creates a blind spot, and will require vehicles and cyclists to weave to get round the two parking areas	See 3 above
20.	A resident, Stone Meadow	In favour of proposals but requests additional restrictions on Elizabeth Jennings Way beyond the junction with Complins Close	See 7 above
21.	A resident, Stone Meadow	Concerned about proposed parking bay on Elizabeth Jennings Way near junction with Woodstock Road as this will restrict access in/out of the Estate with vehicles backing up onto Woodstock Road	See 3 above
22.	A resident, Stone	Objects to proposed parking place on Elizabeth Jennings Way near junction with Woodstock Road	See 3 above

CMDT5

	Meadow	as it is too close to the junction to be safe, would encourage non-residents to park, and is unnecessary as residents of Woodstock Lodge have an adequate car park which is underused. Objects to proposed parking place on Elizabeth Jennings Way near the junction with Lark Hill as it is dangerous and unnecessary.	
23.	A resident, Stone Meadow	Welcomes the proposed restrictions on the canal bridge and at Ryder/Rackham Place. Objects to the proposed parking places on Elizabeth Jennings Way near junction with Woodstock Road and near junction with Lark Hill as they are will cause congestion and are unnecessary as adjacent flats have adequate parking	Noted See 3 above

Division(s): Summertown and  
Wolvercote

## **CABINET MEMBER FOR TRANSPORT – 25 MARCH 2010**

### **BEECH CROFT ROAD, OXFORD – TRAFFIC CALMING SCHEME**

Report by Head of Transport

#### **Introduction**

1. The Beech Croft Road Association (BCRA) has been involved in discussions with the County Council over a number of years on their concerns over the adverse impact of traffic and have developed, with the support of Sustrans, a major sustainable transport charity, a proposal (Annex 1) for a traffic calming scheme comprising innovative lower cost measures with the following aims:
  - to encourage traffic to travel at lower speeds to reduce the risk of accidents and to increase driver awareness of the likely presence of pedestrians (in particular children);
  - to enhance the appearance of the street for the benefit of residents.
2. While a traffic survey carried out by the County Council in 2005 showed quite modest flows and speeds and there have been no reported injury accidents in the most recent 10 years, the approach being suggested by BCRA is of interest as a potential means of achieving the benefits of a 'home zone' layout at a far lower cost than the County Council's own pilot 'home zone' schemes in Charlbury and Abingdon.
3. In view of this and the fact that the majority of the implementation cost would be met through a charitable grant obtained by BCRA, together with other fund raising by BCRA, the County Council has agreed (as with other examples of externally funded traffic calming schemes) to assist in the process of developing the scheme and - following a safety audit by County Council which identified no significant safety concerns – to carry out a consultation on the proposals.
4. It should be noted that some of the BCRA concerns over traffic and related matters are addressed by the following schemes:
  - Oxford 20mph speed limit on minor residential roads (implemented 01 September 2009) which includes Beech Croft Road
  - provision of side road entry treatments at each end of Beech Croft and Thorncliffe Roads, construction of which was approved by the former Transport Decisions Committee on 11 February 2010
  - Maintenance of footways – which in many places are in a poor state of repair – is currently scheduled for 2011/12.

5. This report details responses to the consultation on the BCRA traffic calming proposals, with officer comment, and seeks a decision on whether the current proposal should be approved for construction.

### **Consultation**

6. Responses to the consultation carried out between mid January and mid February 2010 are summarised at Annex 2.
7. Responses from 20 households in Beech Croft Road were received, (around 40 % of all the households in the road). Of these 13 were unreservedly in support, 5 were supportive of some elements of the scheme but not of others and 3 opposed all or the majority of the proposals. Lady Nuffield Home also expressed opposition to the proposals.
8. Thames Valley Police have raised queries over the compliance of some aspects of the proposals with the current Traffic Calming Regulations, and both the Oxfordshire Fire & Rescue Service and the Ambulance service have expressed concerns over the effect of the scheme on access for emergency vehicles. It is believed that relatively minor amendments can be made to address the concerns of Thames Valley police and a check has been made to confirm that access for emergency vehicles will not be materially affected.
9. Some expressions of concern have also been expressed by residents of Thorncliffe Road over the possibility of traffic diversion as a result of the scheme. The response of the Moreton Road Residents Association will be reported at the meeting.

### **How the project supports LTP2 objectives**

10. This project aims to reduce the risk of accidents and improve the quality of the local street environment.

### **Financial Implications (including Revenue)**

11. The anticipated costs of implementing the scheme, together with the sources of funding have been compiled by BCRA as shown at Annex 3. As will be seen, if implementation is approved, BCRA would be seeking a contribution of £1932 from the County Council's 2010/11 Transport Capital budget.
12. Ongoing maintenance costs are difficult to estimate reliably especially for an innovative scheme of this type, although concerns have been expressed that some of the features would be vulnerable to damage.

### **RECOMMENDATION**

13. **The Cabinet Member for Transport is RECOMMENDED to:**
  - (a) **approve implementation of the scheme and delegate authority to the Head of Transport, in consultation with the Cabinet Member**

**for Transport, to discuss with BCRA any amendments to the current proposals to address concerns raised in the consultation prior to implementation of the scheme with the proviso that the financial contribution from the County Council towards the scheme does not exceed the amount stated in the BCRA budget;**

- (b) delegate authority to the Head of Transport, in consultation with the Cabinet Member for Transport, responsibility for monitoring the scheme (including an assessment of any transfer of traffic onto neighbouring residential roads) and, in the light of such monitoring to add, amend or remove traffic calming features as may be judged necessary.**

STEVE HOWELL  
Head of Transport  
Environment & Economy

Background papers: Consultation Documentation

Contact Officer: Anthony Kirkwood, Tel 01865 815704

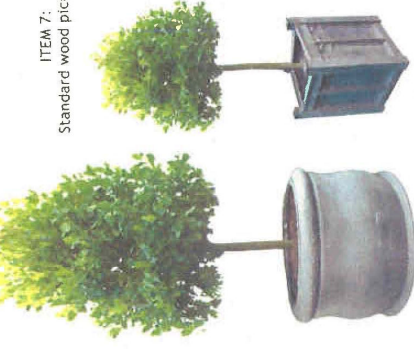
March 2010

# Annex 1

BEECH CROFT ROAD PROPOSED DIY STREET PLAN DRAFT 10.3 23 MAY 2009 Refer to specification sheet for details of these DIY features  
 Beech Croft Road, Summertown, Oxford OX2



ITEMS 1, 3, 5, 11, 16, 18: Road paint pattern



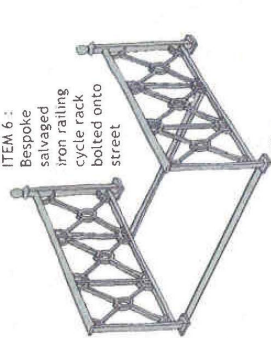
ITEMS 2, 15: Large Tree Planter  
 ITEMS 4, 9, 10, 13 (alternate for 2 and 15): Small Tree Planter



ITEM 7: Standard wood picnic table



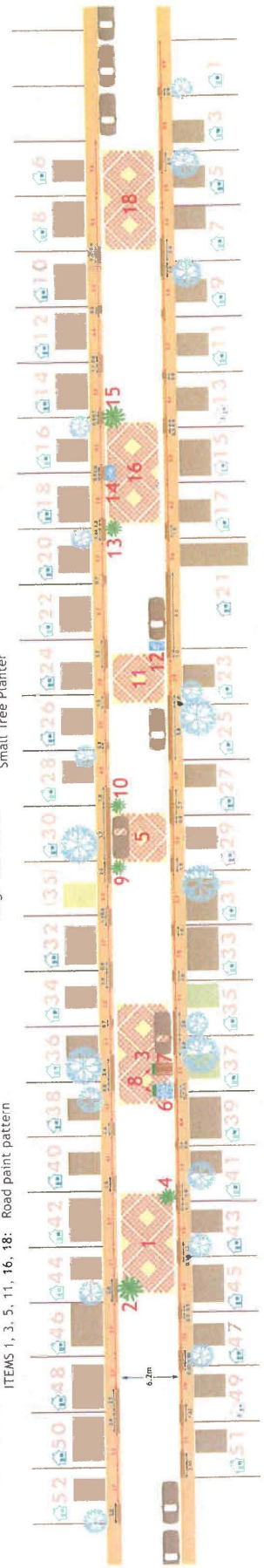
ITEM 8: Trellis-back planters



ITEM 6: Bespoke salvaged iron railing cycle rack bolted onto street



ITEMS 12, 14: Triple-hoop or 'Sheffield' cycle rack bolted onto street



BEECH CROFT RESIDENTS' ASSOCIATION (BCRA)  
 SUSTRANS DIY STREETS PILOT SCHEME  
 In consultation with the BCRA and the residents of Beech Croft Road  
 Prepared by Ted Dewan, BCRA designer  
 37 Beech Croft Road, Oxford OX2 7AY  
 01865-553-517 headwitch@roadwitch.org.uk

**KEY: FEATURES**

- EXISTING TREE
- PROPOSED SITE OF POTTED TREE
- PROPOSED SITE OF POTTED PLANTS
- PROPOSED SITE OF PICNIC TABLE
- EXISTING ON-STREET CAR PARKING
- PROPOSED ON-STREET CAR PARKING
- EXISTING ON-STREET BICYCLE PARKING
- PROPOSED ON-STREET BICYCLE PARKING
- STREET-PAINTING
- CONSTANT-USE OFF-STREET PARKING
- OCCASIONAL-USE OFF-STREET PARKING

## Summary of responses to consultation

### 1. Residents etc of Beech Croft Road:

- 13 households (23 signatories) expressed unqualified support
- 3 households (6 signatories) expressed opposition to most or all of the aspects of the scheme
- 3 households (5 signatories) expressed support for some aspects of the scheme but were concerned over the proposed road painting
- 1 household (2 signatories) expressed concern over the proposed seat and trellis feature
- 1 household (1 signatory) expressed concern over difficulties of access to the driveway due to the proposed location of a planter
- Lady Nuffield Home expressed opposition to the scheme

### 2. Residents of Thorncliffe Road and Moreton Road:

Unlike Beech Croft Road, consultation letters were not sent to all households as from experience of other traffic calming schemes, the likelihood of the proposed scheme resulting in appreciable transfers of traffic to neighbouring roads was not judged to be high.

Nevertheless, the Moreton Road Residents Association has been asked for comments (which will be reported to this meeting following their meeting on 14 March). No residents' association as such exists in Thorncliffe Road but, at the suggestion of Councillor Fooks, contact was made with a resident of Thorncliffe Road who in turn contacted other residents. 6 responses were received - all of which on the one hand commended BCRA for their initiative in developing the calming proposals but at the same time expressed concern over the potential for traffic diversion suggesting that a more comprehensive treatment of these three side roads should be investigated.

*Officer comment:* taking account of the current traffic flows and experience of other calming schemes, it is judged unlikely that the relatively modest use of features in the carriageway (planters, cycle parking etc) would very appreciably increase the difficulty of making progress along the road over and above that caused by the current on-street parking, and therefore the risk of substantial amounts of traffic diverting onto neighbouring streets is not judged to be high.

It is accepted that the many of the residential streets between Woodstock and Banbury Roads carry through traffic causing concern to residents. Nevertheless traffic related problems in Thorncliffe, Beech Croft and Moreton Roads are still comparatively modest in relation to many other locations

**3. County Councillors:**

Councillor Jean Fooks - expressed support subject to the scheme being demonstrated to have the support of a large majority of the residents and the costs to the County Council being acceptable

Councillor John Goddard – commended BCRA for their initiative and expressed support in principle (on the same basis as expressed by Councillor Fooks)

**4. Oxford City Council**

The North Area Committee supported the proposals

**5. Thames Valley Police**

ERaised queries on technical aspects of the scheme in respect of compliance with the Traffic Calming Regulations and also expressed concerns that some of the features would be vulnerable to being hit, especially taking account of the current standard of street lighting.

*Officer comment:* it is believed that these can be addressed through amendments at the detailed design stage should the scheme in principle be approved for construction.

**6. Ambulance Service**

Expressed concerns over the potential for the scheme to impede access for their vehicles and also one specific comment on the proposed seat, which they judged to present a potential hazard to those pedestrians using it.

*Officer comment:* it is judged unlikely that the relatively modest use of features in the carriageway (planters, cycle parking etc) would very appreciably increase the difficulty of making progress along the road over and above that caused by the current on-street parking, although clearly maintaining access for emergency vehicles is a high priority.

**7. Oxfordshire Fire & Rescue Service**

Asked for confirmation that road widths would meet required minimum standards.

*Officer comment:* A vehicle tracking check has been made and the design meets the necessary standard.



Annex 3: Estimate of scheme costs prepared by Beech Croft Residents Association

EXPENDITURE	Est. cost	NOTES
1 x 'Victorian' architectural cycle rack, salvage materials & fabrication	£ 500	Fabrication management and design donated by resident
1 x Picnic table (including shipping & assembly)	£ 250	
2 x wood trough/trellis planters (including delivery)	£ 130	
4 x shrubs (including delivery)	£ 800	
2 x large planters (c. 1.5m diameter)	£ 1,200	
4 x medium planters (including delivery)	£ 1,800	This price depends on supplier offering special reduced deal
Compost/extra soil	£ 40	
Miscellaneous materials and fixings (e.g. platform wood, tools)	£ 200	
2 x 3-hoop cycle racks	£ 1,200	Design TBD, possibly involving DT department of Oxford High School
2 x 4m trees ( e.g. flowering trees)	£ 1,000	Species and variety to be determined by Dr Barrie Juniper
Road painting (stencils, paint brushes, cleanup materials)	£ 1,000	Includes paint only--application by capable residents
Retro-reflective netting and tape	£ 1,000	Experimental materials to be considered alongside tape
Contingency (10% of total)	£ 912	
<b>EXPENDITURE TOTAL</b>	<b>£ 10,032</b>	
<b>INCOME: FUNDING</b>		
Esmee Fairburn Foundation Grant	£ 7,100	Secured
Further community fundraising	£ 1,000	Activities underway
<b>INCOME TOTAL</b>	<b>£ 8,100</b>	
<b>CONTRIBUTION REQUESTED FROM OCC FOR DIY STREETS</b>		
	<b>£ 1,932</b>	
<b>VALUE OF IN-KIND DONATIONS AND VOLUNTARY ACTIVITY</b>		
Design Victorian cycle rack, supply materials	£ 700	
Painting labour to install road painting	£ 2,000	
<b>VALUE TOTAL BCRA INCOME FROM VOLUNTEERS AND IN-KIND</b>	<b>£ 2,700</b>	

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Division(s): Abingdon

## **CABINET MEMBER FOR TRANSPORT – 25 MARCH 2010**

### **OXFORDSHIRE COUNTY COUNCIL (ABINGDON) (ONE-WAY TRAFFIC AND PROHIBITION AND RESTRICTION OF WAITING) (AMENDMENT NO.13) ORDER 200\***

**Report by Head of Transport.**

#### **Introduction**

1. This report considers objections/comments received following the consultation and formal advertisement of the proposed 'No Waiting At Any Time' restrictions along New Street, Abingdon. The extent of the restrictions are shown on the plan included at Annex 1.

#### **Background**

2. Oxfordshire County Council has received complaints from residents of New Street and The Vineyard that vehicles parked in sections of New Street cause an obstruction to residents entering their properties and hinder the passage of vehicles, especially those of the emergency and statutory services, and also present a risk of accident.

#### **Consultation**

3. Consultation with statutory bodies and affected frontagers was carried out between 9 September 2009 and 9 October 2009.
4. The proposals were advertised by Notice in the local press on 9 September 2009. Notices were posted on site and copies of the notice, draft order, statement of reasons and plan posted to all the statutory consultees and affected frontagers.
5. Five letters of support (one with suggestions that the amended proposals have addressed) and two letters of objection have been received. Two objections are from residents of New Street with off street parking facilities. The objections are almost identical in form and content and state that the objectors have lived in New Street for more than five years and are not aware of significant obstruction preventing emergency and utility vehicles accessing New Street; that they do not have reasonable alternative parking available and that some of the parking referred to is by residents of The Vineyard. They continue that the garages of their homes are too small to accept their vehicles resulting in their having to use the car ports at their home; that as they own more than one vehicle they are unable to park their second vehicle off street. They also pose the question as to where visitors would park. Both ask that the proposals should not proceed as the existing parking causes no problems and

implementation will significantly affect their way of life and the value of their properties.

6. Thames Valley Police have no objection to the proposals.

### **Conclusion**

7. Double yellow lines to prohibit parking at any time are proposed in the interest of road safety and the free flow of traffic. The restriction will reduce the danger and facilitate the safe passage of road users.
8. The proposals include parts of New Street where parking will still be permitted in order that some vehicles may be accommodated within New Street. The proposals mainly result in removing parking which currently obstructs the free flow of traffic along New Street and various accesses to premises fronting the road. The proposals will also reduce the risk of accident caused by such parking.

### **Financial and Staff Implications**

9. The cost of introducing these waiting restrictions will be met from the Southern Area Office budget.
10. The preparation of the Order has been undertaken by Environment & Economy officers as part of their normal duties.

### **RECOMMENDATION**

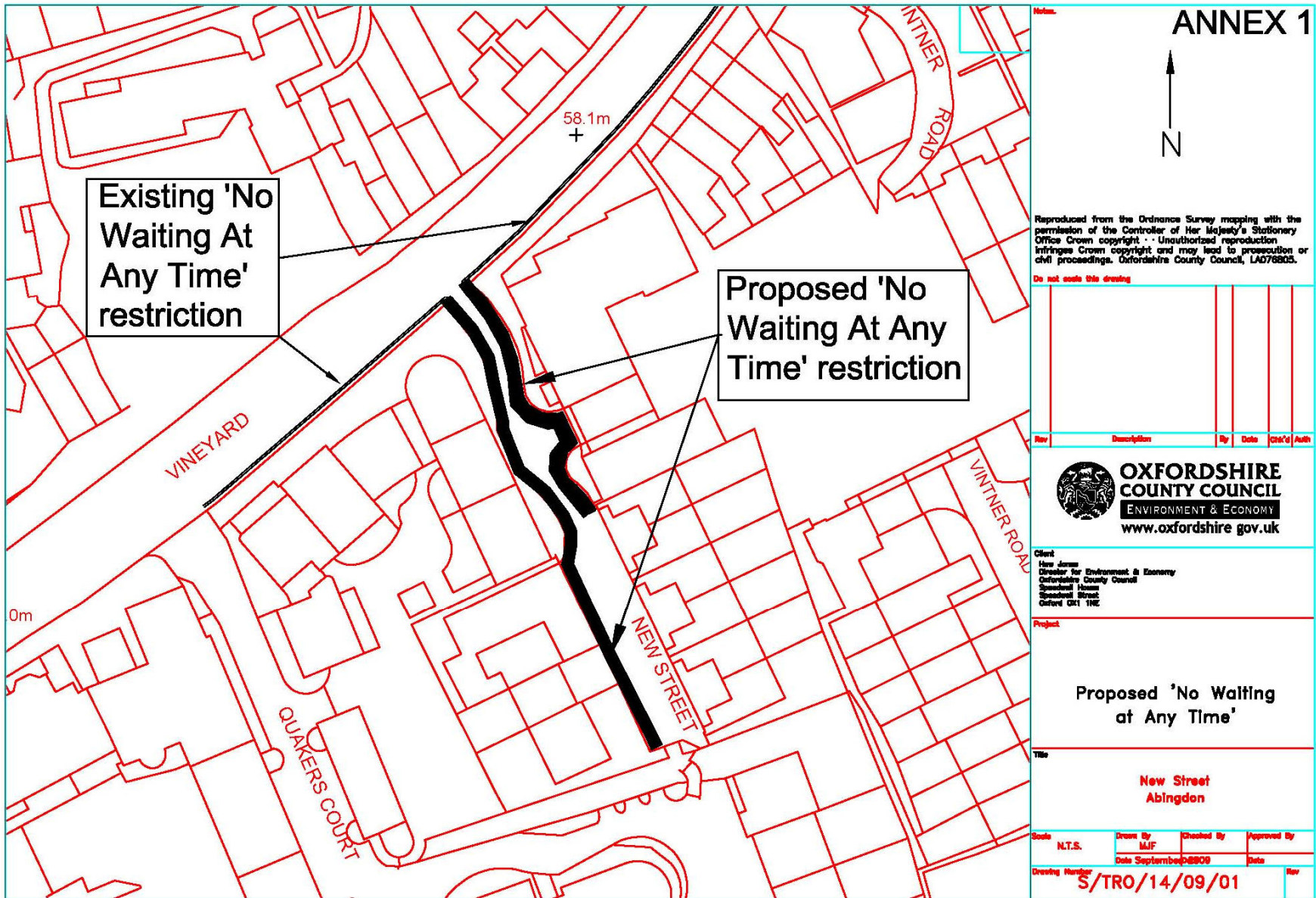
11. **The Cabinet Member for Transport is RECOMMENDED to authorise:**
  - (a) **the making of the Oxfordshire County Council (Abingdon)(One-way Traffic and Prohibition and Restriction of Waiting)(Amendment No 13) Order 200\* as advertised; and**
  - (b) **the necessary works to implement the proposals.**

STEVE HOWELL  
Head of Transport  
Environment & Economy

Background papers: Consultation Documentation

Contact Officer: Mark Francis, Tel: 01235 466118

February 2010



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Division(s): Wantage & Grove

## **CABINET MEMBER FOR TRANSPORT – 25 MARCH, 2010**

### **OXFORDSHIRE COUNTY COUNCIL (WANTAGE AND GROVE)(TRAFFIC REGULATION) AMENDMENT ORDER 200\***

#### **Report by Head of Transport**

#### **Introduction**

1. This report considers objections/comments received following the consultation and formal advertisement of the proposed 'No Waiting At Any Time' restrictions on Main Street and Denchworth Road, Grove. The extent of the restrictions are shown on the plans included at Annex 1.

#### **Background Information**

2. The Wantage and Grove Traffic Advisory Committee drew attention to vehicles parked in the vicinity of the junction of Main Street and Denchworth Road, Grove which are seen to present a risk of accident and contribute to congestion near the junction. The Parish Council requested the proposed restrictions to reduce these problems.
3. Informal consultation of statutory and local stakeholders and the community was carried out during April and May 2009. Suggestions and comments raised were notified to the Parish Council and Local Members seeking their further comment. They all requested that the matter proceed without amendment.

#### **Consultation**

4. Consultation with statutory consultees and affected frontagers was carried out between 2 September and 2 October, 2009.
5. The proposals were advertised in the local press with notices posted on site. Copies of the notice, draft order, statement of reasons and plan were posted to all the statutory consultees and affected frontages.
6. Thames Valley Police and the Parish Council have no objection to the proposals.
7. One letter containing objections/comments was received from a local resident. The letter is signed by 13 people. All are resident in Church View or Green View. The letter refers to comments made by the same people during the informal consultation on the proposals carried out in May 2009 and states that their earlier views have not been considered and repeats them. The letter indicates that, having canvassed local opinion, a number of questions remain unanswered which are key to the proposal and form the basis of their objection. It asks from what original basis the proposal has been raised and what support has been given by the local community; what steps have been taken to work with the local community; has a solution to widen the road been

considered and what provision has been made for vehicles potentially displaced by the proposal.

8. The letter states that the writers can find no support for the proposal; that contrary to local belief there are no garages associated with nearby dwellings; that vehicles will simply move further along Main Street, closer to the village hall and shops where parked vehicles would cause a more serious road safety issue for pedestrians and children and that the proposal will have a negative impact on the properties whose parking facility will be removed.
9. The letter also states that the Denchworth Road approach to the junction is dangerous in terms of stop line marking and position, providing poor vision to approaching vehicles, and asks if placing the stop lines further forward would not improve the junction; there is limited parking around the immediate area and 'we fail to see how this will be resolved'.

## **Conclusions**

10. The junction of Main Street with Denchworth Road is in the form of a mini-roundabout with 'Give Way' lines set back to allow vehicles to negotiate the feature without crossing into traffic lanes on the feeder arms. The position of the 'Give Way' lines is set so that drivers are obliged to slow on approach before gaining a view of the traffic on the other arms.
11. There is an element of 'off-street' parking available at the rear of Church View. The proposals extend across the frontage of 6 of the homes in Church View and 3 homes on Main Street. The houses which front Denchworth Road are set back from the road.
12. On-street parking near the junction is permitted on both roads, including a lay-by opposite Church View. Part of this lay-by is under consideration for the implementation of a 'Bus stop clearway' which will reduce the available use of the lay-by for occasional parking.
13. Widening the road is a costly exercise which would, probably, result in an increased speeds through the junction with an increased accident risk. It is considered that such an exercise, which would only accommodate on-street parking close to the junction would not result in an improvement in road safety.
14. As can be seen above, the proposals have resulted from discussions and decisions by the Parish Council and the Traffic Advisory Committee for the area. These bodies are considered to represent local communities and to reflect their views and wishes.
15. It is likely that there will be some displacement of vehicles as a result of the proposals. However, the number of vehicles is likely to be small and displacement will be to locations nearby where parking is unlikely to present increased risks to road safety. It may be that better use will be made of available areas of off-street parking.



16. The proposals will include standard exemptions which allow for loading/unloading of goods and passengers within the lengths of the restrictions.
17. These proposals seek to reinforce the guidance set out in the Highway Code in respect of parking at or near junctions. The presence of parked vehicles around the junctions causes risk of accident and hinders the free passage of traffic.
18. The double yellow lines to prohibit parking are proposed in the interest of road safety and the free flow of traffic. They will reduce the danger and facilitate the safe passage of road users.
19. On 11 February, 2010, the then Transport Decisions Committee deferred a decision and asked officers to revisit the location to carry out further observations.
20. Officers have done so at various times, including early morning and evening and observed vehicles parked close to the junction which restricted visibility for drivers of vehicles entering Main Street from Denchworth Road and contributed to a degree of congestion when vehicles travelled from the Wantage direction onto the mini roundabout. This presents an accident risk as vehicles are to the offside of the road as they approach the roundabout.
21. It is possible to reduce the length of the proposed prohibition on the west side of the road which would restore visibility while allowing a bus and other vehicles to regain the nearside of the road before the mini-roundabout.

### **Financial and Staff Implications**

22. The cost of introducing these waiting restrictions will be met from the Southern Area's maintenance budget. The preparation of the Order has been undertaken by Environment & Economy officers as part of their normal duties.

### **RECOMMENDATION**

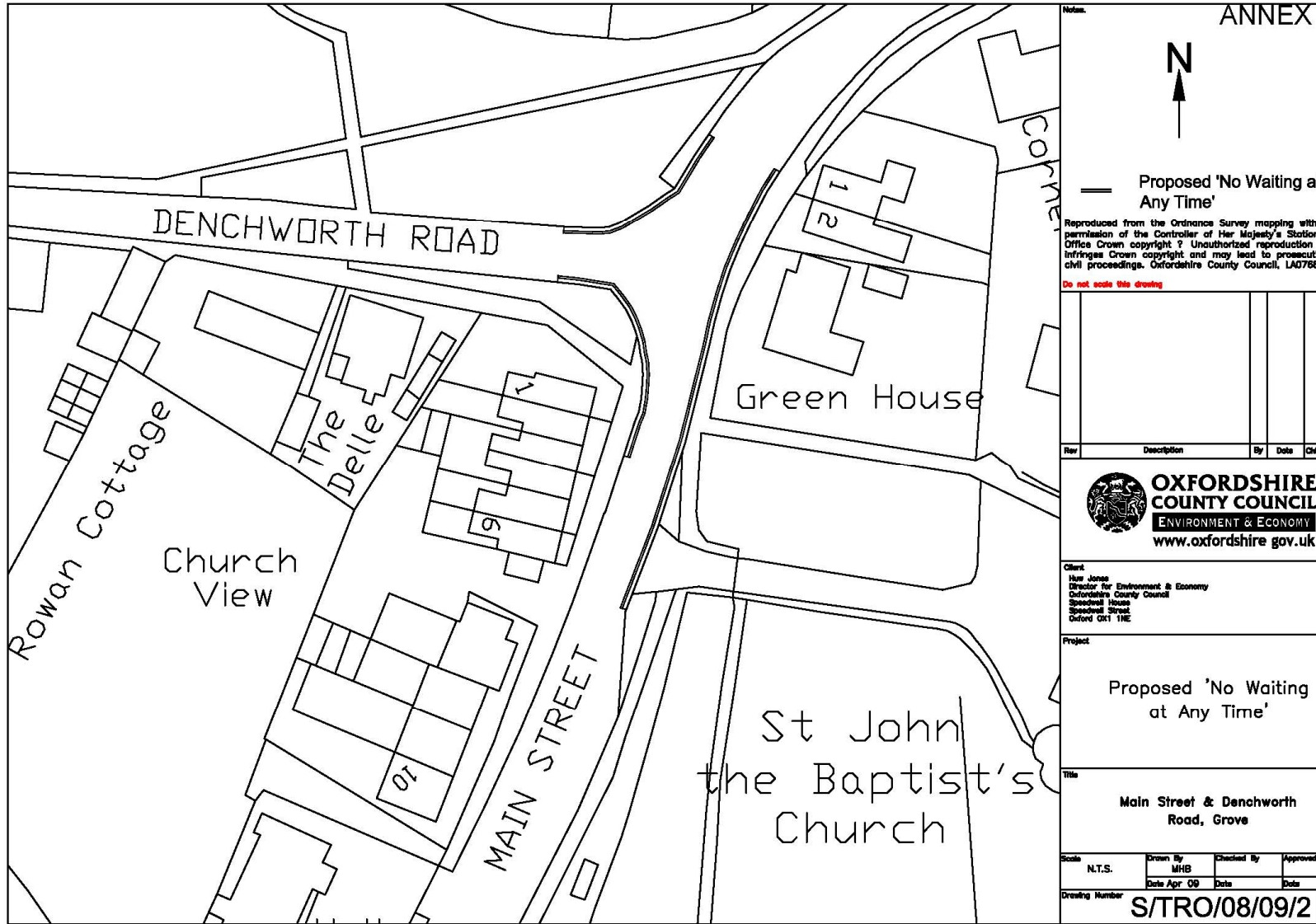
23. **The Cabinet Member for Transport is RECOMMENDED to authorise:**
  - (a) **the making of the Oxfordshire County Council (Wantage and Grove)(Traffic Regulation) Amendment Order 200\* subject to a minor amendment in line with Drawing S/TRO/08/09/2; and**
  - (b) **the necessary works to implement the proposals.**

STEVE HOWELL  
Head of Transport

Background papers: Consultation Documentation

Contact Officer: Malcolm Bowler, Senior Traffic Technician  
Tel: (01235) 466119

March 2010



Division(s): All

## **CABINET MEMBER FOR TRANSPORT – 25 MARCH 2010**

### **REVIEW OF FUNDING FOR CONSULTATIVE BODY REPRESENTING PEOPLE WITH DISABILITIES AND MOBILITY IMPAIRMENTS**

#### **Report by Head of Transport**

#### **Introduction**

1. This report invites the Cabinet Member to consider future funding for Transport For All (TFA), the Oxfordshire consultative body representing people with disabilities and mobility-impairments in relation to transport and accessibility issues.
2. TFA was set up in 1988 by the County Council's then Public Transport Sub-Committee to enable the Council to discharge its duty under the 1985 Transport Act "to have regard to the transport needs of members of the public who are elderly or disabled" when carrying out its public transport functions. [1985 Transport Act, Part IV, Section 63(8)]. This duty is still in force.
3. Current County Council funding arrangements for TFA were entered into as far back as September 1991, when the then Public Transport Sub-Committee agreed a budget of up to £1,500 per annum for what was then referred to as the Consultative Committee for the Transport-Handicapped. This group has evolved somewhat over subsequent years and undergone a number of changes of name, adopting its current title some three years ago. However, for the sake of consistency I refer to the group as TFA throughout this report.
4. The initial decision to provide funding for TFA was not time-limited, but discussions with the County Council's Legal Services unit have led to the advice that such open-ended financial commitments are no longer considered appropriate. Accordingly, this report offers an opportunity for the Cabinet Member for Transport to review the work of this group, and consider future funding arrangements.
5. For this review a formal consultation with external bodies (apart from "Unlimited") has not been carried out, as the organisation fundamentally exists to meet a requirement of the Council. However, various officers of the Environment & Economy Directorate were approached for their experience of using TFA as a consultative medium for their own work-streams and these results are reported. In addition, TFA members themselves have been invited to express their views as to the effectiveness of the organisation and their aspirations for the future. TFA members were also invited to consider the logistical and funding implications of future potential workloads. Specific responses are summarised in the appropriate sections and copies of all consultation responses are on deposit in the Members' Resource Centre.

## History of Transport For All

6. This consultative body, a product of the report produced for the County Council by what is now known as Oxfordshire Community & Voluntary Action (OCVA) in 1988, was set-up originally under the organisational umbrella of the now-defunct Oxfordshire Council of Disabled People with the inaugural meeting taking place on 24 January 1991.
7. Amongst the early tasks accorded to the group were “to consider the desirable direction of development of the Ring-a-Ride, vehicle upgrading and minibus-sharing schemes operated by [OCVA] and to advise the Public Transport Sub-Committee of their views”; and on “Grant Funding for Accessible Transport”, examining the then-current transport options for disabled people and making recommendations for further research.
8. TFA was asked to advise the Council as to whether public transport provision for disabled people should be steered towards ‘mainstream’ accessible bus services, or via the provision of separate dial-a-ride minibus provision. TFA’s preference for ‘mainstreaming’ low-floor accessible bus services could be said to be part of the reason for Oxfordshire’s relative success in the roll-out of low floor buses, which has now reached almost 100%, some 6 to 7 years in advance of the legislative requirement under the PSV Accessibility Regulations 2000.
9. In its early days TFA was therefore accorded an influential role and a representative of TFA sat as a non-voting member of the Council’s Public Transport Sub-Committee.
10. As its role (and name) developed under successive Chairmen, TFA settled into a role where it was routinely consulted by the Council’s Public Transport Team on issues relating to public transport provision, whether bus service changes or developments in the provision of dial-a-ride services for people with disabilities or mobility-impairments.
11. More recently the Head of Transport has encouraged a wide range of officers from E&E to consult TFA on projects and policies on which they are engaged. This has offered a slightly wider role to TFA than its previous focus on public transport issues. Oxford City Council has also begun to use TFA for some consultations.
12. In this way, TFA has been consulted on matters as diverse as:
  - Factors that should inform bus subsidy decisions
  - Iffley Road parking restrictions
  - Disabled persons’ parking places in Oxford.
  - Proposed Toucan crossing improvements
  - Banbury South Bar bus stops
  - Restricted parking within Greys Hill and Vicarage Road
  - Merton Street (Banbury) one-way system
  - London Road improvement scheme.
  - “Transform Oxford”
  - Review of Octabus and Cherwell Dial-a-Ride schemes

- Various reviews of individual community transport projects
  - Local Transport Plan development.
13. A still more central role for TFA in future is now envisaged. This would see the organisation consulted at an earlier stage in the development of policies and schemes and at a more strategic level in terms of the engagement with Council staff. TFA members would be invited to transport scheme site meetings and policy briefings, where appropriate. If effective, this could see TFA restored to a position of an effective and influential role in the development and scrutiny of council policy, as it once had. However, to fulfil this enhanced role TFA will need to structure its activities to give confidence that it will be more effective.

### **Developments in Transport For All's structure and management since 2005**

14. Following the death of its third Chairman, Geoffrey Newman, in 2006, the group has developed further. Gwyn Huish (a member of the funded 'external transport team' at ORCC) stepped into the vacant role. Since then the group has become more pro-active in seeking new members, drawn from experience of a range of different disabilities, and has taken to raising its profile through attendance at a number of 'Roadshows' organised by Age Concern at a variety of locations around the county.
15. Transport For All members expressed a desire for a more formal structure for the group, including the opportunity to freely elect their Chairman on a regular basis. Accordingly, the provision for members to formally elect (or re-elect) the Chairman and a Deputy Chairman was instituted from June 2008 and the post of Treasurer was also created with elections for this post first held in June 2009. Elections are held in June of each year, overseen by an independent "Returning Officer" appointed by a TFA meeting. Election is by secret ballot, and postal voting arrangements are also in place to allow all TFA members to participate.
16. In December 2009 the current Chairman announced that he would step down from the role, effective from the 2010 AGM (in June). This will provide more time for him to fulfil the role intended for him; that of providing officer support for TFA. He is understood to feel that he has set TFA on an upward trajectory, but feels that the time has come for TFA again to be led by a person with a disability or representing a disability group.

### **Transport For All role and functions**

17. Essentially, what officers want TFA to achieve could be summarised as to:
- Allow the Council to meet its Transport Act 1985 duty.
  - Engage with bus, rail and taxi operators to ensure that the transport needs of disabled and mobility-impaired people are being properly understood and addressed by transport providers.
  - Fully engage in county council consultations, to ensure that the transport needs of disabled and mobility-impaired people are being properly understood and addressed; to help the county council to think

strategically about such issues and to direct our resources effectively and efficiently.

- Ensure that consultation responses are based on a balanced comprehensive assessment of the issues, which adds to the county council's understanding.
18. In doing so, we would expect TFA to take steps to ensure that it is representative of people with a range of different disabilities and, as far as possible, representative geographically of the entire county of Oxfordshire and that TFA itself will utilise its resources effectively and demonstrate a degree of pro-activity.
19. In its early history, TFA undertook a number of quite significant specific research projects, in order to inform the guidance it offered to policy-makers. In recent times, when TFA has sought to increase its 'baseline' grant, it has been advised that one-off additional sums could be granted to TFA to meet the agreed costs of specific project proposals. Such projects could include, for example, a review of unmet transport needs amongst people with disabilities, or examining the potential application of design developments such as talking bus stops in Oxfordshire. It is suggested that delegated authority might be granted to the Head of Transport, in consultation with the Cabinet Member for Transport, to consider funding for any such additional projects.

### **Consultation role**

20. TFA is regularly offered opportunities to voice its opinion on transport matters by various officers within the Environment & Economy Directorate. In some cases officers brief TFA members through the process of making presentations at TFA meetings; in other cases TFA is invited to respond to written consultations. For more routine matters, or ongoing consultation processes, the Assistant Public Transport Officer attends TFA meetings and offers members an update on developments in the public transport work of the Council and invite views from TFA members on current issues.
21. Seventeen officers or teams of the Environment & Economy Directorate and of Oxford City Council were approached for their experience of using TFA as a consultative medium for their own work-streams, representing 27 separate consultations or projects. These figures exclude consultations entered into by the Assistant Public Transport Officer. Of the ten responses received at the time of writing this report only one officer reported that TFA had responded to the consultation opportunity offered. On the face of it this is disappointing.
22. Officers have raised this matter with the Chairman of TFA. He accepts that this response rate is capable of being seen in a poor light, but draws attention to other major consultations on which TFA have submitted very full responses, such as "Transform Oxford", and points out that until recently his approach had been not to comment on consultations which were felt to be non-controversial or with which TFA fully concurred. In the last three months this policy has changed, and TFA will now seek to respond to all

consultations, if only to affirm its support for whatever the Council may be proposing.

23. Where TFA had responded, the relevant officer reported that TFA's contribution had been "really helpful" and drew attention to the practical research which TFA had voluntarily undertaken in order to inform their response.
24. It is clear that TFA is capable of offering informed and effective responses to consultations when it properly addresses the issue. However, the present structure of quarterly 'plenary' meetings and a limited number of sub-group meetings in between does not seem to offer the most effective way of meeting the Council's aspirations for better engagement from TFA in future.
25. One possible approach that might be adopted, in order that TFA might better respond to localised consultations, would be the establishment of small local networks of disabled and mobility-impaired people able to offer a 'rapid-response' to invitations to attend site meetings or council briefings on specific projects, leaving the large 'plenary meetings' to address wider strategic policy issues, such as the development of the Local Transport Plan and to co-ordinate the work of the smaller local networks.
26. Additionally, to enable TFA members to be more effective in their roles, TFA could instigate appropriate training, for example Disability Awareness Training to encourage a broader understanding of the impediments inherent in disabilities other than the member's own; basic briefings on planning, highways and transport legislation and on the Council's structures and workstreams.
27. Discussion is still ongoing with Transport For All as to how they would propose to structure their work in future to meet the increased role that the Council might wish to place on them. I will make a verbal update on the position at the Cabinet Member meeting. I would expect to secure TFA's commitment to specific actions and targets as a condition of any funding proposed.

### **User Led Organisation ("Oxfordshire Unlimited")**

28. The Social & Community Services Directorate of the Council has been developing a project to establish a User Led Organisation (ULO). This initiative derives from a central government approach, which is being interpreted locally and for which Social & Community Services was awarded funding from government to facilitate development and launch of the ULO
29. This ULO became formally established in November 2009, taking the name "Oxfordshire Unlimited".
30. Officers have discussed with Unlimited and with Council officers in Social & Community Services, who have been supporting the project, as to whether 'Unlimited' might take on the consultative role currently met by TFA. The response has been that, whilst 'Unlimited' may be in a position to consider

such a role in future, that time has not yet arrived. 'Unlimited' may be in a position to act as a consultative body for Environment & Economy in a year or two, once it has become fully established.

31. Unlimited's Chairman sees a future relationship between 'Unlimited' and TFA where 'Unlimited' takes on an 'umbrella' role, overseeing the work of a number of 'subsidiary' bodies dealing with a wide range of Council activities. In this scenario. TFA might form the 'Unlimited' 'subsidiary' dealing with transport and accessibility issues, as it does now.

### **How the project supports LTP2 objectives**

32. Whilst TFA's core purpose is to meet a duty under the 1985 Transport Act, its existence should encourage policies and practices that offer extra transport opportunities for people with mobility impairments or the elderly. This therefore contributes to the LTP2 objective of "Delivering Accessibility". These extra transport opportunities improve access to community facilities and therefore contribute to improving the quality of life for some people, minimising the risk of social exclusion.

### **Financial and Staff Implications**

33. The Public Transport Sub-Committee was invited, in September 1991, to consider a recommendation to provide TFA with a budget to enable it to carry out its work. A figure of £1,500 per annum was agreed as a maximum. For a long period only a small amount of this budget was being spent.
34. In the last few years the budget has been utilised much more fully. Indeed in the 2008/09 financial year the budget was overspent, and in the 2009/10 financial year, it has been possible to continue only by dint of aggressive budgetary restraint in the second half of the year. This is despite the additional resource of £1,500 provided to TFA as a one-off grant by the Learning Disability Partnership Board.
35. Officers believe that TFA needs to display better financial management if such situations are not to be repeated. In an effort to assist this, officers have insisted (through the mechanism of a formal Funding Agreement) that the TFA Treasurer presents a set of proposed spending projections at each TFA AGM, for the approval of TFA members and that at each TFA meeting a report be given on recent spending and the extent to which the budget projections are being met or missed. Officers are not yet satisfied that these commitments are being adhered to fully in the way intended.
36. Council officers recommend that a condition of continued funding of TFA should include a firm commitment on the part of TFA to ensure proper budgetary control and accountability.
37. TFA have suggested an increase in their budget to enable them to fulfil the wider role which may be expected of them. TFA have suggested £4,520 for the financial year 2010/11.



38. The current budget of £1,500 was set by the Council in 1991, and has never been revised or adjusted for inflation since that date. If the figure had been inflated by the amount of the change in the Retail Prices Index then the current figure would now be £2,410. Given the wider role and greater level of consultative engagement now sought from TFA, officers believe that a budget of £3,000 should be reasonable and sufficient, given prudent financial management, and that TFA should be encouraged to seek alternative sources of funding to meet any planned expenditure over and above the Council's contribution.
39. The total cost of funding Transport For All currently amounts to £1,500 per annum. The Cabinet Member for Transport is invited to consider what level of funding might be appropriate for the forthcoming year. If an increase in the TFA budget were to be agreed this would have to be met through our current budget provision. The report is not considered to raise any staff implications.

## **RECOMMENDATIONS**

40. **The Cabinet Member for Transport is RECOMMENDED to:**
- (a) pay Transport For All a grant of £3,000 per annum to support the costs of its meetings and other consultative work for a period of one year commencing 1 April 2010, subject to the agreement of Transport For All to the terms of a Funding Agreement governing budget-setting and financial reporting and accountability and to an internal restructure to fit it for the enhanced role outlined in paragraph 13 of this report;**
  - (b) ask officers to review the position further during 2010, in the light of developments in the establishment and progress of "Oxfordshire Unlimited" and report again in early 2011, with recommendations for further action; and**
  - (c) delegate authority to the Head of Transport, in consultation with the Cabinet Member for Transport, to consider and, if felt appropriate, offer additional grant funding to meet the agreed costs of any specific additional projects which might be proposed subsequently by Transport For All.**

STEVE HOWELL  
Head of Transport  
Environment & Economy

Background papers: Correspondence with officers and TFA members (refer to contact officer)

Contact Officer: Neil Timberlake. Tel: Oxford 815585

February 2010

**TRANSPORT FOR ALL : Financial statements 2008 - 2009**

Spending for the financial year 2008/09 can be summarised as:

Receipts: £3,038.11 (of which £1,488.11 from Public Transport budget)

Expenditure: £1,194.30	transport costs
£ 794.60	Room hire
£ 880.86	Refreshments / catering
£ 14.70	Insurance
£ 32.76	Postage
£ 202.64	Stationery (including printer cartridges)
£ 34.27	Audio materials for sight-impaired members
£ 107.23	Taxation (VAT on meetings & insurance)
£ 35.98	Storage boxes
£ 9.00	Keys

Balance brought forward from 2007/08:	£ 113.25DR
Total receipts 2008/09	£3,038.11
Total expenditure 2008/09	£3,306.34
Balance carried forward to 2009/10	£ 381.48DR

Receipts in 2008/09 included exceptional items. The 'standard' committed budget is currently £1,500 per annum, provided by the County Council. The expenditure shown above therefore represents more than twice the present committed, regular income.

*Consultation with TFA members*

1. Officers have written to all TFA 'members' and sought their views as to the perceived value and deficiencies of the organisation, whether a wider, more strategic role for TFA would be welcomed and how TFA might adapt its procedures and management so as to effectively fulfil the requirements that the Council would expect of it. Some 17 responses were received. These are available in the Members' Resource Centre.
2. As might be expected, TFA members were supportive of the continuation of the organisation, but voiced some of the criticisms referred to elsewhere in this report.
3. There were very mixed views on the current TFA budget amount. Some members were adamant that no increase should be granted, citing the management of the present budget as a reason. Others felt that £1,500 was quite inadequate and would not enable TFA to fulfil the role expected of it.
4. Most respondents felt that TFA could reduce its costs by changing its policy of rotating meetings around hired halls in the county and instead using Council premises, either retaining a fixed central Oxford location or possibly adding district council premises also.
5. Most respondents who referred to the issue were keen on developing a wider and more strategic role for TFA. Most of those who referred to the issue were of the view that TFA had the potential to fulfil its role, but were critical of its present performance.

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Division(s): All

## **CABINET MEMBER FOR TRANSPORT - 25 MARCH 2010**

### **BUS SERVICE SUBSIDIES**

#### **Report by Head of Transport**

#### **Introduction**

1. This report and associated Annexes deal with the following items, which now require decision by the Cabinet Member for Transport:-
  - (A) The Review of Subsidised Bus Services in the Abingdon and Oxford City areas, which, if awarded, will be effective from 6 June 2010.
  - (B) Other bus subsidy contracts elsewhere in the County.
2. Background information on items (A) and (B) above is included at Annex 1 together with a summary of the relevant points from the responses received through local consultation. Information relating to the main County Council subsidy contracts is also included at Annex 1 for each service, but in some cases there are wider issues affecting particular contracts, which are discussed in the main body of this report. Section A of Annex 1 deals with existing services under review in the Abingdon and Oxford City areas, whilst Section B deals with requests for new services in Oxford City. Section C deals with other services elsewhere in the County that require a decision.
3. Tender prices obtained for contracts specified in paragraph 1 will be contained in a confidential Supplementary Exempt Annex 2, to be circulated later.

#### **Reasons for Exempt Annex**

4. This item should be considered in exempt session because its discussion in public might lead to the disclosure to members of the public present of information relating to the financial or business affairs of any particular person (including the authority holding that information) as a result of discussions between Oxfordshire County Council and/or other local authorities and organizations.
5. The costs contained in Annex 2 must be treated as strictly confidential since they relate to the financial and business affairs of the operator. All prices must be treated as strictly confidential until such time as the Decision Meeting decides whether or not to provide financial support for each service. Revealing operators' prices before then would prejudice the County Council's position if tenders or propositions had to be sought again for any of the services. Prices remain confidential after the date of this meeting for 10 days (until 4 April 2010) under the objection period specified in the Public Contract Regulations 2006.

## **Subsidy Prices**

6. Tender prices will not be available until shortly before the meeting and will therefore be reported separately in Supplementary Exempt Annex 2 together with my recommendations. Until all tender prices and 'de minimis' propositions received have been analyzed, I will not know what the overall impact on the Public Transport budget is likely to be. Local Members will be advised in writing of recommendations affecting their Divisions at least one week before the meeting that considers this report, and their written comments sought. Any responses received will be included as an appendix to Supplementary Exempt Annex 2.
7. If further support for any contract is not agreed at the meeting on Thursday 25 March 2010 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 5 June 2010. The only exception to this may be if a settlement will be left with no other form of public transport. In such cases, I may recommend that existing contract arrangements be extended until 12 December 2010 to allow time for alternative facilities such as voluntary community transport to be explored.

## **Exemption from Call-in**

8. On 10 January 2006 Council agreed an amendment to the Constitution which means that the County Council's call-in procedure should not apply to any decision on the letting of a contract, arising from termination of an existing contract, if the time available is such that allowing for call-in would result in service discontinuity, provided that all members of the relevant Scrutiny Committee had been informed of the circumstances of the decision to be made and had had an opportunity to make representations to the decision maker about it. Since existing subsidy contracts will inevitably end on 5 June 2010, the effect of any call-in would be to prevent introduction of any replacement contracts, thus resulting in complete withdrawal of the services concerned and a consequent service discontinuity. The 10 January 2006 amendment therefore applies.
9. With regard to that provision, local members and Growth & Infrastructure Scrutiny Committee Members will be advised of the recommended contract awards (as contained in Supplementary Exempt Annex 2) at least one week before the date of this meeting to allow them the opportunity to put their comments in writing or arrange to speak at the meeting.
10. The above arrangements are separate from the provisions of the Public Contracts Regulations 2006 which allow a 10 day 'cooling-off' period for contractors who have any grievance with regards to the tender awards or processes. Successful tenderers will be advised of the outcome as soon as is practicable after the meeting, so that they will be in a position to register services with the Traffic Commissioners before the end of the 10 day period if necessary. Because of this it will not be possible to disclose any information

to the public in respect of the tender awards until before Monday 5 April 2010 (the tenth day of the 'cooling-off' period being the preceding Sunday).

11. As this date is a Public Holiday (Easter Monday), the formal announcement of the contract awards, and the effects thereof, will be made public to all parties concerned on Tuesday 6 April 2010.

**Financial Position – Current Year (2010-11)**

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

	<u>£000's</u>
Bus Subsidy Budget	3,200
Rural Bus Subsidy Grant (RBSG)	1,676

This figure is virtually the same as in 2009/10 and thus represents a stand still budget. Annual inflation which is applied to existing contracts does have a minor impact on available funding for new contracts.

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

**Commercial declarations – Oxford City area**

13. At an early stage in the review process the County Council contacts not only the existing contractors of the services involved, but also all operators on the approved tender list (roundly some 220 in total), to enquire if it is felt that there are any opportunities to provide all or part of the services under review on a commercial basis. In past reviews that has elicited little or no response.
14. This review has however seen bus companies offer to operate some seven existing contracts within Oxford City on a wholly or mainly commercial basis, three by the one company from 6 June and four by Stagecoach in Oxfordshire. However, Stagecoach also offered to surrender their existing contracts prematurely and start the new mainly commercial operations, with effect from Monday 8 February 2010. County Council Officers negotiated three short-term "de minimis" arrangements with Stagecoach Oxfordshire (under references PT/O32, PT/O33, PT/O34) to continue certain (mainly early morning or evening) journeys that were deemed non-commercial until 5 June 2010 so that they could be included within this review.
15. With four contracts declared mainly commercial by Stagecoach in Oxfordshire as from 8 February 2010, thus enabling premature savings on the current contract costs, plus indications by the operators of the three further services that will be declared commercial as from 6<sup>th</sup> June, considerable savings will have accrued over the cost of these contracts compared to those at the start

of this review in the autumn 2009. As such it may be possible to consider proposals for some new or enhanced services that otherwise may not have been affordable.

## **Financial Position – Abingdon & Oxford areas Review**

16. The current annual net cost to the bus subsidy budget of the contracts under review (as at 1 April 2010) is £607,631. This figure takes into account the savings arising from the commercial declarations by Stagecoach in Oxfordshire of the majority of journeys on services 12, 14 and 16 as from 8 February 2010 (see paragraphs 13-15 above). However, there are also external contributions to some of the contracts under review (largely from Section 106 developer contributions) which total an additional £135,952 annually.
17. Three of the contracts under review are wholly funded from these S106 contributions, but virtually all of the allocated funds will have been used by the end of these contracts in June (the monies having been ring-fenced at the time of award). Some of these services will therefore only continue to operate after 5 June 2010 if they are funded directly from the County Council's bus subsidy budget. See paragraph 40 below for more details.

## **Contract Numbering**

18. Contracts have been given a letter code in the first column of each Annex (and also in any references to the service within this report) and members are recommended to use this code for cross-reference purposes. Existing service and contract numbers are mentioned, for members' information only, in the service descriptions. Both service and contract numbers may change following award of new contracts.

## **A. Review of Subsidised Bus Services in the Abingdon and Oxford City areas**

### **Background**

19. Subsidised bus services in the Abingdon and Oxford City area are due for their regular four-yearly review, and tenders have been invited for new contracts to run from 6th June 2010 until June 2015 (for the Abingdon area routes) or June 2016 (for Oxford City services). This is to concur with the revised six-year tendering cycle as agreed by the Integrated Transport Board in 2009. 17 existing contracts were originally included within the scope of this review. 5 other contracts serving areas outside the review area are also due for consideration. The latter are dealt with separately in section C of this report.
20. Details of all of the services concerned, together with information on the present subsidy cost and patronage data are contained in Annex 1 (Section A). All affected Parish/Town Councils were consulted, as were the six Area



Committees/Parliaments within Oxford City. The views of Oxfordshire's four District Councils were also requested as appropriate. If appointed, the Parish Transport Representative of each parish was notified of the consultation process in addition to the Parish Clerk. Numerous further interested parties were also consulted in the course of this review including Bus Users UK, Transport for All, Oxford Civic Society, and the Council for the Preservation of Rural England. Also health representatives (regarding services to/from Hospitals) and colleagues elsewhere within Oxfordshire County Council. Notices were placed on buses operating the routes concerned, and at major bus stops. As a result views were also received from private individuals and other representative bodies. Comments received from the consultees, including any particular requests for new services or variations to existing routes, are also summarized under the respective contract headings in Annex 1.

### **Consultation during Review**

21. The consultation process was dealt with slightly differently with regard to the Abingdon area contracts compared to those within Oxford City. Abingdon was similar to other review areas in that some 31 Parishes/Towns were consulted and an open meeting for representatives was held in Abingdon in November 2009. A response rate of around 38% was achieved from Parish and Town Councils as a result of the public consultation exercise. Of these, two responses were in the form of 'transport needs surveys', which were compiled with the assistance of the Rural Transport Adviser at Oxfordshire Rural Community Council. Five others had recently completed "parish plans" under guidance from the Partnership Working Unit at County Hall.
22. A different structure applies within Oxford City where there are 6 Area Committees / Parliaments covering the whole area, but also four small "Parishes" which mainly date from before the last expansion of the City boundaries. These are Blackbird Leys, Littlemore, Old Marston and Risinghurst & Sandhills Parish Councils. All these parishes were contacted and Officers attended all of the area Committees, whose proceedings are open to the public. Comments made by local (County Council and City Council) members at these meetings, as well as members of the public, were recorded by the City Council administrators and forwarded to the review Lead Officer.
23. Several strong representations were made for new services, additional journeys or variations to services (in both review areas), although it was made clear at the commencement of the consultation process (in September 2009) that it was thought that spare funds for significant improvements were likely not to be available at this time. However in view of the unexpected savings that accrued from the commercial declarations (above) it may be possible to consider proposals for some new or enhanced services that otherwise may not have been affordable.
24. Prices have therefore been sought for some new services (see section B of Annex 1 – item X) route diversions or other realistic improvements where

feasible, to meet these requests. In addition to the above responses, several further lengthy comments were received from other consultees including Bus Users UK.

### **Services under Review**

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

### **a – Wholly or partial commercial declarations by existing operators, and subsequent de minimis prices sought**

26. Commercial journeys are those which operate without any County Council subsidy. The position regarding the commercial declarations received during this review is set out in paragraphs 13-15 above. In summary these are:-

#### **Full commercial declarations from 6 June 2010.**

Service 2A, PT/O20 (Item J):- Diversion via Lyne Mead, Kidlington  
(Eves & Suns).

To be included within the Banbury Road Quality Bus Partnership (and PT/O20 may therefore need to be extended on short-term basis until the date of introduction of the QBP).

Service 6, PT/O9 (Item K): City Centre – Wolvercote (Eves & Suns).

Service 300, PT/O26 (Item V): City Centre – Peartree (P&R) (Eves Mon-Sat)

The above contracts will therefore end on 5 June 2010 (except PT/O20 above; end date to be confirmed). The operator has confirmed that the replacement commercial services will be broadly at the same frequencies and operating periods as apply under the existing contracts and that no additional "de minimis" negotiated journeys would be necessary to supplement these services.

#### **Part-commercial declarations (from 8 February 2010).**

Stagecoach Oxfordshire assumed commercial responsibility for the following services as from 8 February 2010. A number of changes were made to routes and frequencies, whilst certain early journeys and late evening operations were declared as "non-commercial". The County Council entered into negotiated "de minimis" short term contracts until 5 June 2010 to maintain all of the non-commercial journeys whilst a review of the usage of these trips was undertaken. Confidential Exempt Annex 2 will contain my recommendations regarding the award of longer term contracts to support

certain journeys on these routes as from 6 June 2010. Services concerned are:-

Services 12, 12A, 12B. PT/O 25 (Item M):- City – Greater Leys  
(Short term contract PT/O32 – combined with 12C)

From 8.2.10 service 12 reverted to 30 min through frequency off-peak, City – Greater Leys, instead of 20 min shuttle, Greater Leys – Cowley with a 60 min service through to City (12A withdrawn). 12B jnys (via Unipart) will be withdrawn after 5.6.10 (see service 84, PT/O3, Item U, for part replacement).

Service 12C, PT/O 14 (Item N):- City – Sandford – Greater Leys – City (eves)  
(Short term contract PT/O32 – combined with service 12).

This late evening service (daily) remains wholly funded by the County Council.

Services 14, 14A. PT/O 11 (Item O):- Rail Stn – City – Marston – J.R. Hospital. (Mon-Sat not eves)  
(Short term contract PT/O 33)

All Mon-Fri journeys are deemed commercial (apart from first AM journey) but company only considers that an hourly frequency is warranted on Saturday daytimes. Short-term contract therefore maintains the existing 30 minute service on Saturdays (i.e. half the service is being funded at present).

Services 16, 16A, 16B. PT/O 10 (Item Q):- City – Minchery Farm (daily).  
(Short term contract PT/O 34)

From 8.2.10 service 16 reverted to 30 min through frequency off-peak, City – Minchery Farm (hourly via Herschal Crescent as 16A). Replaces 20 min shuttle Minchery Farm – Cowley with a 60 min service through to City. Sunday daytime services were declared commercial so the short-term contract covers mainly the evening service after 20.00hrs (daily) plus some early Sunday morning journeys.

27. For all contracts under review and made available for tender, officers have as a basic specification generally sought tenders for the current level of service. However, as usual various alternative options have also been specified for many contracts at either an enhanced (to meet requests) or lower (mainly based on usage) level of services or for a combination of existing routes in order to achieve savings. In view of the above developments and other negotiations mentioned below, only 10 contracts were offered for open tender.

### **b – Other ‘de minimis’ prices sought**

28. **Oxford Bus service 4B (Contract PT/V 4) (Item A) Projection of evening and Sunday commercial service Rose Hill – City – Cumnor to Wootton and Abingdon.**

This contract commenced in September 2005 and has been funded throughout by a S106 contribution from a new development in Wootton.

Originally due to terminate in December 2009, a re-negotiation of the contract price with the existing operator (Oxford Bus) enabled the existing funding to be extended to 5 June 2010 under a new short term arrangement. All available S106 funding has however now been used, so any award of a new contract will have to be wholly funded from the County Councils' Bus subsidy budget.

29. There has been strong support for the retention of this service (including a petition, involvement of the Local MP, and a letter from the Ministry of Defence at Shippon Barracks requesting re-routing of 4B the same as the commercial daytime 4 service). As the commercial operator of the daytime service, Oxford Bus has been asked to submit 'de minimis' prices for continuation of the existing evening and Sunday extension from Cumnor to Abingdon. Prices will be detailed within Annex 2 (item A).
30. **Service 46 (Contract PT/V7): Drayton St Leonard – Appleford – Abingdon (item E)**  
 This route is currently run on two days per week as part of the service 44 contract and deploys the 44 bus during layover periods in Abingdon. Following the approach to operators to consider any commercial declarations, Whites Coaches offered a "de minimis" quotation to extend their existing Monday to Saturday service 97 (PT/S 78). This currently operates from Berinsfield to Didcot via Long Wittenham, partly replicating the 46 route. Two journeys each way would then be extended from Didcot via Appleford to Abingdon giving a six day per week link. A further request was made to give the cost of extending these journeys to/from Drayton St. Leonard from Berinsfield, otherwise this settlement would lose all its current services. Prices will be detailed in Annex 2 (Item E).
31. **Stagecoach Oxfordshire service 10 (Eves) (Contract PT/O1) (Item L) City – Cowley – J.R. Hospital**  
 The County Council currently funds the evening service on route 10 after approx. 19.00 hrs and a few journeys very early on Sunday mornings. After consideration the company has declared that the Thursday, Friday and Saturday evening services on route 10 will be deemed wholly commercial as from 6 June 2010. As the commercial operator of the daytime service, Stagecoach Oxfordshire has therefore been asked to submit 'de minimis' prices for continuation of the existing evening service on Sundays to Wednesdays (4 nights), and the early Sunday AM journeys (as previously). Prices will be detailed in Annex 2 (item L).
32. **Stagecoach Oxfordshire service 59 (Mon-Sat) (Contract PT/O23) (Item T):- Diversion of journeys via Oxford Airport.**  
 A contract was entered into in 2006 to divert certain off peak journeys on route 59 (Oxford-Banbury) via Langford Lane, Kidlington (Oxford Airport) following the withdrawal of the commercial off-peak and Saturday service to the Airport by Oxford Bus Company (OBC). The OBC services 2C and 2D still operate to/from the Airport (on a commercial basis) during Monday to Friday peak periods. Service 59 currently provides 4 journeys in each direction during the midday period on Mondays to Fridays, and 8 each way on Saturdays. The limited Sunday service on 59 does not go via the Airport.

33. It was considered that the diversion of service 59 offered the most economic means of providing a regular service to Oxford Airport at these times, so Stagecoach Oxfordshire has been asked to submit 'de minimis' prices for continuation of the existing diversion. It is understood that Services 2C and 2D will be part of the Banbury Road Quality Bus Partnership (also see paragraph 26 above regarding service 2A), but the company has advised that the Airport routes will not materially alter from the present arrangement. Prices (and any subsequent developments) will be detailed in Annex 2 (item L).

### **c – Home-to-School Transport – revised joint working arrangements**

34. Within Oxford City itself there are overall only a very small number of Home to School Transport services provided by the County Council, due to the proximity of a large number of local schools at all levels within each neighbourhood. However, the County Council is aware of considerable flows of (non-entitled) students to schools, colleges and Universities that are carried on the commercially provided network (and on some supported services) and in some case such as BrookesBus, a dedicated service is provided (by external funders) to cater for this usage.

#### **Identification of flows of non-entitled schoolchildren**

35. The Bus Strategy states that subsidy will not be paid for services provided wholly or mainly for passengers who are (non-entitled) students who pay their own fares, although where a service can be justified on the basis of catering for other users, and can cater for students at no extra cost, then every effort will be made to ensure that this is achieved.
36. A number of the flows of students, which the County Council had identified, such as Greater Leys to the Cowley Road on route 12 and Headington to the Cherwell School on route 14 have been transferred to the commercially provided network from 8 February 2010 by the commercial declarations made by Stagecoach Oxfordshire.

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

37. Officers considered the possible use of County Council-owned (Special Transport services) vehicles in the context of this review and a number of possible opportunities were identified. Contract PT/O 8 (service 14X, Item P) was particularly suited in this respect as it is a short route in the Marston area, close to the Barton End depot of Special Transport Services (STS), and operating during the off-peak period only.
38. Certain legal queries arose however, as to the ability of STS to provide such a service under its' current operating license and, in particular to charge

passengers fares. These are being explored with the legal department at County Hall. Nevertheless, prices were sought to provide a replacement for service 14X and to meet other requests in the Headington area. Contract PT/O8 is, however, also included as an option in one of the tender specifications put out to open tender (Item H). Prices will be detailed in Annex 2.

### **Developer Funding – Section 106 Monies**

39. Details of any available Section 106 funding (or alternative sources) for particular bus services under review will be shown under the relevant item headings within Annex 2. Three current contracts are wholly funded from S106 contributions as set out below:-

Contract PT/V 4 (service 4B) (Item A)

Discussed in paragraph 28 and 29 above: - S106 used up by June 2010

Contract PT/V12 (service 206) (Item H)

Service to Waterways Estate, Woodstock Road – S106 used up by June 2010.

Contract PT/O22 (Service 600) (Item W)

A considerable sum of S106 funding obtained from the Nuffield Hospital, Oxford Radcliffe Hospital Trust (in respect of the Churchill Hospital) and from the Oxford University (Old Road site) has been used since 2003 to maintain this service on behalf of the above Stakeholders. There is now only sufficient money left to provide a limited service for no more than one year. Discussions with the Stakeholders have indicated that they are unwilling to contribute significant sums to this operation (despite it being a valued part of their on-site parking management programme). This service has never been funded from the County Council's Bus subsidy budget and it would be difficult to recommend such support. Not only is usage quite low, especially outside the peaks but it would be against the criteria set out in the Bus Strategy.

A number of options were specified in the new tender for this service to meet the perceived requirements of the Stakeholders. The outcome of the subsequent discussions on the future of this service will be reported in Confidential exempt Annex 2.

### **Contract Costs**

40. Following the award of the any new bus service contracts, the financial impact on the Bus Services budget can then be calculated. The financial out turn will be set out in Annex 2.

### **Contributions towards timetabled Community Transport operations**

41. There are no Community Transport operations in the review areas which are currently under review.

## **B. Contracts for new services – Oxford City**

42. The consultation process outlined above resulted in requests for a number of completely new or significantly enhanced services, some of which have been long standing. The publicity surrounding the premature surrender and commercial declaration of the four contracts by Stagecoach Oxford in February has raised expectations that at least some of the considerable savings accruing would be reinvested in new City area services. New links requested including a regular Rose Hill – Cowley link and an evening /Sunday service to Risinghurst Estate. There is already a very limited contract for the Rose Hill – Cowley service so the specification for the new contract (PT/O3 – item, U), includes an option for a significant enhancement. Other suggestions have also been included where practicable as an option in other contract specifications.

43. There is, however currently no subsidy contract in the Risinghurst area under review that the requested enhancement could be incorporated into, so this particular operation has been put out as a stand alone contract. A commercial daytime service to Risinghurst is provided by Oxford Bus

(Route 9) but the company is happy for this extra service to be put out to open tender rather than quote a “de minimis” price to enhance the existing operation. It is expected that the daytime service 9 will be included in the Headington, London Road Quality Bus Partnership, along with the Oxford Bus 8 and Stagecoach 7C.

## **C. Contracts for Subsidised Bus Services elsewhere in the County**

### **Faringdon Community Transport service 61 (Faringdon Town service) and service 63 (Faringdon – Lechlade (Contract PT/V70) (item CA)**

44. Faringdon Community Transport has undertaken a review of its operations and sought the County Council’s views on the following proposals. The bus runs during the morning period only and on Mondays, Wednesdays, Thursdays and Fridays provides four round trips around Faringdon serving the Health centre and various residential areas otherwise inaccessible for larger sized vehicles.

45. Due to very low usage it is proposed to discontinue the Lechlade service on Tuesdays (service 63) but run the Faringdon Town route (service 61) instead, so as to provide four round trips at the same times Mondays to Fridays inclusive. The route would be modified to incorporate new development within Faringdon.

46. The withdrawal of service 63 will leave Buscot and Eaton Hastings without a public bus service but Coleshill will retain links to Highworth and Swindon provided by County Council supported Stagecoach Oxfordshire route 64 (Carterton – Swindon). The local member supports the reallocation of

resources to route 61 with no reduction in the existing subsidy price (Contract expires December 2011).

**Stagecoach Swindon 66 (Contract PT/V74):  
Faringdon – Swindon, early AM jny Mon-Fri (Item CB)**

47. The contract for this single journeys at 06.38 from Faringdon to Swindon (Mondays to Fridays) was awarded in December 2007, with the proviso that it would be replaced by a commercially operated journey when the main 66 service is enhanced to a half-hourly daytime frequency, using S106 developer funding from new housing in Faringdon. It was originally expected that this would be introduced in late 2008 but due to various circumstances a date of 18 March 2010 has now been agreed with Stagecoach Swindon for introduction of the enhanced 66 daytime frequency from 12 April 2010. Contract awarded to December 2011

**Stagecoach Swindon 66 (Contract PT/V78):  
Oxford - Faringdon – Swindon; Sundays and Public Holidays (Item CC)**

48. As part of the same programme to enhance the 66 service involving the S106 funding mentioned in the previous paragraph, Stagecoach Swindon propose to improve the Sunday (and Public Holiday) frequency from broadly every 90 minutes (daytime) to a regular hourly service as from 18 April 2010. The company has quoted an adjustment of the contract price for PT/V78 as set out at Annex 2.
49. The Sunday service on route 66 was re-introduced in October 2000 using Government Rural Bus Service Grant funding, but since then has seen significant increase in usage partly due to the development of attractive Sunday shopping destinations at both ends of the route.

**Reading Transport Vitality 2 (Contract PT/S33):  
Reading – Peppard Common, Late evening jny Fri/Sat (Item CD)**

50. As part of the area review undertaken in 2008, a new contract was awarded to Reading Transport to provide a late night journey at around 23.30 from Reading to Sonning and Peppard Commons on their otherwise commercial service between these points. Although awarded as a four year contract, members requested that it be reviewed after one year's operation in view of the experimental nature of the service.
51. Following an extensive consultation exercise in early 2009, Reading Transport voluntarily introduced a number of significant improvements to this service on a commercial basis from April 2009, including the introduction of a Sunday service and implementing an hourly evening frequency on Mondays to Saturdays. The last bus from Reading then became timed at about 22.30, so the O.C.C. contract continued to provide a later facility on Friday and Saturday nights. Its usefulness was also enhanced by the fact that users now had a greater choice of departures to travel on earlier in the evening into



Reading (prior to April the last bus from Sonning Common to Reading was at 19.30hrs).

52. In view of the above commitment, at the Transport Decisions Meeting held on 26 March 2009, it was agreed to defer the review of this contract for a further year until June 2010. Loadings data has been sought from Reading Transport but the Managing Director has indicated orally that it is committed to continue the commercial enhancements to this route (at least at the Sonning Common end of the service – Vitality 2 is a cross-Reading route to Burghfield Heath) for the time being. In view of this it is felt that the County Council should support the initiative shown by the bus company and confirm award of this contract without further review (unless circumstances change) until the normal termination date of 2 June 2012.

**Thames Travel services X39, X41 (Contract PT/S80:  
Oxford – Wallingford, evening journeys (Item CE)**

53. This contract was initially awarded so as to maintain an hourly evening frequency on service X39 (Oxford – Wallingford) and comprised one mid-evening trip in each direction on Mondays to Thursdays. The same trips on Friday and Saturday evenings were still deemed to be commercial. In 2007 the journeys concerned were diverted via Benson village and RAF Benson and renumbered X41. The contract was reviewed in June 2008 (as part of the Wallingford area review) and awarded until January 2011.
54. Meanwhile the main X39 service had been expanded and developed using both Premium Route funding from the County Council Public Transport Development budget to enhance the daytime frequencies, plus monies from the Government Kickstart funding to improve the evening services. The route was re-organized to run as a through Oxford-Reading service (X39 direct, X40 if via Woodcote) with the evening service via Benson as X41. On top of this the operator decided to commercially run later journeys from both Oxford and Reading with the last bus at weekends now 03.00 from each end.
55. In June 2009 it was realized that in respect of contract PT/S80, the County Council were paying for the whole Oxford – Wallingford journey but that the Kickstart money was also funding the RAF Benson – Wallingford portion, so that these trips were receiving a double payment. A reduced price was therefore agreed with Thames Travel. The fixed-period kickstart funding formally ended on 29 January 2010 and a slight adjustment was therefore made to the contract price for PT/S80 to reflect that it was again covering the throughout journey.
56. From 15 February 2010 the company has however made the commercial decision to discontinue the X41 evening diversion via Benson but run these journeys via the daytime X39 route (which does serve Benson Marina but not the village nor RAF Benson). This will also affect the two journeys covered by contract PT/S80 which will revert to being X39 journeys.

57. Whilst some concerns have been expressed regarding the withdrawal of the evening facility, particularly to RAF Benson, figures supplied by the operator indicated very low level of usage to/from this section. Whilst the County Council could have insisted that the one journey in each direction which we pay for under this contract could have continued to go via Benson, this would have only applied on four nights per week, the “commercial” operation of the same journeys on Fridays and Saturdays not going this way.

### **How the project supports LTP2 objectives**

58. The ‘Accession’ system is able to provide a detailed accessibility study for the rural areas under review in respect of the Abingdon area contracts. The Oxford City area is outside the LTP objectives in terms of the accessibility criteria. Officers will give a provisional indication in Annex 2 where appropriate, of those service options which, if agreed, would have either a significant positive or negative effect on the accessibility score.

### **Financial and Staff Implications**

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

### **SUPPLEMENTARY EXEMPT ANNEX 2**

60. This document will be circulated prior to the meeting to all relevant County Council members. Each contract (or group of like contracts) will have a separate sheet in the same order and numbering as in Annex 1. Relevant

information on the current service pattern, level and route will be repeated in the heading followed by the Officer’s recommended option and suggested course of action (including the costs of recommended option). This section will also highlight the likely consequences of proceeding with award of this recommended option (parishes/areas unserved or known passenger flows displaced). This is followed by a summary of all the other options/prices sought and the cost /likely effect of awarding these options (and which may be awarded by the Cabinet Member for Transport Implementation and Cabinet Member for Growth & Infrastructure in lieu of the Officer’s recommended option if they so wish).

### **RECOMMENDATION**

61. **The Cabinet Member for Transport is RECOMMENDED to:**
- (a) **consider subsidy for the services described in this report on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2 to be reported subsequently;**
  - (b) **record that in his opinion the decisions made in (a) above are urgent in that any delay likely to be caused by the call-in process would result in service discontinuity and in accordance with the**

**requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process;**

- (c) thank operators for the commercial declarations made during the course of the review in respect of various contracts.**

STEVE HOWELL  
Head of Transport  
Environment & Economy

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

Contact Officers: Allan Field (Tel: Oxford 815826): Financial information and other services.  
John Wood (Tel: Oxford 815802): Abingdon and Oxford City area review

February 2010

**SECTION A: Oxford City and Abingdon Area Review****Abingdon area contracts**

Item code	Service number	Contract number	Route	Days of operation	Operator	Page
A	4B	PT/V 4	(Oxford) – Cumnor - Abingdon	Eves & Sundays	Oxford Bus	3-4
B	40, 41, 42	PT/V 1	Abingdon Town Services	Mon-Sat	Whites Coaches	5
C	43	PT/V 7*	Eaton – Abingdon	Mon/Thurs	Grayline	6
D	44	PT/V 7*	Oxford – Abingdon	Mon-Sat	Grayline	7-8
E	46	PT/V 7*	Drayton St. Leonard – Abingdon	Mon/Fri	Grayline	9-10
F	48	PT/V 7*	Jericho – Cowley – Abingdon	Wed	Grayline	11
G	49A	PT/V 7*	Drayton St. Leonard – Cowley – Abingdon	Tues	Grayline	12
H	206	PT/V12+	Oxford City – Waterways	Wed-Sat	R H Transport	13
I	218	PT/V 7* PT/V12+	Woodstock – Wytham – Oxford City	Wed-Sat	R H Transport	14-15

\* = Combined contract + = Combined Contract

**Oxford City area contracts**

Item code	Service number	Contract number	Route	Days of operation	Operator	Page
J	2A	PT/O 20	Diversion of jnys via Lyne Mead, Kidlington	Mon-Sat Eves & Sun	Oxford Bus	16
K	6	PT/O 9	City – Wolvercote	Mon-Sat Eves & Sun	Oxford Bus	17
L	10	PT/O 1	City – Cowley – J.R. Hospital	Daily eves & Sun Am	Stagecoach Oxfordshire	18
M	12, 12A, 12B.	PT/O 25 (PT/O 32)	City – Greater Leys	Mon-Sat	Stagecoach Oxfordshire	19-20
N	12C	PT/O 14 (PT/O 32)	City – Sandford – Greater Leys – City	Daily eves	Stagecoach Oxfordshire	21
O	14, 14A	PT/O 11 (PT/O33)	Rail Station - City – Marston – J.R. Hospital	Mon-Sat	Stagecoach Oxfordshire	22-23
P	14X	PT/O 8	Old Marston – Marston	Wed – Fri (1 jny)	R. H. Transport	24
Q	16, 16A, 16B	PT/O 10 (PT/O34)	City – Minchery Farm	Daily	Stagecoach Oxfordshire	25-27
R	17, 17A, 17C	PT/O 2	City – Cutteslowe / J.R. Hospital	Daily	Stagecoach Oxfordshire	28-29

Item code	Service number	Contract number	Route	Days of operation	Operator	Page
<b>S</b>	49	PT/O 3*	Berinsfield – Baldons – Cowley – City	Wed & Fri (1 jny)	Heyfordian	30
<b>T</b>	59	PT/O 23	Diversion of jnys via Oxford Airport	Mon-Sat	Stagecoach Oxfordshire	31
<b>U</b>	85, 86, 87	PT/O 3*	Cowley local services	Wed & Fri (1 jny)	Heyfordian	32-33
<b>V</b>	300	PT/O 26	City Centre – Peartree Park & Ride	Mon-Sat eves	Oxford Bus	34
<b>W</b>	600	PT/O 22	Thornhill Park & Ride – Churchill Hospital	Mon-Fri	R.H. Transport	35

\* = combined contract

Contract numbers in brackets apply from 8<sup>th</sup> February 2010 (de minimis agreements)

### **SECTION B: New service contracts – Oxford City**

<b>X</b>	9	PT/O 21 PT/O 24	City - Risinghurst Estate	Eves(M-Sa) Suns/Public Holidays.	No current service	36
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### **SECTION C: Other contracts elsewhere in County requiring a decision**

<b>CA</b>	61 63	PT/ V70	Faringdon Town service Faringdon – Lechlade	Mon-Fri Tues	Faringdon Community Transport	37
<b>CB</b>	66	PT/ V74	Faringdon – Swindon	Mon-Fri	Stagecoach Swindon	38
<b>CC</b>	66	PT/ V78	Oxford – Swindon	Sundays & Public Holidays	Stagecoach Swindon	39
<b>CD</b>	Vitality 2	PT/ S33	Reading – Sonning Common	Fri, Sat Late eves	Reading Transport	40
<b>CE</b>	X41	PT/ S80	Oxford – Wallingford	Eve jny Mon-Thurs	Thames Travel.	41

**SECTION A: OXFORD CITY & ABINGDON AREA REVIEW**

Note: where a parish is listed as served below but in [brackets] the route concerned passes through that parish but does not serve the main area of population.

**ABINGDON AREA CONTRACTS (to be awarded for 5 years)****ITEM A****Service 4B**

**Contract: PT/V 4:- Extension of Commercial service Rose Hill – City – Cumnor to Wootton and Abingdon**

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**Operator: -** Oxford Bus Company

**Days of operation: -** Monday to Saturdays evenings after 19.00 and all day Sundays / Public Holidays.

**Frequency: -** Hourly

**Towns/Parishes served: - (4) Abingdon Town Council, Cumnor PC, St. Helen Without PC, Wootton PC.**

**Alternative services: -** There are no alternative services at the times that this contract operates, over the contracted section (Cumnor to Abingdon). There is an evening 66 from Cumnor (Glebe Road) into Oxford at 19.29 F/Sat and this returns at 23.25 from Gloucester Green.

NB; If no contract is awarded, the operation would remain as a commercial service 4 between Cumnor and Oxford City/Rose Hill only.

**Current subsidy per annum:-** £34,700 (from 12/12/09)  
(Entirely funded from S106 contributions)

**Average passengers per annum:-** Mon-Sat eves 12,502. Sundays 9,794

**Cost per passenger journey:-** Eves = £2.10, Suns = £1.17

**Comments from consultation:-**

**Note: Consultation had already taken place as part of previous area review (Bicester; due to the December 2009 contract end date – the contract now extended to June 2009). Previous comments are repeated below:-**

**Comments from previous consultation (Spring 2009)**

*Appleton with Eaton:* some residents use 4B from Cumnor for social/leisure travel to Oxford/Abingdon.

*Cumnor:* retain, as Cumnor has significant links with Abingdon.

*MoD Dalton Barracks:* divert 4B via Barracks as now significant numbers of wives/families left behind with no means of transport (PETITION RECEIVED)

*St Helen Without:* retain, on Saturdays and Sundays if nothing else (PETITION).  
Serve Dalton barracks?

*Wootton:* retain hourly service (PETITION RECEIVED).

**Comments from consultation under this review (Autumn 2009)**

*Public letters/e-mails;* 11 from individuals in support of retention of service.

*Cumnor:-* repeated points covered in the above letter.

Continued:-

**ITEM A (continued)**

**Service 4B**

**Contract: PT/V 4 :- Extension of Commercial service Rose Hill – City – Cumnor to Wootton and Abingdon**

**Comments from consultation under this review (Autumn 2009) (Con't)**

*MoD Dalton Barracks:* Repeated request for diversion via Barracks and Shippon (service 4 route) as now significant numbers of wives/families left behind; Further operational tours by personnel will start in March 2010 leaving 250 families behind on the base.

*St Helen Without:* retain, at least on Fridays and Saturday evenings. Support diversion via Dalton Barracks?

*Wootton:* retain the current service, evenings and Sundays and also support Dalton Barracks diversion.

**De minimis prices sought**

As the commercial operator of the daytime service on this route, Oxford Bus Company has been asked to provide prices for various levels of the subsidised element of service 4B. The Company has stated that the routing of the service via Shippon (4) or Wootton Road, Abingdon (4B – as current) does not materially affect the cost of operation. Details of the quotes received are contained within Confidential Annex 2.

Note: As the section 106 monies from the new development in Wootton has now been used up, any future funding will have to be from the O.C.C. bus subsidy budget.

**ITEM B****Services 40, 41 42.****Contract: PT/V1 Abingdon Town Services**

**Description** Three inter-worked circular routes, in one direction only, serving:-  
**40:** Town Centre – Marcham Road – Preston Road – Caldecott Road – Town Centre.  
**41:** Fairacres - Town Centre - Peachcroft – Dunmore Rd - Town Centre.  
**42:** Fairacres - Town Centre – Peachcroft - Northcourt Road – Town Centre.

**Operator:-** Whites Coaches

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

**Frequency** Hourly on service 40, alternate two hourly on 41/42, from 08.00 until 17.45 (Mon-Fri), 08.45 to 14.10 (Sats)

**Towns served** (1) – *Abingdon Town Council*

**Alternative services:-** These routes cover the minor estate roads to the North, East and South of Abingdon Town Centre. Inter-urban routes, some on a high frequency (i.e. up to every 10 minutes) serve the main roads as follows:-

Faringdon Road: - Oxford Bus, 4 Mon-Sat, hourly to Oxford

Wootton Road: - R H Travel X15, 2-hourly (Abingdon – Witney)

Heyfordian 114, 116 hourly (to Berinsfield /Wallingford /Oxford).

Grayline 44 (6 jnys M-F, 3 jnys Sats) to Oxford

Oxford Road: - Oxford Bus X2, X3, X13 Stagecoach 31 Daily, Frequent, to Oxford

Radley Road: - Oxford Bus 35 – daily, every 15 mins to Oxford

Drayton Road: - Oxford Bus X2 – daily, every 45 mins M-F, Sats & Suns hourly to Didcot / Oxford.

Marcham Road: - Stagecoach 31 - daily, hourly to Wantage /Oxford.

There is a Tesco free bus service from the Saxon Road, Preston Road and Drayton Road areas to the Abingdon Tesco stores on a Friday (Currently under separate review by the supermarket).

**Current subsidy per annum: -** £73,295

**\*Average passengers per annum: -** 48,382

**\*Cost per passenger journey: -** £1.51

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures)

**Comments from consultation:-**

*Abingdon Town Council:-* Favoured withdrawing little used AM peak buses but have longer operating day on Saturdays.

*Tithe Farm Residents Assoc:-* Requested evening service.

**Prices sought:-**

PT/V 1A – Current services (40-42), Mon- Sat

PT/V 1B – Current service but with fewer peak journeys (40-42) Mon-Fri

PT/C 1C – Current services but off peak only

PT/C 1D – Extension of Saturday service from 14.00 to 15.45



**ITEM C**

**Service 43**

**Contract:- PT/V7 Eaton - Gozzards Ford – Abingdon**

Note this combined contract also includes routes 44, 46, 48, 49A and 218(Sats).

**Description:-** Off-peak service shopping service between Eaton and Abingdon via Longworth and Gozzards Ford (Thursdays) and between Gozzards Ford and Abingdon only (Mondays).

**Operator:-** Grayline Coaches (T/A Local-Link)

**Days of operation:-** Mondays and Thursdays

**Frequency:-** One journey in each direction

**Parishes served:-** 7 - Abingdon Town Council, Appleton with Eaton PC, Bessels Leigh PC, Fyfield with Tubney PC, Hinton Waldrist PC, Longworth PC, Wootton PC. (Vale of White Horse DC)

**Alternative services:-**

- a) Eaton, Appleton, Fyfield, Longworth and Hinton Waldrist have a regular service to/from Oxford (Tues to Sats) (Services 63/66)
- b) Wootton has a regular daily service to Oxford / Abingdon (service 4, 4B).
- c) This is the only public service to Tubney, Gozzards Ford and Dry Sandford.
- d) Longworth, Hinton Waldrist and Frilford have a Tesco free bus service to Abingdon on Mondays and Wednesdays. Gozzards Ford has a Tesco free bus service to Abingdon on Tuesdays and Thursdays (These services under review by Tesco).

**Current subsidy per annum:-** All routes PT/V7 combined £72,411.  
Due to interworking of journeys it is not possible to break down this figure for the individual services.

**\*Average passengers per annum:-** 908

**\*Cost per passenger journey** £4.00 (Total contract)  
(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Appleton with Eaton:-* Recent changes in NHS provision means more residents have to travel to doctors in Abingdon for treatment. Accept service is little used.

*Wootton:-* Not wish to lose 43 service

**Prices sought:-**

PT/V6A – Whole of existing route, Mondays only.

PT/V6B – Whole of existing route. Mondays and Thursdays only.

Following the normal consultation with existing operators at an early stage in the review Whites Coaches have also made a “de minimis” offer to vary their current contract PT/V61 to provide a Monday and Thursday service over this route. Details of the quotes received are contained within Confidential Annex 2.

**ITEM D****Service 44****Contract:- PT/V7 Oxford – Sunningwell – Abingdon**

Note this combined contract also includes routes 43, 46, 48, 49A and 218(Sats).

**Description** Peak and off-peak service deploying one bus between Oxford and Abingdon via South Hinksey, Sunningwell and Boars Hill. Operation into/out of Oxford is a loop from Hinksey Hill via A34, Botley Road, City Centre and Abingdon Road – Anti-clockwise AM and Clockwise PM.

**Operator:-** Grayline Coaches (T/A Local-Link)

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

**Frequency:** 6 journeys to Oxford, 5 to Abingdon (Mon-Fri)  
Three each way Sats (Off-peak only)

**Parishes served** (6) *Abingdon Town Council, North Hinksey PC, St. Helens Without PC, South Hinksey PC, Sunningwell PC, Wootton PC. Vale of White Horse DC. Oxford City Council (Carfax Ward, Hinksey Park Ward, Jericho & Osney Ward)*  
Oxford Area Committee: - Central/South/West

**Alternative services:-**

- a) Elms Rise and North Hinksey is served by Oxford Bus route 4A (daily up to every 20 mins) and BrookesBus U1 (daily every half-hour). Hinksey Hill is served by Stagecoach service 31 (M-Sat, Hourly).
- b) This is the only public service to South Hinksey, Boars Hill, Bayworth and Sunningwell. North Hinksey and South Hinksey have a free bus service to Cowley Tesco on Tuesdays and Thursdays. Bayworth and Sunningwell have a Tesco free bus service to Abingdon on Mondays and Wednesdays (These services are under review by Tesco).
- c) Wootton is served by Oxford bus routes 4, 4B hourly, daily; (the evening and Sunday service is part of this review – see item A).
- d) Wootton Road, Abingdon is served by R H Transport X15 (Mon-Sat), Heyfordian 114/116 (hourly Mon-Sat) and Town service 42 (4 jnys, Mon-Fri; 2 jnys Sats)

**Current subsidy per annum:-** All routes PT/V7 combined £72,411.

Due to interworking of journeys it is not possible to break down this figure into the individual services.

**\*Average passengers per annum:-** 15,384

**\*Cost per passenger journey** £4.00 (Total contract)

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*On record (public request):-* Earlier morning bus from villages into Abingdon after start of concessionary travel period (after peak bus in Abingdon at 08.55, current next arrival time is 12.25 Mon-Fri).

*Sunningwell* – Needs survey undertaken – retain or improve service.

*Wootton:-* Not wish to lose 44 service

Continued:-

**ITEM D (continued)**

**Contract:- PT/V7 Oxford – Sunningwell – Abingdon  
Service 44**

**Prices sought:-**

PT/V7A – Existing service 44 (Mon-Fri)(Incorporating 218 journeys).

PT/V7B – Modified 44 off-peak only (Mon-Fri)(Incorporating 218 journeys).

PT/V7C – Saturday service (off peaks only)(incorporating 218 journeys).

**ITEM E****Service 46****Contract:- PT/V7 Drayton St. Leonard – Long Wittenham – Appleford - Abingdon**

Note this combined contract also includes routes 43, 44, 48, 49A and 218(Sats).

**Description** One return trip on Fridays between Drayton St Leonard and Abingdon serving Berinsfield, Burcott, Clifton Hampden, Long Wittenham, Appleford and Culham. One return trip on Mondays runs between Clifton Hampden and Abingdon only.

**Operator:-** Grayline Coaches (T/A Local-Link)

**Days of operation:-** Mondays and Fridays only

**Frequency:-** One journey each way

**Parishes served:-** (7) *Abingdon Town Council, Appleford PC, Berinsfield PC, Clifton Hampden PC, Culham PC, Drayton St. Leonard PC, Long Wittenham PC.* South Oxfordshire DC. Vale of White Horse DC.

- Alternative services:-**
- a) Drayton St Leonards has a service to Cowley Centre via Berinsfield (Tues), which then continues to Abingdon (part of this review).
  - a) Berinsfield has regular services to Oxford (106, 116, X39 X40), and Wallingford (106, X39, X40), daily together with a direct hourly service to Abingdon (114/116) Mon-Sat. Service 97 runs to Didcot via Long Wittenham Mon-Sat (4 jnys).
  - b) Burcott and Clifton Hampton have the direct 114/116 to Abingdon (Mon-Sat) and route 97 to Didcot
  - c) Long Wittenham a link to Didcot and Berinsfield on route 97 (4 jnys e.w. Mon-Sat).
  - d) This is the only bus service to Appleford although there is a train service from the rail station to Oxford/Didcot (daily). This is mainly at peak times; off-peak service is poor although has been improved from December 2009 timetable. Appleford does however have a free bus to Didcot Tesco on Mondays and Wednesdays (service under review by Tesco's).
  - e) Culham has an hourly service Mon-Sat (except evenings) (route 32) to Abingdon and Didcot and 5 jnys on Sundays on route 32A
  - f) Berinsfield, Burcott, Clifton Hampden and Culham also have a free bus to Abingdon Tesco on Mondays and Wednesdays (service under review by Tesco).

**Current subsidy per annum:-** All routes PT/V7 combined £72,411.

Due to interworking of journeys it is not possible to break down this figure into the individual services.

**\*Average passengers per annum:-** 1,275

**\*Cost per passenger journey** £4.00 (Total contract)

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

Continued:-

**ITEM E (continued)**

**Contract:- PT/V7 Drayton St Leonard – Long Wittenham – Appleford - Abingdon  
Service 46**

**Comments from consultation:-**

*Appleford* – Strong representation for better service. Current times allow insufficient time in Abingdon for shopping.

*Long Wittenham* – Removal of service would be disappointing but understandable in view of lack of use. Lack of awareness of existing service.

*Vale of White Horse DC:-* Service between Appleford and Abingdon is extremely important and well used and should be enhanced at the expense of the link to Drayton St Leonards, a settlement which has good alternative services.

*Bus Users UK:-* Add new peak hour routes to attract commuters:- 46A Sutton Courtenay to Appleford and Culham (relieve use of Didcot Parkway). 46B Berinsfield – Milton Park via Long Wittenham and Appleford.

**Prices sought:-**

Following the normal consultation with existing operators at an early stage in the review Whites Coaches have also made a “de minimis” offer to vary their current contract PT/S78 (Berinsfield-Didcot)(service 97) to provide a Monday to Saturday service over this route to all points except Drayton St Leonards. Details of the quote received are contained within Confidential Annex 2.

The changes proposed under contract PT/V7 in respect of this service and (service 49A – item G) means that the village of Drayton St. Leonard could lose its public bus services in their entirety. Negotiations were entered into with Whites to see if two journeys on the 97 (which starts in Berinsfield) could be extended to start and finish in Drayton St. Leonards on up to two days per week. The outcome of these discussions will be reported in Confidential Annex 2.

**ITEM F**

**Service 48**

**Contract : PT/V7 Oxford (Jericho) – Cowley - Abingdon**

Note this combined contract also includes routes 43, 44, 46, 49A and 218(Sats).

**Description** One return trip on Wednesdays between Oxford, Jericho, Canal Street to Cowley Centre and Abingdon via South Parks and Longwall.

**Operator: -** Grayline Coaches (T/A Local-Link)

**Days of operation:-** Wednesdays only

**Frequency:-** One journey in each direction

**Parishes served:-** Abingdon Town Council,  
Oxford City Council (Carfax Ward, Cowley Ward, Holywell Ward, Iffley Fields Ward, Jericho & Osney Ward, St. Marys' Ward)  
Area Committees:- Central/South/West, Cowley, East Pl'ment.

**Alternative services:-** a) Jericho has an hourly service to Oxford City Centre (route 17)  
b) Cowley Centre is served by routes 1, 5, 10, 12, 16, 101, 103/104 all of which run to/from the City Centre at very frequent intervals.

**Current subsidy per annum:-** All routes PT/V7 combined £72,411.  
Due to interworking of journeys it is not possible to break down this figure into the individual services.

**\*Average passengers per annum:-** 194

**\*Cost per passenger journey** £4.00 (Total contract)  
(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Loading breakdown:-**

- a) This service was introduced at the last review of services in this area in 2006 following requests received during consultation. Appears to have about 5 regular users.
- b) Originally served Bellbroughton Road (instead of service 218) but this diversion was withdrawn June 2008 (following review) which showed no usage of this section.

**Comments from consultation:-**  
None

**Prices sought by tender:-**  
None

In view of the fact that this service deployed what was otherwise spare time in the schedule for service 44 and the low level of usage, no replacement was put out to tender as this route failed to meet the criteria set out in the Bus Strategy. The journey can be made on a regular basis Mondays to Saturdays daytime with one change of bus at the Westgate Centre.

**ITEM G**

**Service 49A**

**Contract:- PT/V7 Drayton St. Leonard – Baldons – Cowley - Abingdon**

Note this combined contract also includes routes 43, 44, 46, 48, and 218(Sats).

**Description:-** One return trip on Tuesdays between Drayton St Leonard and Abingdon serving Berinsfield, Marsh Baldon, Toot Baldon, Kings Copse, and Cowley Centre.

**Operator:-** Grayline Coaches (T/A Local-Link)

**Days of operation:-** Tuesdays only

**Frequency:-** One journey each way

**Towns/Parishes served:-**

(7) *Abingdon Town Council, Berinsfield PC, Drayton St. Leonard PC, Garsington PC, Marsh Baldon PC, Toot Baldon PC.* Oxford City Council.(*Blackbird Leys PC, Blackbird Leys Ward, Cowley Ward*);  
Area Committee;- Cowley  
South Oxfordshire DC. Vale of White Horse DC

**Alternative services**

- a) Drayton St Leonards has a service to Abingdon via Appleton on a Friday (part of this review).
- b) Berinsfield has regular services to Oxford (106, 116, X39 X40), and Wallingford (106, X39, X40), daily together with a direct hourly service to Abingdon (114/116) Mon-Sat. Service 97 runs to Didcot via Long Wittenham Hourly Mon-Sat (4 jnys).
- c) Marsh Baldon, Toot Baldon and Kings Copse have a service to Cowley Centre and Oxford City on Wednesday and Friday (service 49).- part of this review.
- d) Long Wittenham a link to Didcot and Berinsfield on route 97 (4 jnys e.w. Mon-Sat).

**Current subsidy per annum** : - All routes combined £72,411.

**\* Average passengers per annum:** - 49A - 361

**\* Cost per passenger journey:** - £4.00 (Total contract)

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Baldons* – Operate 49 on more days or divert jnys on route 116 via Baldons.

*Nuneham Courtenay* – Strongly support retention – do not give long enough at Cowley Centre or in City.

*South Oxfordshire DC*:- Recent parish plan in the Baldons expressed view that retention of bus service is important (not specific to 49A). Consider operating 49 on more days per week.

**Prices sought by tender:-**

None

In view of the fact that this service deployed what was otherwise spare time in the schedule for service 44, a possible replacement facility to Drayton St Leonard is incorporated as an option in contract PT/V 7 (service 46) – see Item E - and to the Baldons in contract PT/O3 (see item T)

**ITEM H**

**Service 206**

**Contract:- PT/V12 Oxford City – Waterways Development**

Note this combined contract also includes routes 14X and 218 (Wednesday-Friday)

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**Description:-** Service 206 – Service from the City (Magdalen Street) to the Waterways Development off the Woodstock Road. Also serves Bainton Road This uses the same vehicle as for route 218. (206 is currently wholly funded from S106 contribution).

**Operator:-** R H Transport

**Days of operation:-** Wednesdays, Thursdays, & Fridays only

**Frequency: -** Two return journeys.

**Parishes served:-** Oxford City Council. (Carfax Ward, North Ward, St. Margaret’s Ward, Summertown Ward). Area Committees; - Central/South/West, North

**Alternative services: -**

- a) The 206 is the only service to the new Waterways development
- b) Woodstock Road is served by frequent routes 6, 18, 18A. 300, S2 and S3 (daily).
- c) Service 17 operates daily along St Margaret’s Road, the other end of Hayfield Road from Bainton Road.

**Current subsidy per annum: -** £1,705 (all S106 monies from Developers).

**\*Average passengers per annum: -** 206 = Nil (123 including those discounted).  
No recorded passengers on 206, (exclusive to this route), during our surveys.

**\*Cost per passenger journey: -** 206 / 218 combined = £4.29  
(and also includes 14X – PT/O 8)

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

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**Comments from consultation:-**

*North Area Committee:-* Waterways has no other bus service but not useful at present. Provide service into town about 08.30 and back at 16.30; many people would use this (request from resident).

*Bus Users UK:-* Run 5 or 6 days per week and evaluate whether more journeys would attract significantly more passengers.

**Prices sought by tender:-**

Any contract awarded would have to be funded from the County Council Bus subsidy budget as all the S106 money has now been used up.

PT/O5 - Broad contract to provide limited service Peak/off-peak using any available vehicle  
Timetable to be devised by operator.

PT/V12 – Option to divert one jny each way on route 219 (Bladon – Oxford).



**ITEM I**

**Service 218**

This service is currently covered by two separate contracts

**Contract V7: Wytham – Oxford (Sats)**

Note this combined contract also includes routes 43, 44, 46, 48, and 49A.

**Contract V12: Woodstock- Bladon – Wytham – Oxford (Wed – Fri)**

Note this combined contract also includes route 14X and 206 (Wednesday-Friday)

**Description:-** Service between Woodstock and Oxford serving Bladon, Cassington, Godstow, Wytham, Wolvercote, Five Mile Drive and Summertown:- Saturdays operates from Wytham to Oxford City only. Vehicle also operates route 14X (contract PT/O8).

**Operator:-** R H Transport (Wed-Fri), Grayline Coaches (T/A Local-Link)(Sats)

**Days of operation:-** Wednesdays, Thursdays, & Fridays only under PT/V12  
Saturday service is provided under contract PT/V 7

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

**Towns/Parishes served**

(6)Bladon PC, Cassington PC, Woodstock PC, Wytham PC, Yarnton PC  
Cherwell DC. West Oxfordshire DC. Vale of White Horse DC  
Oxford City Council. (Carfax Ward, North Ward, St. Margaret’s Ward, Summertown Ward, Wolvercote Ward).  
Area Committees; - Central/South/West, North

**Alternative services:-**

- a) Bladon has a Mon-Sat service to Witney and Woodstock on routes 242
- b) Cassington has stops on the main A40 for routes S2, 18/A, and 853 (daily) but far end of village is about 650m from main road.
- c) Wolvercote is served by route 6 (Daily) – also part of this review.(Eves & Suns service)
- d) This is the only public transport to Wytham and Godstow
- e) Five Mile Drive has regular services at either end of the estate on the A44 or Banbury Roads but the further parts of are more than 400m from nearest stops.

**Current subsidy per annum:** - Service 218 - £18,228.73 (cost includes 14X - PT/O 8).

**\*Average passengers per annum:** - 2,784.

**\*Cost per passenger journey:** -  $206 / 218 = £4.29$  (includes 14X – PT/O 8)

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Bladon P.C:-* All users are from Heath Lane area – convenient service to Oxford avoiding going via Woodstock.

*Cassington P.C:-* Needs Survey undertaken. Bus takes too long to get to Oxford; Allow longer stay in Oxford (return 14.00). Run twice daily. Run 18 service through village.

*Bus Users UK:-* Run twice per day on the days that it runs

Continued:-

**ITEM I (continued)**

**Service 218**

**Contract V7: Wytham – Oxford (Sats)**

**Contract V12: Woodstock- Bladon – Wytham – Oxford (Wed – Fri)**

**Comments from consultation (continued):-**

*Public Letters:-* 8 individual letters from residents of Lakeside Estate requesting retention

*Public Letters:-* 2 individual letters from residents Wytham village with concerns over loss of service.

**Prices sought by tender:-**

PT/V 7:- To maximise vehicle utilisation, incorporated in the specification for service 44 (see Item D). Retains one return journey from Wytham to City but option to run up to 6 days per week

PTV12 :- Shopping Service Bladon – City (with option to serve Waterways Estate).

**OXFORD AREA CONTRACTS (to be normally awarded for 6 years)****ITEM J****Service 2A****Contract PT/O2:- Diversion via Lyne Mead Estate, Kidlington**

**Description:-** The diversion of otherwise commercial service operated by Oxford Bus to serve the Banbury Road and Lyne Mead area of Kidlington during the evenings and Sunday daytime. The service on route 2A round these roads at all other times is provided commercially. Were this section not funded then service 2A would only operate via Grovelands.

**Operator:-** Oxford Bus Company

**Days of operation:-** Daily evenings after 20.00 and all day Sundays /Public Holidays

**Frequency:-** Hourly

**Towns/Parishes served:-** Gosford & Water Eaton PC, Kidlington PC, Oxford City. Cherwell DC.

**Alternative services: -** Commercial Services Oxford Bus 2A and Stagecoach 7A/B cover the whole route except the short section round Lyne Mead estate at the times that this contract operates.  
Stagecoach 59 (Oxford –Banbury) has 4 jnys each way on Sunday daytime that serve the Banbury Road north of the High Street (adjacent to Lyne Mead) (introduced June 2009).

**Current subsidy per annum: -** £20,053.58

**\*Average passengers per annum: -** Mon – Sat Eves - 4,574      Suns = 2,132

**\*Cost per passenger journey: -** £3.23 Mon-Sat eves (Cost £14,780 estimated)  
£2.47 Sundays (Cost £5,273 estimated).

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Outstanding requests or suggestions on record:-**

*Kidlington PTR:-* Regular service to The Moors Kidlington – replacing commercial withdrawal (served by local routes 203 and 223 at present)

**Comments from consultation:-**

*Kidlington Parish Plan (2007):-* Relatively well served; Improve links to Oxford Station.

*Public Letter:-* 1 letter received in support of continuation

**Prices sought:-**

As this was already a “de minimis” agreement with Oxford Bus, negotiations were entered into with the operator at an early stage in the review. Oxford Bus have offered to continue to serve Lyne Mead at all times (including those presently covered by this contract) at no cost, as part of the Quality Bus Partnership Agreement (QBP) recently entered into with the County Council. This would apply from the commencement of the QBP which is likely to be later than the 6<sup>th</sup> June 2010 (possibly Sept 2010). Authority is sought to continue the existing PT/O20 at the current price until the QPA commences (when PT/O20 will then be discontinued); full details will be contained in Confidential Annex 2.

NOTE: The QBP may also result in a revision to the routings within Kidlington with both operators serving this area in future.

**ITEM K**

**Service 6**

**Contract: PT/O9:- Oxford City – Wolvercote**

**Description:-** Support for service direct via Woodstock Road to Wolvercote village via Mere Road. Terminates at Magdalen Street East.

**Operator:-** Oxford Bus Company

**Days of operation:-** Monday to Saturday Evenings after 18.30  
All day Sundays and Public Holidays

**Frequency:-** Half Hourly. Note: This is the contracted frequency. Evenings the service is supported from 18.45 hours but a 20 min service is operated until 21.00 voluntarily by the operator.  
On Sundays between 12.00 -17.00 Oxford Bus Company voluntarily operates every 20 mins to achieve schedule efficiency.

**Towns/Parishes served** Oxford City

**Alternative services**

- a) Woodstock Road is also served by Park & Ride 300 to Peartree Mon-Sat eves, and Sunday daytime and buses observe all stops at these times. There is no 300 service on Sunday evenings. The Mon-Sat evening operation is currently supported and is part of this review.
- b) There is also a limited service on Stagecoach route S3 along Woodstock Road in the evenings, and a half-hourly service on S3 during Sunday daytime.
- c) This is the only service to Wolvercote village at the times that this contract applies. There is one daytime jny each way on route 218 (that continues to Wytham) on Wednesdays to Saturdays.

**Current subsidy per annum: -** £42,802.17

**\*Average passengers per annum: -** Eves (daily) 66,780 Suns = 46,895

**\*Cost per passenger journey: -** Mon-Sat eves = £0.42p (cost £27,913 pa)  
Suns = £0.32p (cost £14,890 pa)

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Public Letters:-* 4 letters of support for continuation

*North Area Committee:-* Already good value so should be no reduction. Helpful if extended to Rail station.

**Prices sought:-**

As the Oxford Bus Company operates most of this service commercially, negotiations were entered into with the operator at an early stage in the review. Oxford Bus has decided to declare the whole of the service 6 operation to be commercial as from the date of the cessation of this contract. Whilst the final version of the timetable is not yet available, the Company has advised that the service levels will be broadly as now (throughout operating period) with no requirement for any extra “de minimis” trips requiring funding by the County Council.

**ITEM L**

**Service 10.**

**Contract:- PT/O1:- Oxford City – Cowley – J.R. Hospital**

**Description:-** Service from Oxford City Centre (Speedwell Street) to J R Hospital via Cowley Centre, Holloway, The Slade, Wood Farm and Headington. A “de minimis” agreement extends the commercial daytime service into the evenings and early journeys on Sunday mornings.

**Operator:-** Stagecoach in Oxfordshire

**Days of operation:-** Daily evenings after approx. 19.00 and certain early AM jnys on Sundays and Public Holidays. (NB additional N10 jnys run after last contracted bus on F/Sat evenings from 20/9/09 – these are commercial operations and only run between City and Headington via Cowley and replace N15 jnys). Sunday daytime service is mainly commercial (except early AM jnys).

**Frequency:-** Every 30 mins

**Towns/Parishes served:-** Oxford City

**Alternative services**

- a) The section from the City to Cowley is the same as Stagecoach routes1 and Oxford Bus route 5.
- b) BrookesBus U5 (Oxford Bus Co) also serves the City, Cowley Road, Holloway and The Slade, daily
- c) This is however the only service along Horspath Road.
- d) Oxford Bus Co service 15 offers an alternative service to/from the City from Wood Farm
- e) It is the only link from Cowley / Wood Farm area to/from Headington and the J.R. Hospital.

**Current subsidy per annum: -** £69,500

**\*Average passengers per annum: -** Mon-Sat eves – 87,819  
 Sunday (all day) – 23,792 (AM jnys & Eves)

**\*Cost per passenger journey: -** £0.62p

Above data is based on former U10 operation – replaced by 10 (eves & Suns) from 29/6/09 with the loss of the BrookesBus work. U10 followed a slightly different route.

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Public Letters:-* One letter in support of evening service.

*South East Area Committee:-* Stressed need for bus service Cowley Centre direct to Hospitals.

**Prices sought:-**

As Stagecoach Oxford already operate most of service 10 commercially, negotiations were entered into with the operator at an early stage in the review. Stagecoach has decided to declare the whole of the service 10 operations to be commercial on Thursdays, Fridays and Saturday evenings as from the date of the cessation of this contract. A “de minimis” price has therefore been sought to continue the same level of service on Sundays to Wednesdays plus two existing early morning journeys on Sundays. Prices are given in Confidential Annex 2.

**ITEM M**

**Services 12, 12A**

**Contract: - PT/O 25 Oxford City – Cowley – Greater Leys (PT/O 32 from 8/2/10)**

**Description:-** Support for service from Oxford City Centre via Cowley Road to Cowley Centre then circular route (in clockwise direction) via Greater Leys Estate, returning to Cowley Centre Route12)  
 Service 12A is an off-peak shuttle between Cowley Centre and Greater Leys and back following the same route as the 12  
 Service 12B are certain peak hour buses that run to/from City Centre but at the Greater Leys end serve Watlington Road and Unipart direct to/from the Cowley Road passing Oxford Business Park (and not serving Cowley Centre). The Unipart diversion is a commercial initiative.

**Operator:-** Stagecoach in Oxfordshire

**Days of operation:-** Mon-Sat daytimes (Contract O14 – service 12C runs evenings, daily).

**Frequency:-** Broadly every half-hour peaks (services 12/12B)  
 Off-peaks service 12/12A combined give 20min service Cowley - Greater Leys – Cowley with one bus per hour (12 service) continuing to/from City.

**Towns/Parishes served:-** Blackbird Leys PC. Oxford City.

- Alternative services: -**
- 1) Cowley Road is served by very frequent commercial services 1, 5 10 and Brookes U5.
  - 2) Supported routes 101 and 103 also go this way and additionally serve parts of Watlington Road.
  - 3) The 12C replaces these routes in the evenings (daily)

**Subsidy per annum to 8.2.10: -** Joint contract with O10 (16/16A/16B) and O14 (12C) = £232,861p.a.

**\*Average passengers per annum: -** 184,056

**\*Cost per passenger journey: -** £0.63p = (Cost £115,280 estimated)  
 (NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures.

**Comments from consultation:-**

*Public Meeting (Jan 2010);* Concerns over reliability. Should be “limited stop” along the Cowley Road

*Public Letter:-* One; requesting operation both ways round estate (as prior to 2006)

*South East Area Committee:-* Support for service but some “unhappiness” about the Operation.

**Prices sought:-**

Following the normal consultation with existing operators at an early stage in the review Stagecoach Oxford decided to declare this contract as a mainly **commercial operation with effect from 8<sup>th</sup> February 2010**. the following changes also took place from this date:-

- a) Service reduced off-peak from every 20 mins Greater Leys – Cowley (with every 60 mins extended through to City) to a regular 30 mins service Greater Leys – City and route 12A was withdrawn.
- b) The service 12B jnys were maintained.

Continued:-

**ITEM M (continued)**

**Services 12, 12A**

**Contract: - PT/O 25 Oxford City – Cowley – Greater Leys**

**(PT/O 32 from 8/2/10)**

**Prices sought (continued):-**

From 8<sup>th</sup> February 2010 the County Council entered into a short-term “De minimis” contract (PT/O 32) until 5<sup>th</sup> June 2010 for the following existing journeys which were NOT declared as commercial, the aim being to maintain the existing timetable until such time as the whole review of Oxford City services had been concluded. The currently supported jnys are:-

Supported journeys, Mondays to Fridays from City

06.15 City – Greater Leys via Unipart (12B)

06.45 City – Greater Leys (12)

Supported journeys, Mondays to Fridays from Greater Leys

06.07 Grenoble Rd to City (06.11 from Elder Way)

Commercial 19.12 Elder Way to Cowley Centre (19.24) – Extended to City (arr 19.40)

=====

Supported journeys, Saturdays from City

07.51 Cowley Centre to Greater Leys

19.15 City to Greater Leys.

Supported journeys, Saturdays from Greater Leys

07.38 Grenoble Rd to City (07.42 from Elder Way)

18.30 Commercial Elder Way to Cowley Centre (18.42) – Extended to City (arr 19.59)

19.12 Commercial Elder Way to Cowley Centre (19.24) – Extended to City (arr 19.40)

19.42 Elder Way to City

=====

Details of the costs of the short term contract are given in Confidential Annex 2

From 6<sup>th</sup> June 2010:-

- a) Stagecoach will discontinue commercial 12B jnys via Unipart (partly replaced by option in contract PT/O3 – service 84 – Item U).
- b) The company will consider the best routeing into and out of the City Centre.
- c) The County Council will review usage of the above journeys and seek a “de minimis” price to continue those that are considered to be of value. The outcome of this investigation is reported in Confidential Annex 2.

**ITEM N**

**Service 12C**

**Contract: - PT/O14 City – Littlemore – Greater Leys – City (eves. daily)**

**(PT/O 32 from 8/2/10)**

**Description:-** Support for service from Oxford City Centre via Iffley Road, Rose Hill, Littlemore, Sandford, Science Park, Kassam Stadium, Greater Leys, Cowley Centre and Cowley Road to City. Circular route in above direction (anticlockwise) only.

**Operator:-** Stagecoach Oxford

**Days of operation:-** Daily, evenings

**Frequency:-** Hourly from 20.00 ex City until 23.00 (4 trips)  
(covers daytime routes 106 and 12)

**Towns/Parishes served:-** Blackbird Leys PC, Littlemore PC, Oxford City, Sandford on Thames PC (South Oxfordshire DC)

- Alternative services: -**
- a) Iffley Road as far as Rose Hill is served by routes 3 and 4/4B in the evenings.
  - b) Blackbird Leys, Cowley Centre and Cowley Road by routes 1, and 5
  - c) Littlemore has an hourly service to the City on route 16 (evenings, daily).
  - d) This is the only evening service to Sandford and Greater Leys (and the only service to these places on Sundays)
  - e) Daytime services to the Kassam Stadium and Cinema Complex are provided on route 106

**Subsidy per annum to 8.2.10: -** Combined price with contracts PT/O10 and O25

**\*Average passengers per annum: -** 7,432

**\*Cost per passenger journey: -** £4.33

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Public Meeting (Jan 2010);* Request for Sunday daytime service.

*South East Area Committee:-* Support for Sunday service.

**Prices sought:-**

Following the normal consultation with existing operators at an early stage in the review Stagecoach Oxford confirmed that this operation was not commercial.

However the contract awarded in 2006 was for a combined price for O10 (route 16), O25 (route 12) and this service. With the commercial declarations of routes 12 and 16 this combined contract was surrendered as from 7<sup>th</sup> February 2010.

From 8<sup>th</sup> February Stagecoach Oxford quoted a combined price to continue the existing service unaltered (PT/O 32) together with the additional extra journeys listed on route 12 above (was PT/O 25 – Item M). These prices are given in Confidential Annex 2.

**From 6<sup>th</sup> June, De minimis prices sought from current operator for:-**

PT/O14A:- Existing evening 12C (with minor modifications)(renumbered 112).

PT/O14B:- Sunday daytime service (which may follow daytime 12 route)



**ITEM O****Services 14, 14A**

**Contract: - PT/O 11 Oxford Rail Station - City – Marston – J.R. Hospital (PT/O 33 from 8/2/10).**

**Description:-** Support for service from Oxford Rail Station to the John Radcliffe Hospital via Banbury Road, Marston Ferry Road. 14A journey operate via Marston Village.

**Operator:-** Stagecoach in Oxfordshire

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

**Frequency:-** Half-hourly (hourly via Marston Village). 06.00 -19.00  
(NB: route covered by service 17A eves (Daily) and 17C Sun daytime – see contract PTO2 – Item R))

**Towns/Parishes served** Oxford City, Old Marston PC.

- Alternative services**
- a) Banbury Road between Magdalen Street and Marston Ferry Road is also served by frequent buses on routes 2/A/B, 7A/B, 25/A, 59/A, 94, 218, 500 and S5.
  - b) Marston Ferry Road is also served by routes 100, 700 and 800 (M-F daytime).
  - c) This is the main service to Marston village although shoppers service 14X also currently runs on three days per week to Marston shops (1 jny e.w.). Part of this review (PT/O8 – item P).
  - d) This route together with the 100 links the Banbury Road area to the Rail Station but service 13 provides an alternative service from the station to J R Hospital via a longer route (daily).
  - e) New commercial route 100 duplicates this route between the Rail Station (Frideswide Square) and J.R Hospital, Monday to Fridays off-peak hours (half – hourly) but does not serve Marston village

**Subsidy per annum to 8.2.10: -** £139,956

**\*Average passengers per annum: -** 89,284

**\*Cost per passenger journey: -** £1.57p

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Andrew Smith MP:-* Seeking clarification of possible cuts to Marston Village service.

*Central, South, West Area Committee:-* Useful cross city route.

*North Area Committee:-* May not be essential; 700 and 800 cope with schools movement.

Need for North Oxford – Rail station link.

*North East Committee:-* Retain existing service to Marston Village.

*Public Letters:-* Five from Marston village supporting retention of service.

**Prices sought:-**

Following the normal consultation with existing operators at an early stage in the review Stagecoach Oxford decided to declare this contract as a mainly **commercial operation with effect from 8<sup>th</sup> February 2010**; The following changes also took place from this date:-

- a) Service headway slightly widened during AM and PM peaks to aid reliability.

Continued:-

**ITEM O (continued)**

**Services 14, 14A**

**Contract: - PT/O 11 Oxford Rail Station - City – Marston – J.R. Hospital  
(PT/O 33 from 8/2/10)**

**Prices sought:- (Continued)**

- b) 14A service via Marston Village was deemed as non-commercial (for the section via the village), but Stagecoach were prepared to continue existing journeys via this route as part of the “de minimis” package.
- c) The Saturday daytime service was only deemed commercial at an hourly frequency

From 8<sup>th</sup> February 2010 the County Council entered into a short-term “De minimis” contract (PT/O 33) until 5<sup>th</sup> June 2010 for the following existing journeys which were NOT declared as commercial, the aim being to maintain the existing timetable until such time as the whole review of Oxford City services had been concluded. The currently supported jnys are:-

Supported journeys, Mondays to Fridays from J.R. Hospital (peak headways widened)

05.55 J R Hospital to Rail Station

Supported journeys, Mondays to Fridays from Oxford Rail Station (peaks widened)

19.00 Rail Stn – J.R. Hospital

=====

Supported journeys, Saturdays from J.R. Hospital

06.40 J.R to Rail Station (14A)

07.40 J.R to Rail Station (14)

08.40 J.R to Rail Station (14)

09.50 J.R to Rail Station (14)

10.50 J.R to Rail Station (14)

11.50 J.R to Rail Station (14)

12.50 J.R to Rail Station (14)

13.50 J.R to Rail Station (14)

14.50 J.R to Rail Station (14)

15.50 J.R to Rail Station (14)

16.50 J.R to Rail Station (14)

17.50 J.R to Rail Station (14)

18.20 J.R to Rail Station (14)

18.50 J.R to Rail Station (14)

Supported journeys, Saturdays from Oxford Rail Station

06.20 Rail Station to J.R. (14)

07.15 Rail Station to J.R. (14)

07.45 Rail Station to J.R. (14)

08.15 Rail Station to J.R. (14)

09.20 Rail Station to J.R. (14A)

10.20 Rail Station to J.R. (14A)

11.20 Rail Station to J.R. (14A)

12.20 Rail Station to J.R. (14A)

13.20 Rail Station to J.R. (14A)

14.20 Rail Station to J.R. (14A)

15.20 Rail Station to J.R. (14A)

16.20 Rail Station to J.R. (14A)

17.20 Rail Station to J.R. (14A)

18.20 Rail Station to J.R. (14A)

18.50 Rail Station to J.R. (14)

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Details of the costs of the short term contract are given in Confidential Annex 2

From 6<sup>th</sup> June 2010:-

- a) The County Council will review usage of the above journeys and seek a “de minimis” price to continue those that are considered to be of value.
- b) Additionally an alternative option for enhancing the Saturday daytime service by running routes 17A/17C is included under contract PT/O2.
- c) The outcome of this exercise will be reported in Confidential Annex 2.

**ITEM P****Service 14X****Contract: - PT/O8:- Old Marston – Marston (Cherwell Drive shops)**


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<b>Description</b>	Shoppers service from Old Marston Bradlands to shops in Marston Road and Cherwell Drive / Headley Way.
<b>Operator</b>	R.H. Transport services
<b>Days of operation</b>	Wednesdays, Thursdays, Fridays only
<b>Frequency</b>	One journey in each direction. Allows about 30 minutes for shopping
<b>Towns/Parishes served</b>	Oxford City. Old Marston P.C.

**Alternative services**

- a) Marston village is served hourly by route 14A daytime (Mon-Sat) (17C Suns daytime). This service at one time double-ran to Cumberledge Close via Mill Lane (on the 14X route) but this involved a reversing manoeuvre and was discontinued.
- b) Marston Road is served by the 13, X13 (City – J.R. Hospital) and the U5 (City – Marston Road via Cowley). Cherwell Drive and Headley Way are both served by the 14/A, 100, 700 and 800 which operate along Marston Ferry Road to the Banbury Road.

**Current subsidy per annum:** - Included in contract PT/V 12 – worked by same bus**\*Average passengers per annum:** - 1,465 - average of 5 regular users each way.**\*Cost per passenger journey:** - N/A (Combined with routes 206/218)**Comments from consultation:-***Cllr Nils Bartleet:-* Could withdraw due to low usage.*North East Area Committee:-* Retain 14X service to Old Marston.*Bus Users UK:-* Evaluate subsidising 14X to operate twice per day on the days that it runs.**Prices sought:-**

PT/O5 -Option to include as part of 206 operation (as now)

Also discussion with OCC (Special Transport Services) as to possible operation as local route H1. The outcome of these discussions will be reported in Confidential Annex 2.

**ITEM Q**

**Services 16, 16A,16B**

**16 Minchery Farm – City (Via Florence Park and Donnington Bridge)**

**16A Cowley Centre City – Minchery Farm (Via Herschel Crescent)**

**16B Minchery Farm – City (Via Florence Park and Iffley Road)**

**Contract: - PT/O 10. (PT/O 34 from 8/2/10)**

**Description:-** Support for service from St Aldate's to Minchery Farm via Abingdon Road, Donnington Bridge, Florence Park, Cowley Centre and Littlemore. The 16A operates Mon-Sat off peak as a local service between Cowley Centre and Minchery Farm (serving Herschel Crescent). Certain peak jnys operate inbound to the City via Iffley Road and High Street as 16B.

**Operator:-** Stagecoach in Oxfordshire

**Days of operation:-** Daily

**Frequency:-** Every 30 – 40- mins peaks (hourly Suns and Eves) Off-peak there is a 20 minutes frequency between Minchery Farm and Cowley with one bus per hour continuing to the City via Donnington Bridge and the Abingdon Road

**Towns/Parishes served:-** Oxford City. Littlemore P.C.

**Alternative services:-**

- a) Abingdon Road has numerous services including X2, X3/X13, X4, X23, 31, X32,X39/X40, 34, 35, 44, 200 and 300.
- b) This is the only service over Donnington Bridge and through Florence Park.
- c) Iffley Road is served by routes 3, 4, 12C, 105/106. Service 85 presently provides an alternative link to Cowley Centre on two days per week.
- d) Service 116 operates from the City via Iffley Rd – certain off peak jnys operate via Cowley Centre and Littlemore (on alternate half hour to through jnys on 16) This route continues to Abingdon via Berinsfield village
- e) Cowley Centre is served by routes 1, 5, 10, 12/A, 12C, 85-87, 101, 103/4.
- f) Littlemore is also served by 105/106 and 116 (see d) above)

**Subsidy per annum to 8.2.10: -** PT/O10 - £232,861  
(Combined contract with O14 (12C) and O25 (12/12A)).

**\*Average passengers per annum: -** PT/O10 – Mon-Sat = 225,547  
Suns = 19,002

**\*Cost per passenger journey: -** PT/O10 Mon-Sat £0.21p (Cost £46,862 estimated)  
PT/O10 Suns £1.87 (Cost £35,508 estimated)

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Cllr Tanner:-* Support for Cowley – Rose Hill service via Rymers Lane and Florence Park.

*South East Committee:-* 16A not well used; Extend via Florence Park to Rose Hill (possibly as a circular route via Littlemore). Support for evening service.

*Public Letter:-* request better service fro Florence Park.

Continued:-

**ITEM Q (continued)**

**Services 16, 16A, 16B**

**Contract: - PT/O 11 City – Cowley – Minchery Farm  
(PT/O 34 from 8/2/10)**

**Prices sought:-**

Following the normal consultation with existing operators at an early stage in the review Stagecoach Oxford decided to declare this contract as a mainly **commercial operation with effect from 8<sup>th</sup> February 2010**. the following changes also took place from this date:-

- a) Service reduced off-peak from every 20 mins Minchery Farm – Cowley (with every 60 mins extended through to City) to a regular 30 mins service Minchery Farm – City and route 16A was withdrawn.
- b) The service 16B peak jnys via Iffley Road (inbound) were maintained.
- c) The evening service after 20.15 was declared as non-commercial.
- d) The Sunday daytime service (hourly) was declared commercial between 10.15 and 18.08.

From 8<sup>th</sup> February 2010 the County Council entered into a short-term “De minimis” contract (PT/O 34) until 5<sup>th</sup> June 2010 for the following existing journeys which were NOT declared as commercial, the aim being to maintain the existing timetable until such time as the whole review of Oxford City services had been concluded. The currently supported jnys are:-

Supported journeys, Mondays to Fridays from Minchery Farm

05.35 Minchery Farm – City  
 06.05 Minchery Farm – City  
 20.15 Minchery Farm – City  
 21.15 Minchery Farm – City  
 22.15 Minchery Farm – City  
 23.15 Minchery Farm – City

Supported journeys, Mondays to Fridays from City

06.05 City – Minchery Farm  
 06.35 City – Minchery Farm  
 20.45 City – Minchery Farm  
 21.45 City – Minchery Farm  
 22.45 City – Minchery Farm  
 23.45 City – Minchery Farm

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Supported journeys, Saturdays from Minchery Farm

07.15 Minchery Farm – City  
 17.42 Minchery Farm – City  
 20.15 Minchery Farm – City  
 21.15 Minchery Farm – City  
 22.15 Minchery Farm – City  
 23.15 Minchery Farm – City

Supported journeys, Saturdays from City

07.45 City – Minchery Farm  
 18.15 City – Minchery Farm  
 20.45 City – Minchery Farm  
 21.45 City – Minchery Farm  
 22.45 City – Minchery Farm  
 23.45 City – Minchery Farm

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Supported journeys Sundays from Minchery Farm

08.15 Minchery Farm – City  
 09.15 Minchery Farm – City  
 18.15 Minchery Farm – City  
 19.15 Minchery Farm – City  
 20.15 Minchery Farm – City  
 21.15 Minchery Farm – City  
 22.15 Minchery Farm – City

Continued:-

**ITEM Q (continued)**  
**Services 16, 16A, 16B**  
**Contract: - PT/O 11 City – Cowley – Minchery Farm**  
**(PT/O 34 from 8/2/10)**

Supported journeys, Sundays from City

08.45 City – Minchery Farm  
09.45 City – Minchery Farm  
18.45 City – Minchery Farm  
19.45 City – Minchery Farm  
20.45 City – Minchery Farm  
21.45 City – Minchery Farm  
22.45 City – Minchery Farm

Details of the costs of the short term contract are given in Confidential Annex 2

From 6<sup>th</sup> June 2010:-

The County Council will review usage of the above journeys and seek a “de minimis” price to continue those that are considered to be of value. The outcome of this investigation is reported in Confidential Annex 2.

**ITEM R**

**Services 17, 17A, 17C**

**Contract: - PT/O2:- City – Jericho – Cutteslowe / J.R. Hospital**

**Description:-** **17:-** Service from Oxford (New Road) via Magdalen Street , Canal Street, Walton Street (Jericho), Summertown, Banbury Road, Cutteslowe North (Templar Road ) and Cutteslowe South (Wren Road).(M-Sat Daytime)

**17A:-** Service from Oxford Rail Station via Magdalen Street, Walton Street (Jericho), Banbury Road, Marston Ferry Road to J.R. Hospital (evenings, daily).

**17C:-** As service 17A but also serves Marston village between Marston Ferry Road and the J.R. Hospital (Suns daytime).

**Operator:-** Stagecoach in Oxfordshire

**Days of operation:-** Daily

**Frequency:-** Hourly

**Towns/Parishes served:-** Oxford City, Old Marston P.C.

**Alternative services:-**

- a) This is the only service along Walton Street and to the Canal Street area in Jericho. Evening and Sunday services (17A and 17C go direct along Walton Street but do not serve Canal Street).
- b) Services 6, 18/A, 206, 218, 300, S2 and S3 serve the parallel Woodstock Road; (6 eves & Suns and 300 eves are part of this review).
- c) The service to Templar Road (Cutteslowe North) and Wren Road (Cutteslowe South), in 2006, replaced a former commercial operation and at the further ends are just over 400m from the main Banbury Road routes.
- d) Banbury Road is served by numerous other routes; viz 2/A/B/C/D. 7/7A, 25/A, 59/A, 500, and S5 all to/from the City. Service 17 is however the only route from Banbury Road serving the City centre to the Westgate area.
- e) The 17A and 17C are the only services along Marston Ferry Road and to Marston village at the times that they operate.
- f) The J.R Hospital also has services on route 13/X13 (to the City via Marston Road) and 10 (City via Cowley) at the times that the 17A/17C operates (Eves and Suns).

**Current subsidy per annum: -** £153,325.42

**\*Average passengers per annum:-** 17 – Mon-Sat = 72,878  
 17A – Daily eves = 15,589  
 17C – Sun day = 5,876

**\*Cost per passenger journey: -** 17 /17A/17C = £1.63

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alterative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Cllr Fooks:-* Request service from Cutteslowe South (Wren Road) to North (only one –way loop at present).

Continued:-

**ITEM R (continued)**

**Services 17, 17A, 17C**

**Contract: - PT/O2 City – Jericho – Cutteslowe / J.R. Hospital**

**Comments from consultation:- (continued)**

*Central, South, West Area Committee:-* Needs to be extended to Cutteslowe Children's Centre.

*North Area Committee:-* Vital service for Cutteslowe; demand for evening service. Could 17 terminate at Rail Station?

*Bus Users UK:-* Replace fixed bollards with retractable ones in Hayfield Road and re-route 17 this way.

*Public Letters:-* Three letters in support including a request for Jericho – Rail Station link and more frequent service. Also re-route via Beaumont Street (northbound) vice Little Clarendon Street.

**Prices sought:-**

**PT/O2A:- (1 bus) 17 (Mon-Sat daytime).**

**(1 bus) 17A (eves daily).**

**(1 bus) 17C (Sun, daytime).**

**PT/O2B:- Option 1 (2 buses) 17, 17B (Mon-Fri), (1 bus), 17A evening.**

**(1 bus) 17 (Sat daytime), 17A evening.**

**(1 bus) 17C (Sun daytime), 17A evening.**

**PT/O2B:- Option 2 (2 buses) 17, 17B (Mon-Fri), (1 bus), 17A evening.**

**(2 buses) 17, 17C (Sat daytime), 17A evening.**

**(1 bus) 17C (Sun daytime), 17A evening.**

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**ITEM S**

**Service 49**

**Contract: - PT/O3:- Berinsfield – The Baldons – Cowley – Oxford City**

**Contract O3 comprises the following services:-**

**Service 49 Berinsfield – The Baldons – Kings Copse – Cowley – Oxford**

**Service 85 Donnington Health Centre – Iffley Village – Cowley Centre**

**Service 86 Lye Valley – Fern Hill Road – Cowley Centre**

**Service 87 Rose Hill – Cowley Centre**

**For details on services 85-87 please see item U**

**Description:-** Service 49 is a “market-day” type service from villages just to the south of Oxford, but between Cowley and the City also serves Southfield Park Flats

**Operator:-** Heyfordian Coaches

**Days of operation:-** Wednesdays and Fridays ONLY

**Frequency:-** One journey in each direction during the morning period 09.00 – 14.00.

**Towns/Parishes served:-** *Berinsfield PC, Clifton Hampden PC, Garsington PC, Marsh Baldon PC, Nuneham Courtenay PC, Toot Baldon PC, Oxford City Council*

**Alternative services:-** Berinsfield has regular services to Oxford (106, 116, X39/X40 daily) and Wallingford (106, X39/X40). Also link to Abingdon by routes 46, 114.and 116  
Marsh Baldon has services 106/116/X39/X40 on the main road (A4074) through Nuneham Courtenay. Also 49A to Cowley and Abingdon on Tuesdays (part of this review).  
Toot Baldon and Kings Copse are also currently served by route 49A on Tuesday.

**Current subsidy per annum:** - £14,348.98 (for combined contract)

**\*Average passengers per annum:-** 49 = 4,100

**\*Cost per passenger journey:** - £1.30 (including routes 85-87)

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Bus Users UK:-* Run twice per day on the days that 49 runs.

*Baldons P.C:-* (Parish Plan). Strongly support for more regular service – run more days per week. Divert 116 via Baldons.

*Nuneham Courtenay P.C:-* Strongly support – Current services give insufficient time at Cowley centre or City. Also support diversion of 116 journeys via Baldons.

*South Oxfordshire District Council:-* Supports operation of 49 on more days. Sees benefits in the diversion of 116 but this would mean fewer buses through Sandford on Thames.

NOTE: Service 116 is not part of this review, being a Wallingford area contract.

**Prices sought:- PT/O3:-** The Baldons – Cowley Centre (included with 85-87)

(NB:- would give Mon-Sat service but no through link to City; Southfield Park Flats is not continued due to nil use).

**ITEM T****Service 59****Contract: - PT/O23:- Diversion of Oxford – Banbury service to/from Oxford Airport**

**Description:-** De minimis agreement to divert certain through jnys on route 59 via Langford Lane, Kidlington (Oxford Airport)

Note: The main Oxford – Banbury service is supported under contract PT/C8 which is awarded until 1<sup>st</sup> June 2013. If awarded, this contract may terminate on the same date.

**Operator:-** Stagecoach in Oxford

**Days of operation:-** Mon-Sat

**Frequency:-** 4 off peak jnys e.w. Mon-Fri, 8 jnys e.w. Sats

**Alternative services: -** Commercial services 2C and 2D operated by Oxford Bus serve the Airport every 15 mins during M-F peaks only (05.40 – 09.11 and 15.55 to 19.23). There are no 59 jnys via the Airport at these times. Oxford Bus return/season tickets are accepted on Stagecoach buses.

Kidlington local services 224, 224A also serves Langford Lane (3 jnys per day to Kidlington in AM peak, Mon-Fri and 7 towards Begbroke/Woodstock on Mon-Fri, 4 jnys on Sats).

**Current subsidy per annum** : - £3,232.26

**\*Average passengers per annum:** - Estimated as roundly 3,000 p.a. (about 5 per trip)

**\*Cost per passenger journey:** - £1.07

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Bus Users UK:-* Maintain at broadly current level.

*Kidlington PTR:-* Regular hourly service desirable – some usage now established from villages on northern section of 59. Re-examine extension of 242 from Woodstock to Kidlington via Airport (contract not part of this review).

**Prices sought:-**

As this was already a “de minimis” agreement with Stagecoach Oxford, negotiations were entered into with the operator at an early stage in the review. Stagecoach reiterated that this diversion was non-commercial but were prepared to continue on the existing basis (and the current timetable). Prices are given in Confidential Annex 2.

Note: Other services in Kidlington, including routes 2C and 2D are to be part of the new Quality Bus Partnership to be introduced in Autumn 2010 (also see item J – service 2A (PT/O 20). This may possibly affect this contract; any changes will be advised orally to members at the Decision Meeting.

**ITEM U**

**Services 85, 86,87**

**Contract: - PT/O3:- Cowley Local services**

**Contract O3 comprises the following services:-**

- Service 49 Berinsfield – The Baldons – Kings Copse – Cowley – Oxford (see item S)
- Service 85 Donnington Health Centre – Iffley Village – Cowley Centre
- Service 86 Lye Valley – Fern Hill Road – Cowley Centre
- Service 87 Rose Hill – Cowley Centre

**Description:-** Services 85-87 currently provide a local network based on Cowley Centre to pockets of housing away from the main bus routes or giving direct links not otherwise provided.

**Operator:-** Heyfordian Coaches

**Days of operation:-** Wednesdays and Fridays ONLY

**Frequency:-** One journey in each direction on each route during the morning period 10.00 – 13.00.

**Towns/Parishes served:-** Oxford City Council

**Alternative services**

**85** – Iffley Road and Church Cowley Road are served by route 16 to Cowley Centre or routes 3, 4 or 16 to the City. Only service to Iffley Village

**86** - The Slade, Holloway and Horspath Road areas have routes 10 and U5 daily to Cowley Centre. Only service to Lye Valley or Oliver Road areas.

**87** - Rose Hill loop served by buses 3 and 4 to the City but otherwise no link to Cowley. There is however a free bus from Rose Hill to Cowley Tesco (Watlington Road) on Tuesdays and Thursdays.

**\*Current subsidy per annum** : - £14,348.98 (combined price including 49)

**\*Average passengers per annum:** - 85 = 3,382 86 = 205 87 = 3,382

**Cost per passenger journey:** - £1.30 (including route 49)

(NB:- \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures)

**Comments from consultation:-**

*Outstanding request:-* Service 85 to serve Stanley Road (off Iffley Road). However too far off route and difficult access. Residents of home moved out from Meadow Lane in 12/08. Will move back in 4/10 and will then be back on existing route.

*Cllr Tanner:-* Support for Cowley – Rose Hill service via Rymers Lane and Florence Park.

*Bus Users UK:-* 85:- Run at least twice per day and up to five or six days per week

86:- Run several times per day, five or six days per week

87:- Higher priority in this review. Hourly service Rose Hill – Templar Square – Oxford Business Park – Oxford retail centre.

Also link Church Way and Nowell Road with retractable barrier and run 85/87 as single route.

Continued:-

**ITEM U (Continued)**

**Services 85, 86, 87.**

**Contract: - PT/O3:- Cowley Local services**

**Comments from consultation:- (Continued).**

*South East Committee:-* Cowley – Rose Hill; Need for regular dedicated service.

*Cowley Area Committee:-* Like to see single deck service along Rymers Lane and Littlehay Road

*Public Letter:-* request for better service on all routes.

**Prices sought:-**

**PT/O3A:-** 84 (Rose Hill – Cowley – Unipart)(Mon-Fri peaks replacing 12B)

86 (Lye Valley – Cowley) (one jny each way Mon-Fri)

87 (Rose Hill – Cowley) (Hourly off-peak Mon-Fri)

87A (Rose Hill – Iffley village – Cowley (one jny each way Mon-Fri) replaces 85)

89 (Marsh Baldon – Cowley) (One inward, two outwards jnys Mon-Fri) (was service 49).

**PT/O3B:-** Saturday service on 87, 87A and 89

**ITEM V**

**Service 300**

**Contract: - PT/O26:- City Centre – Peartree Park & Ride (eves)**

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**Description:-** Evening service Pear Tree – City Centre. Daytime journeys on this route are operated without subsidy.

**Operator:-** Oxford Bus Company

**Days of operation:-** Mon-Sat (approx 20:30 to 23:00)

**Frequency:-** Every 30 minutes

**Alternative services: -** None at times when contract operates to Park & Ride site. Stagecoach service S3 has limited evening jnys past outside of site (but currently no stops provided on main road).

**Current subsidy per annum: -** £24,632.25

**\*Average passengers per annum: -** 26,529

**\*Cost per passenger journey: -** £0.93p

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures.

---

**Comments from consultation:-**

*Central, South, West Area Committee:-* Need south to north bus

*North Area Committee:-* Present half-hourly service is very valuable and inexpensive – should be retained.

*Bus Users UK:-* Maintain current level of service.

**Prices sought:-**

Following the normal consultation with existing operators at an early stage in the review the Oxford Bus Company has decided to declare this contract as a wholly **commercial operation with effect from 6<sup>th</sup> June 2010**. Contract PT/O26 will not be re-awarded.

Officers have been informed that this will be part of general review of the evening operation of Park & Ride services and that the commercial service to/from Peartree will be broadly the same as provided for under this contract.

**ITEM W**

**Service 600**

**Contract: - PT/O22:- Thornhill Park & Ride – Churchill Hospital (via Nuffield Ortheopedic Hospital).**

**Description:-** The County Council currently contracts (on behalf of a number of Stakeholders) a service from Thornhill P & R to Churchill Hospital via Headington and the grounds of the Nuffield Hospital. The service was re-routed in the spring of 2009 with the opening of the new Main entrance of the Churchill Hospital.

**Operator** R H Transport

**Days of operation** Mondays to Friday

**Frequency** 30 mins

**Towns/Parishes served** Oxford City. Risinghurst & Sandhills P.C.

**Alternative services: -**

- a) P & R 400, Arriva 280, and Brookes Buses U1 and U5 link Thornhill P & R with Headington shops.
- b) Service 10 serves Windmill Road passing the Nuffield Hospital
- c) Service 15 serves Old Road and the rear entrance to the Churchill (as also does the U5)
- d) Churchill Hospital grounds and the Nuffield site are also traversed by the extended 700, every 15mins Mon-Fri but in one direct only (towards Headington). This route also serves J.R Hospital, Water Eaton P & R and Kidlington. Introduced July 2009.

**Current subsidy per annum: - £99,546.90 wholly paid from section 106 monies – no OCC contribution)**

**\*Average passengers per annum: - 49,370**

Data based on pre 13/7/09 service – frequency subsequently reduced

**\*Cost per passenger journey: - £3.45**

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures).

**Comments from consultation:-**

Since commencement in March 2003 route has been funded by section 106 contributions from the Nuffield Ortheopedic Hospital, Oxford University (Old Road Campus) and Oxford Radcliffe NHS Trust (in respect of the Churchill Hospital site). Discussions were held with Stakeholders regarding future provision of this service. Although they felt it was a vital part of their parking management programme on the various sites, none had any funding available at present to secure the long-term future of the route.

**Prices sought:-**

For one year operation only to June 2011.

PT/O22A – Two buses all day Mon-Fri (20 min service)

PT/O22B – Existing service; One bus all day Mon-Fri (30 min service).

PT/O22C – One Bus Mon-Fri extended peaks only

PT/O22D – Enhanced with commercial extension to city (requests received).

## **SECTION B: New Service Contracts - OXFORD CITY**

### **ITEM X**

#### **Service 9**

**Contract: - PT/O21:- Oxford City – Risinghurst Estate.**

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**Description:-** *The Oxford Bus Company operates a commercial service between Oxford City centre and Risinghurst between approximately 0700 and 1900 Monday to Saturday. These evening journeys would complement the day time service.*

**Note:-** The daytime commercial service 9 is liable to be included as part of the London Road Quality Bus Partnership from the Autumn 2010.

**Frequency:-** Various options Mon-Sat (see below).

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

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

*Public Letters:-* Long standing request for evening & Sunday service to Risinghurst

*North East Area Committee:-* Request for evening service to Risinghurst

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

PT/O21A Monday to Saturday five journeys (approx hourly)

PT/O21B Monday to Saturday three journeys (approx two-hourly)

PT/O21C Monday to Saturday one journey each way (mid-eve inbound, 22.30 from City)

PT/O21D Friday and Saturday evenings only (as option C)

PT/O24A Sundays and Bank Holidays, Hourly. (09.00-18.00).

PT/O24B Sundays and Bank Holidays, 2-hourly (09.00–18.00).

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**SECTION C: Other contracts elsewhere in the County requiring a decision**

**ITEM CA**

**Services 61, 63**

**Contract: - PT/V70:- Faringdon Town service (61) and Faringdon – Lechlade  
(service 63)**

**Description:-** Volunteer run community service covering most parts of Faringdon Town with journeys on Tuesdays only to Buscot, Coleshill and Lechlade.

**Operator:-** Faringdon Community Transport

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

**Frequency:-** Tues:- Two town circular trips plus two return jnys to Lechlade  
Mon/Wed/Thur/Fri:- Four circular trips round town

**Towns/Parishes served:-** *Buscot P.C, Coleshill P.C, Easton Hastings P.C, Faringdon T.C  
Vale of White Horse D.C, Gloucestershire C.C.*

**Alternative services: -**

- a) Faringdon has a regular service to Oxford and Swindon (route 66, daily) – see items CB and CC. Service 66 also serves Park Road and Coxwell Road within Faringdon.
- b) Faringdon also has a two-hourly service to Wantage via Stanford in the Vale.
- c) Coleshill has one journey each way (Mon-Sat) on route 64 to/from Highworth and Swindon.
- d) This is the only service to Buscot and Eaton Hastings.
- e) Lechlade (in Gloucestershire) has regular links to Swindon, Highworth and Carterton.

**Current subsidy per annum: -** £6,981.62 (de minimis contract).

**\*Average passengers per annum: -** Nil observed on service 63.

**\*Cost per passenger journey: -** N/A (combined contract with 61) .

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures).

**Comments from consultation:-**

*Cllr J Heathcoat:-* Supports withdrawal of service 63 with resources re-allocated to enhance service 61 with no reduction in subsidy.

**Changes proposed:-** (current contract ends 10<sup>th</sup> December 2011)

**Service 61 (Town service):-** To run to same times on five days per week (4 round trips) and modify route within Faringdon to serve new developments.

**Service 63 (Faringdon – Lechlade, Tues) -** withdrawn



**ITEM CB**

**Service 66**

**Contract: - PT/V74:- Oxford – Swindon via Faringdon**

**Description:-** Main, regular inter-urban link between Oxford and Swindon via Southmoor, Faringdon, Watchfield and Shrivenham.

**Operator:-** Stagecoach Swindon.

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

**Frequency:-** Hourly (Mon-Sat), half-hourly peaks (Mon-Fri).

**Towns/Parishes served:-** *Bessels Leigh P.C, Bourton P.C, Buckland P.C, Cumnor P.C, Fyfield & Tubney P.C, Great Coxwell P.C, Great Faringdon T.C, Hinton Waldrist P.C, Kingston Bagpuize & Southmoor P.C, Little Coxwell P.C, Littleworth P.C, Longcot P.C, Longworth P.C, North Hinksey P.C, Oxford City, Pusey P.C, Shrivenham P.C, Watchfield P.C, Vale of White Horse D.C, Gloucestershire C.C.*

**Alternative services: -**

- a) Southmoor and Kingston Bagpuize have alternative service to Oxford on route 63 and links to Abingdon on route X15.
- b) Faringdon has a two-hourly service to Wantage via Stanford in the Vale and additional journeys to Swindon on route 65 via the villages of Longcot and Bourton.

**Current subsidy per annum: -** £9,476.67 (de minimis contract).  
(Note:- The current contract covers one AM peak journey from Faringdon to Swindon).

**\*Average passengers per annum: -** N/A.

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

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures).

**Changes proposed:-** (current contract ends 10<sup>th</sup> December 2011)

**Service 66:-** Continue contract for this journey until December 2011

**ITEM CC**

**Service 66**

**Contract: - PT/V78:- Oxford – Swindon via Faringdon**

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**Description:-** Main, regular inter-urban link between Oxford and Swindon via Southmoor, Faringdon, Watchfield and Shrivenham.

**Operator:-** Stagecoach Swindon.

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

**Frequency:-** Two-Hourly, daytime.

**Towns/Parishes served:-** *Bessels Leigh P.C, Bourton P.C, Buckland P.C, Cumnor P.C, Fyfield & Tubney P.C, Great Coxwell P.C, Great Faringdon T.C, Hinton Waldrist P.C, Kingston Bagpuize & Southmoor P.C, Little Coxwell P.C, Littleworth P.C, Longcot P.C, Longworth P.C, North Hinksey P.C, Oxford City, Pusey P.C, Shrivenham P.C, Watchfield P.C, Vale of White Horse D.C, Gloucestershire C.C.*

**Alternative services: -** There are no other bus services to places on this route on Sundays. There is a train service from Oxford to Swindon but this normally involves a change at Didcot.

**Current subsidy per annum: -** £12,166.04 (de minimis contract).

**\*Average passengers per annum: -** N/A.

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

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures).

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**Changes proposed:-** (current contract ends 10<sup>th</sup> December 2011)

**Service 66 (Suns and Public Holidays).**

Enhance frequency to hourly to reflect the large increase in level of service on Mondays to Saturdays using S106 monies from a new development in Faringdon.

**ITEM CD****Service Vitality 2****Contract: - PT/S33:- Reading – Peppard Common**

**Description:-** *One late night journey from Reading (at about 23.40) to Sonning Common introduced June 2008 following requests received during consultation.*

**Operator: -** Reading Transport

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

**Frequency: -** 1 journey

**Parishes served: -** (3) – Kidmore End, Rotherfield Peppard, Sonning Common.

**Alternative services: -** None within Oxfordshire at the time that this journey operates.

**Current subsidy per annum: -** £6,326 (expires 2 June 2010).

**Average passengers per day: -** 5.6 (573pa) (figures supplied by Reading Transport)

**Cost per passenger journey: -** £11.04

**Comments from consultation:-**

Consultation for the local area review in 2007 (introduced with this contract in June 2008), saw requests for an evening and Sunday service (including a petition), but at the time the County Council were only able to afford the late night journey covered by this contract

**Background:-**

However following review and public consultation exercise, Reading Transport amended its commercial daytime service to Sonning Common from 20<sup>th</sup> April 2009 to:-

- Renumber service from 137 to Vitality 2 and extend across Reading Centre to Burghfield Heath
- Extend all journeys to Peppard Common (Unicorn) giving half-hourly daytime frequency.
- Introduce new hourly evening service and hourly daytime Sunday/Public Holiday service.

As this was awarded as an experimental service in June 2008 (albeit on a full 4 year contract) this should have been reported on again in June 2009. In view of the material changes to the operation from April 2009 outlined above this review was deferred until June 2010.

**Changes proposed:-** (current contract ends 2<sup>nd</sup> June 2012)

To confirm award of contract until original award date without further review, unless there is a change in the commercial operations on Vitality 2.

**ITEM CE**

**Services X39, X41**

**Contract: - PT/S80:- Oxford – Wallingford – Reading**

**Description:-** The County Council has historically funded one evening journey each way at approx 21.30 (on four evenings per week) between Oxford and Wallingford on an otherwise mainly commercially operated service X39/X41.

**Operator:-** Thames Travel.

**Days of operation:-** Mondays to Thursdays only (jnys are commercial on Fri and Sat).

**Frequency:-** One mid-evening journey in each direction, Oxford – Wallingford to maintain an hourly evening frequency.

**Towns/Parishes served:-**

**Alternative services: -** There are no other bus services to places on this route at the times that this service operates although Wallingford has through services to Oxford and Reading until about 23.00 (02.30 on Saturday and Sunday mornings).

**Current subsidy per annum: -** £4,242.93+ (de minimis contract).

+ = Price adjusted from 30 Jan 2010; contract terminates 29 Jan 2011.

**\*Average passengers per annum: -** N/A.

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

(NB: - \* = this data is supplied by the Public Transport Strategy section of E & E. Any passengers who had alterative facilities (to the same destination) within 400m of this route are excluded from the above figures).

**Background:-**

- 1) Contract S80 was originally awarded in February 2003 so as to maintain the hourly evening frequency on service X39 (Oxford – Wallingford) on six days per week (two of which, on Fri/Sat, were run commercially)(i.e. OCC paid for Mon-Thurs eves).
- 2) In January 2006 a five year agreement was reached with Thames Travel to “pump-prime” the main X39 service using the Premium Route funding, increasing the daytime frequency to half-hourly. This was declining subsidy arrangement over five years.
- 3) The S80 contract was excluded from this agreement and therefore continued through to its next termination date in June 2008.
- 4) At the same time the County Council obtained funding from a Government Bus Challenge bid to improve the evening service on route X40 (RAF Benson – Wallingford – Reading). This was a declining subsidy contract over 4 years with the final year at nil cost.
- 5) In June 2007 Thames Travel merged the X39 and X40 routes to give a broadly half-hourly Oxford – Wallingford – Reading trunk service although certain daytime X40 buses (under another OCC contract) still diverted to serve RAF Benson. The evening services (including the journeys covered by contract S80) were revised to operate via RAF Benson on route between Wallingford and Benson Marina (as X41).
- 6) At the regular four yearly review of routes in the Wallingford area in June 2008, the position was regularised with the X39/X40/X41 becoming a standard route and timings, a local service contract providing the Wallingford – RAF Benson daytime link.

Continued:-

**ITEM CE (continued).**

**Services X39, X41**

**Contract: - PT/S80:- Oxford – Wallingford – Reading**

**Background:- (continued)**

- 7) It was noticed however that the Wallingford – RAF Benson section of the journeys covered by contract S80 were also part of the Challenge bid (para. 4) above so a reduced amount was agreed with the operator (to cover just the Benson – Oxford leg) for the re-award of the contract from June 2008.

**Changes now proposed:-**

- 1) With the ending of the “challenge funding” on 29<sup>th</sup> January 2010, a very slight increase in the cost of S80 was agreed with Thames Travel to reflect that it is now again funding the throughout journey from Wallingford – Oxford and vice versa.
- 2) It was agreed in June 2008 re-tendering that contract S80 would terminate simultaneously with the Premium Route pump-priming (para.2 above). Current contract therefore ends 29<sup>th</sup> January 2011.
- 3) Thames Travel has decided to discontinue the evening X41 diversion via RAF Benson (and Benson village) as from 15<sup>th</sup> February 2010 but will run these journeys via the normal X39/X40 route instead via Benson Marina. This will include the one journey in each direction (Mon-Thur) covered by contract S80.
- 4) There was no alteration to the contract price of S80 when it was altered from the X39 to X41 route (via RAF Benson) in June 2007, so there is no change in price proposed now in respect of this reversion to the original route.

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