

## Bicester and Banbury Area Review Contracts to commence June 2013

### A: Services under review in Bicester and Banbury area

<b>BICESTER AREA SERVICES</b>						
ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
A	22/23	C40	Bicester town services	Mon – Sat	Heyfordian	2
B	25/25A	C49	Oxford – Bicester and Bicester – Woodstock via villages	Mon – Sat	Heyfordian	3/4
C	37	C40	Finmere - Bicester	Tues/Weds	Heyfordian	5
D	81	C30	Banbury – Bicester *	Sat	Heyfordian	6
E	81A	C40	Somerton – Ardley – Bucknell – Bicester	Tues/Weds	Heyfordian	7
F	90	C31	Upper Heyford – Banbury	Thurs	OCC	8
G	94	C44	Bicester – Blackthorn – Oxford *	Mon – Sat	Charlton Services	9
H	S5	C47	Oxford – Ambrosden late eve.*	Fri – Sat	Stagecoach	10

<b>BANBURY AREA SERVICES</b>						
I	488/489	C12	Chipping Norton - Banbury via Bloxham*	Mon-Sat	Stagecoach	11
J	B1/B2	C17	Banbury: Easington, Bodicote & Cherwell Heights*	Mon-Sat	Stagecoach	12
K	B1/B2/ B5/B8	C16	Banbury town services	Sun & BH	Stagecoach	13
L	B5	C2	Banbury - Bretch Hill evenings*	Daily	Stagecoach	14
M	B7/B10	C14	Banbury - Grimsbury & Hanwell Fields	Mon-Sat	Heyfordian	15
N	S4	C7/C8 C23	Oxford - Banbury via Middle Barton & Deddington* Route diversion to serve Kidlington Airport	C7: Mon-Sat C8: Sun C23: Mon-Sat	Stagecoach	16/17
O	'County Connect'	n/a	North Oxfordshire Dial-a-Ride	Mon-Sat	Centre Bus	18/19

### B: Services under review elsewhere

P	47	V67	Ashbury – Swindon/Lambourn	Mon-Sat	Thamesdown	20
Q	W1	n/a	'Lewknor Taxibus'	Mon-Fri	Go Ride	21
R	n/a	n/a	Goring Dial-a-Ride	Thursday	Goring Dial-a-Ride	22

\* *Certain journeys only (see detailed service descriptions for clarification)*

#### Notes

**Parishes served:** Where a parish is listed in [square brackets], the service passes through the parish but does not serve the main area of population. Another service operates to the area of population (listed under alternative services).

**Alternative services:** Services only serving Banbury, Bicester, Gosford & Water Eaton, Kidlington and Oxford City are not listed for clarity.

**A: Contracts under review in Bicester area****ITEM A****Services 22/23: Bicester Town Services****Contract C40**


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***A “figure of eight” circular service serving north and south areas of Bicester. The two routes operate in alternate directions round the loop every hour.***

**Operator** Heyfordian**Days of operation** Monday to Saturday**Frequency** Combined frequency of every 30 minutes in alternate directions**Parishes served** Bicester, Caversfield**Alternative services**

The estates in Bicester (Bure Park, Fields Farm, Langford and Southwold) served by this contract do not have any alternative services, with the exception of Langford which is also served by Stagecoach service S5 to Bicester Bure Place and Oxford. Currently this service leaves Langford at xx49 in the off-peak: services 22 and 23 depart at xx22 and xx50. Returning from Bicester, service S5 departs Bure Place at xx27: service 22 and 23 depart at xx15 and xx45.

**Current subsidy per annum** £44,623 (+£40,000 S106 funding via Bicester ITS)***Continued financial support from this and other sources of external funding in Bicester are currently being explored*****Average passenger journeys per day** 276**Cost per passenger journey** £0.50 (cost to bus subsidy budget only)  
£0.98 (total contract value)**Comments from consultation**

- *Request for bus service via Launton Road and improved services to rail stations received via travel behaviour research*
- *Go-Ride CIC: divert Bicester town services to cover ‘Eco-Town’*

**Prices sought**

C40A: current service with times adjusted to enable carriage of students to and from Bicester Community College

C40B: current service with times adjusted to enable carriage of students to and from Bicester Community College, with additional half-hourly service to Launton Road

**ITEM B****Service 25: Woodstock-Kirtlington-Weston-Wendlebury-Bicester****Service 25A: Oxford-Kirtlington-Heyfords-M.Stoney-Bicester****Service 25A: Fri/Sat evening journeys****Contract C49****Hourly peak and off-peak service****Operator** Heyfordian Travel**Days of operation** Monday to Saturday**Frequency****AM Peak:**

Three journeys on 25A route to Bicester and Oxford

**PM peak:**

One peak journey on 25A route from Oxford, one on 25 route, plus a 'short' 1630 25 (terminates Kirtlington) and an 1805 and 1905 25A.

1605/1705/1810 25A from Bicester (1705 serves Chesterton on request)

**Off-peak:** Hourly 25A service and two- hourly 25 service with interchange available at Kirtlington (Gossway Fields) to enable travel between Weston, Wendlebury and Bletchingdon and Oxford**Fri-Sat evenings:** single round trip on 25A route, primarily to enable access to Oxford for evening entertainment.**Parishes served**

Bicester, Bletchingdon, [Bucknell], Chesterton, Gosford &amp; Water Eaton, Hampton Poyle &amp; Gay, Kidlington, Kirtlington, Lower Heyford, Middleton Stoney, Oxford City, Upper Heyford, Wendlebury, Weston-on-the-Green, Woodstock

**Alternative services**

- Chesterton is served by one morning peak service 21 journey into Bicester
- Lower Heyford and Upper Heyford are also served by market day service 90 to Banbury on Thursday.
- This contract provides the only bus service to the villages of Bletchingdon, Hampton Poyle, Kirtlington, Upper and Lower Heyford (to Oxford/Bicester), Enslow and Weston-on-the-Green.
- Chesterton (approx. 1/3 mile) and Wendlebury (approx. 250 yards) are served by Service S5 to Bicester and Oxford daily. Stops exist for both villages on A41, but travel to and from each place entails crossing the busy dual-carriageway (generating objections from residents).

**Current subsidy per annum**

£158,486 (plus £30,000 S106 funding from Upper Heyford Development)

**Average passenger journeys per day****Overall**321 (excluding Summertown/Cutteslowe/Gosford pax)  
17 (Friday / Saturday night extras)**Individual services**

Service 25: 52 (excluding journeys between Oxford and Summertown/Cutteslowe/Gosford)

Service 25A: 251 (excluding journeys between Oxford and Summertown/Cutteslowe/Gosford)

**Cost per passenger journey**

£2.29 (excluding Friday/Saturday night extras and external contributions)

£6.46 (Friday/Saturday night only)

£1.98 (total cpj from total contract value)

**Comments from consultation**

## CMDL13E

- *Bletchington: Woodstock extension not well-used. 25/25A connection often tight, due to lateness of 25. Travel expensive. Requests for additional midweek evening journeys, Sunday service, service to Islip Surgery/Station and Kidlington shops*
- *Chesterton: maintain current level of service*
- *Go-Ride CIC: Withdraw 25 extensions to Woodstock and improve frequency: extend 25A to Bicester North*
- *Gosford: retain services to Banbury/Bicester*
- *Kidlington: run 25 to centre of Kidlington.*
- *Kirtlington: run 25 to Islip/JR? Retain 25A. Woodstock extension not greatly used due to timings*
- *Middleton Stoney: general support for existing level of service, with requests for additional journeys*
- *Upper Heyford: retain 25A and 90*
- *Wendlebury: retain 25 via village at current level of service*
- *Weston-on-the-Green: general calls for retention of service to Bicester and Oxford as a minimum, plus additional requests for direct services to Oxford, Bicester Avenue and Bicester Village, plus earlier/later 'commuter' journeys and reinstatement of stops on A34*
- *Woodstock: no observed usage of 25*

### **Prices sought**

C46A: Two-hourly shoppers' service (service 25 only)

C46B: Two-hourly shoppers' service with later start time (service 25 only)

C48A: Two-hourly shoppers' service via Chesterton (service 25 only)

C48B: Two-hourly shoppers' service via Chesterton with later start time (service 25 only)

C49A: Hourly service on 25A: 25 extended to Woodstock

C49B: Hourly service on 25A: 25 extended to Kidlington Tesco

C49C: Hourly service on 25A: 25 extended to Kidlington Tesco with minor change to Saturday service (1100 service 25 journey from Bicester terminates at Kirtlington)

C50A: Hourly service 25A only via Chesterton and Bucknell Road, Bicester

C50B: Hourly service 25A only omitting Chesterton and Bucknell Road, Bicester

## ITEM C

**Service 37: Finmere – Bicester**

**Contract C40**

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***Tuesday and Wednesday service introduced at last review in 2009***

**Operator** Heyfordian Travel

**Days of operation** Tuesday and Wednesday

**Frequency** Two return trips

**Parishes served** Finmere, Newton Purcell, Fringford, Hethe, Hardwick, Stoke Lyne, Bicester

### **Alternative services**

- Fringford and Hethe are also linked with Bicester by two-hourly off-peak Stagecoach service 8, to which Oxfordshire makes a financial contribution but which is not under review at this time
- Stoke Lyne is also served by Saturday service 81 (see item D) and by the commercial service provided by Heyfordian between Bicester and Banbury on Thursday and Friday
- Finmere is linked with Buckingham and Brackley by Red Line Buses service 132 on Monday to Friday (single round trip) and additionally with Banbury on Saturdays (two round trips)
- Newton Purcell has no other bus service at any time

**Current subsidy per annum:** £13,852 (includes service 81A: see Item E)

**Average passenger journeys per day** 12 (Service 37: 10. Service 81A: 2)

**Cost per passenger journey** £13.39 (services 37 and 81A combined)

### **Comments from consultation**

- *No comments received*

### **Prices sought**

C42A: Tuesday and Wednesday service

C42B: Tuesday service only

C42C: Monday/Tuesday service (service 81) and Wednesday/Thursday service (service 37)

C42D: Monday/Tuesday service (service 81) and Thursday only service (service 37)

**ITEM D****Service 81: Bicester – Banbury via Ardley, Fritwell, Somerton and Souldern  
Contract C30**


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*This service is also operated commercially on Thursdays and Fridays by Heyfordian*

This service passes through Northamptonshire (without contribution), serving Aynho.

**Operator** Heyfordian Travel

**Days of operation** Saturday

**Frequency** Three journeys towards Bicester, two towards Banbury (enabling bi-directional travel)

**Parishes served** Adderbury, Ardley, Banbury, Bicester, [Bodicote], Bucknell, Clifton, Deddington, Fritwell, Somerton, Souldern, Stoke Lyne

**Alternative services**

- Adderbury, Bodicote (Oxford Road) and Deddington are served by daily service S4 to Banbury and Oxford
- Ardley, Bucknell, Fritwell, Somerton and Souldern are also served on Tuesday and Wednesday by Heyfordian service 81A (see item E), and by the commercial service provided by Heyfordian over the same route between Bicester and Banbury on Thursday and Friday.
- Clifton is also served by the commercial service provided by Heyfordian between Bicester and Banbury on Thursday and Friday.
- Stoke Lyne is also served by Tuesday and Wednesday service 37 (see item C) and by the commercial service provided by Heyfordian between Bicester and Banbury on Thursday and Friday.
- Bucknell, Ardley and Fritwell are served by Tex Cars commercial service T1A, which runs broadly two-hourly to Bicester and Banbury on Monday to Saturday.

**Current subsidy per annum** £10,219

**Average passenger journeys per day** 40

**Cost per passenger journey** £4.82

**Comments from consultation**

- *Banbury: 81 needs more time in Banbury on Saturday. Enhance Grimsbury end of B7 to half-hourly and run via Cattle Market development. Retain all other services at current frequency*
- *Bucknell: general requests for improved services*
- *Deddington: requests for improved service to Bicester*
- *Somerton: important service*

**Prices sought**

C30A: 'De minimis' price requested for continuation of Saturday service

## ITEM E

### Service 81A: Fritwell – Somerton – Ardley – Bicester Contract C40

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**Operator** Heyfordian Travel

**Days of operation** Tuesday and Wednesday

**Frequency** Two return trips

**Parishes served** Ardley, Bicester, Bucknell, Fritwell, Somerton, Souldern

#### **Alternative services**

- All villages catered for by this contract are also served on Saturday by Heyfordian service 81 (see item D), and by the commercial service provided by Heyfordian between Bicester and Banbury over the same route on Thursday and Friday
- Bucknell, Ardley and Fritwell are served by Tex Cars commercial service T1A, which runs broadly two-hourly to Bicester and Banbury on Monday to Saturday. **Somerton and Souldern are not served by service T1A, but are served by the Thursday and Friday commercial service 81 and the subsidised service 81 on Saturday (see Item D)**

**Current subsidy per annum:** £13,852 (includes service 37: see Item D)

**Average passenger journeys per day** 12 (Service 81A: 2. Service 37: 10)

**Cost per passenger journey** £13.39 (services 37 and 81A combined)

#### **Comments from consultation**

- *Bucknell: general requests for improved services*

#### **Prices sought**

C42A: Tuesday and Wednesday service

C42B: Tuesday service only

C42C: Monday/Tuesday service (service 81) and Wednesday/Thursday service (service 37)

C42D: Monday/Tuesday service (service 81) and Thursday only service (service 37)

**ITEM F****Service 90: Upper Heyford – Banbury  
Contract C31**


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***Weekly shoppers' service linking the villages listed below to Banbury***

***This service was withdrawn commercially by Heyfordian Travel in June 2011 and been operated by Oxfordshire's Integrated Transport Unit since December 2011 when it was re-tendered***

**Operator** Oxfordshire County Council

**Days of operation** Thursday only

**Frequency** Single return trip via all villages listed

**Parishes served** Lower Heyford, Upper Heyford, Steeple Barton, Sandford St Martin, Worton, Duns Tew, Deddington (Hempton Road: does not serve Market Place), Barford St John and St Michael, Milton, Adderbury, Banbury

**Alternative services**

- Adderbury and Deddington (Market Place) are also linked with Banbury and Oxford by broadly hourly Monday to Saturday services S4 (Stagecoach)
- Duns Tew and Middle Barton are also linked with Banbury and Oxford by Monday to Saturday service S4 (Stagecoach: 3 off-peak journeys to Banbury/from Oxford, 4 from Banbury/to Oxford plus single morning peak hour journey to Banbury/Oxford and evening peak journeys back)
- Lower Heyford and Upper Heyford are also linked with Oxford and Bicester by broadly hourly Monday to Saturday peak/off-peak service 25A (Heyfordian) which is also under review (see item B)
- Sandford St Martin is linked with Chipping Norton on Wednesday (Heyfordian: single return trip)
- Worton, Barford St John and St Michael, Milton and Hempton have no other bus service

**Current subsidy per annum:** £2,534

**Average passenger journeys per day** 22

**Cost per passenger journey** £2.18

**Comments from consultation**

- *Deddington: request improved service via Hempton. Divert S4 via 90 route to Middle Barton. General support for existing services.*
- *Sandford St Martin: retain 90 via Sandford*

**Prices sought**

C31A: Thursday only service

C31B: Monday to Friday service (revised route including Wigginton and South Newington)

C31C: Monday to Saturday service (revised route including Wigginton and South Newington)

C31D: Monday to Friday service (revised routes with 'split' services)

C31E: Monday to Saturday service (revised routes with 'split' services)

C33A: Saturday only service (Upper Heyford – Clifton – Deddington – Banbury)



## ITEM G

**Service 94: Blackthorn – Oxford (Mon-Fri a.m peak & Mon-Sat single return shoppers' journey)  
Charlton – Ambrosden – Bicester (Mon-Fri single return shoppers' service)**

**Contract C44**

***Enhancement of commercial service (except Saturday: no commercial journeys)***

**Operator** Charlton-on-Otmoor Services

**Days of operation** Monday to Saturday

**Frequency** As above

**Parishes served** Ambrosden, Arncott, Blackthorn, Bicester, Charlton-on-Otmoor, [Fencott & Murcott], Gosford & Water Eaton, Islip, Kidlington, Merton, Oddington, Oxford City, Piddington

### **Alternative services**

- On Monday to Friday commercial service 94 journeys operate to Oxford (early morning), and from Oxford (late afternoon and evening peak)
- Ambrosden is served by Stagecoach S5 to Bicester and Oxford daily.
- Piddington and Blackthorn are served by market day service 30 to Bicester on Friday.
- Islip is served by rail services to Bicester and Oxford Monday to Saturday.
- Fencott and Murcott are served by service 95 to Oxford on Wednesday and Friday.
- Bicester and Oxford are linked by frequent Stagecoach service S5.

**Current subsidy per annum** £43,543

**Observed passenger journeys** **0735 school journey:** 42 per day  
**Oxford shoppers' journeys:** Average of 9.5 per day  
**Bicester shoppers' journeys:** Average of 8 per day  
**Saturday journey:** 17 per day

**Cost per passenger journey** £1.82

### **Comments from consultation**

- *Ambrosden: consider MOD Graven Hill developments and housing developments in Arncott and Ambrosden. Retain evening services, and start 94 at Bicester also serving Arncott*
- *Go-Ride CIC: Operate 94 two-hourly.*
- *Merton: retain current service*
- *Piddington: restore 'routine' operation of morning journey from Piddington. Low-floor buses desirable. Extend stopping provision to other parts of the village. Divert some S5s via Piddington along with Z&S service 112 (Waddesdon to Thame, Weds/Fri)*

### **Prices sought**

C43A: Monday to Saturday service (Otmoor to Bicester only)

C43B: Monday to Friday service (Otmoor to Bicester only)

C43C: Wednesday and Friday service (Otmoor to Bicester only)

C45A: Monday to Saturday off-peak service (current timetable)

C45B: Wednesday, Friday and Saturday off-peak service (current timetable)

C45C: Monday to Saturday service (revised timetable)

C45D: Wednesday, Friday and Saturday off-peak service (revised timetable)

C45E: Oxford service only: Monday to Saturday

C45F: Oxford service only: Wednesday, Friday and Saturday off-peak service

## ITEM H

**Service S5: Oxford – Ambrosden Fri/Sat late evening**

**Contract C47**

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***Additional weekend evening journeys introduced at last review***

**Operator** Stagecoach

**Days of operation** Friday and Saturday

**Frequency** Single journey from Oxford at 2310

**Parishes served** Ambrosden, Arncott, Bicester, (other parishes are served but journey would continue to operate as a normal S5 if subsidy were not continued)

### **Alternative services**

No alternative service links Oxford with Arncott and Ambrosden at this time.

**Current subsidy per annum** £2,646

**Average passenger journeys per day** 2-3 per evening (anecdotal evidence from operator)

**Cost per passenger journey** £8.39 (based on 3 passengers per evening on each of Friday and Saturday evening)

### **Comments from consultation**

- *Ambrosden: Retain evening service*

### **Prices sought**

None: contracted journeys declared commercial

## **B: Contracts under review in Banbury area**

### **ITEM I**

**Service 488: Banbury – Bloxham – Milcombe – Hook Norton – Over Norton – Chipping Norton**

**Service 489: Journeys diverted via South Newington and/or Wigginton**

**Contract C12**

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***Hourly Monday to Saturday peak/off-peak service: contract is for enhancement to hourly level of service from commercial two-hourly service***

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

#### **Alternative services**

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

**Current subsidy per annum** £122,333

**Average passenger journeys per day** 254 (subsidised journeys only)

**Cost per passenger journey** £1.58 (subsidised journeys only)

#### **Comments from consultation**

- *Bloxham: maintain two-hourly daytime service and pursue S106 enhancements as discussed*
- *Lower Tadmerton ('Highlands' community: Tadmerton Road): request for bus service*
- *South Newington: many requests for improved bus service, and to serve Banbury Station. Retain current level of service as a minimum*
- *Wigginton: retain service, with possible extra journey to Chipping Norton*

#### **Prices sought**

C12A: 'De minimis' price for continuation of existing service plus various minor enhancements

C32A: Thursday only service (Wigginton – South Newington – Lower Tadmerton - Banbury)

C32B: Monday to Friday service (Wigginton – South Newington – Lower Tadmerton - Banbury)

C32C: Monday to Saturday service (Wigginton – South Newington – Lower Tadmerton - Banbury)

C32D: Monday to Friday service with peak journeys (Wigginton – South Newington – Lower Tadmerton - Banbury)

C32E: Monday to Saturday service with peak journeys (Wigginton – South Newington – Lower Tadmerton - Banbury)

**ITEM J**

**Services B1/B2: Banbury – Easington/Cherwell Heights/Bodicote**

**Contract C17**

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***Half-hourly peak/off-peak service linking residential areas with Banbury town centre***

<b>Operator</b>	Stagecoach
<b>Days of operation</b>	Monday to Saturday
<b>Frequency</b>	Broadly half-hourly service on each route
<b>Parishes served</b>	Banbury, Bodicote

**Alternative services**

The major areas of population served by these routes have no alternative services to Banbury town centre. However, hourly service S4 operates along Oxford Road to and from Banbury, giving a nominal service for Bodicote and Easington to the town centre (albeit with a walk required from most housing in these areas).

<b>Current subsidy per annum</b>	£73,411
<b>Average passengers per day</b>	B1: 295 B2: 336 COMBINED MON-SAT AVERAGE FOR SERVICES B1/B2: 632
<b>Cost per passenger journey</b>	£0.38

**Comments from consultation**

- *Banbury: Retain services at current frequency.*
- *Bodicote: reduce Monday to Saturday service to hourly to 'save' Sunday service?*

**Prices sought**

C19A: Current level of service for services B1 and B2

**ITEM K****Services B1/B2/B5/B8: Banbury town network (Sunday services)****Contract C16*****Sunday services in Banbury urban area***

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<b>Operator</b>	Stagecoach
<b>Days of operation</b>	Sundays and Bank Holidays
<b>Frequency</b>	<b>B1 and B2:</b> two-hourly <b>B5:</b> 0900 journey only (evening service also subsidised: see Item L) <b>B8:</b> hourly daytime
<b>Parishes served</b>	Banbury, Bodicote

**Alternative services**

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

**Current subsidy per annum** £23,573

**Average passengers per day** 258

**Cost per passenger journey** £1.58

**Comments from consultation**

- *Banbury: retain at current frequency*
- *Bodicote: reduce Monday to Saturday service to hourly to 'save' Sunday service?*

**Prices sought**

C16A: 'De minimis' price for continuation of existing service

C16B: 'De minimis' price for continuation of service B8 only

**ITEM L**

**Service B5: Banbury – Bretch Hill evenings**

**Contract C2**

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***Daily evening service***

**Operator**                      Stagecoach

**Days of operation**        Daily evenings

**Frequency**                      Half-hourly service: 1830 – 2330 Monday to Saturday, 1830 – 2230 Sunday

**Parishes served**            Banbury

**Alternative services**

No alternative services links Banbury town centre with Bretch Hill at this time

**Current subsidy per annum**                      £56,678

**Average passengers per day**                      119

**Cost per passenger journey**                      £1.31

**Comments from consultation**

- *Banbury: retain at current frequency*

**Prices sought**

C2A: Daily service

C2B: Thursday, Friday and Saturday evening service

**ITEM M**

**Service B7: Banbury – Grimsbury/Edmunds Road**

**Service B10: Banbury – Hanwell Fields**

**Contract C14**

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***Broadly hourly Monday to Saturday peak/off-peak services linking residential areas with Banbury town centre***

<b>Operator</b>	Heyfordian Travel
<b>Days of operation</b>	Monday to Saturday
<b>Frequency</b>	Broadly hourly peak/off-peak (though service B7 does not serve Edmunds Road in peak hours)
<b>Parishes served</b>	Banbury

**Alternative services**

Although other bus services do operate via ‘arterial’ roads and some major roads through housing developments served by these routes, none serve many of the smaller residential streets covered by these routes in Grimsbury, Bretch Hill, Poets Corner and Hanwell Fields.

<b>Current subsidy per annum</b>	B7: £53,000 (approximate cost: combined contract) B10: £68,300 (approximate cost: combined contract)
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<b>Average passengers per day</b>	B7: 228 B10: 149
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<b>Cost per passenger journey</b>	B7: £0.76 B10: £1.50
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**Comments from consultation**

- *Banbury: serve Cattle Market development with service B7 if possible. Retain B10 at current frequency*

**Prices sought**

C14A: Current level of service (route B7)

C20A: Current level of service (route B10)

**ITEM N**

**Service S4: Banbury – Deddington – Oxford and Middle Barton – Banbury/Oxford Monday to Saturday  
Contract C7**

**Service S4: Banbury – Deddington – Oxford Sunday**

**Contract C8**

**Service S4: Kidlington Airport diversion Monday to Saturday**

**Contract C23**

**Operator** Stagecoach

**Days of operation** Daily

**Frequency** **Contract C7**  
Subsidy is paid for enhancement of frequency of direct S4 service, as follows:  
**0607, 0845, 1145, 1445 ex-Banbury**  
**0715, 1015, 1305, 1615, 1915 ex-Oxford**  
**0729 (M-F), 0744 (Sat) Steeple Aston – Banbury**  
Additionally, diversion of morning and evening peak journeys via Middle Barton and Duns Tew in each direction plus three off-peak journeys to Oxford (from Banbury) and two off-peak journeys to Banbury (from Oxford)

**Contract C8**  
Two-hourly Sunday/Bank Holiday service

**Contract C23**  
Broadly hourly peak/off-peak diversion to serve Langford Lane and Kidlington Airport

**Parishes served** Adderbury, Banbury, Bodicote, Deddington, Duns Tew, Gosford & Water Eaton, Kidlington, Middle Aston, North Aston, Oxford City, Rousham, Shipton-on-Cherwell & Thrupp, Steeple Aston, Steeple Barton and Tackley

**Alternative services**

- A frequent and fast train service is provided (daily) direct from Oxford to Banbury, taking about third of the journey time of the bus. Tackley and Lower Heyford also have stations
- Bodicote has a regular 30 minute daytime service to Banbury via partially-subsidised service B1/B2 (Contract PT/C17: see item N) and a broadly two-hourly Sunday daytime service (Contract PT/C16: see Item M)
- Twyford also has a two hourly service on route 499/508 to Brackley (Mon-Sat), which is subsidised by Northamptonshire County Council
- Adderbury and Deddington are also linked with Banbury by partially-subsidised Heyfordian service 81 on Thursday, Friday and Saturday (Contract PT/C30: see Item A) and by Oxfordshire County Council subsidised service 90 on Thursday (Contract PT/C31: see Item B). Duns Tew and Steeple Barton are also served by service 90 on Thursday
- Steeple Aston and Steeple Barton are also linked with Chipping Norton by Wednesday subsidised service 23A (Contract PT/W43)
- Tackley is linked with Woodstock by a single Monday to Friday return trip via Heyfordian subsidised service 201, which also links Shipton-on-Cherwell with Kidlington and Woodstock via four Monday to Friday off-peak return trips
- Kidlington is linked with Oxford by high-frequency service 2 among others
- Kidlington Airport and Langford Lane are served by no other bus route from Banbury, and are only served by buses to and from Oxford in the morning and evening peak
- **Apart from Banbury, Bodicote, Kidlington and Oxford, no communities on the S4 route benefit from any alternative Sunday bus service. Middle Barton and Duns Tew are not served on Sundays.**

**Current subsidy per annum**      **Contract C7 (Monday to Saturday):** £160,116



## CMDDL13E

**Contract C8 (Sunday):** £13,496

**Contract C23 (Monday to Saturday):** £3,611

### **Average passengers per day**

**Contract C7 (Monday to Saturday):**

Passengers per day to/from Duns Tew and Middle Barton:

56.5

Passengers per day on 'end-to-end' subsidised journeys: 303.5

**Contract C8 (Sunday):** 182

**Contract C23 (Monday to Saturday):** 12

### **Cost per passenger journey**

**Contract C7 (Monday to Saturday):** £1.58

**Contract C8 (Sunday):** £1.28

**Contract C23 (Monday to Saturday):** £0.98

### **Comments from consultation**

- *Adderbury: remove time-consuming diversions via Duns Tew and Kidlington Airport*
- *Banbury: retain at current frequency*
- *Deddington: many requests for earlier/later S4 journeys. Divert S4 via 90 route to Middle Barton. General support for existing services. Fill morning gap between 0756 and 0907? Request for late evening buses from Banbury/Oxford.*
- *Go-Ride CIC: Retain Sunday S4 and maintain diversion via Duns Tew if possible.*
- *Steeple Aston: retain current S4 frequency. Add later journeys from Banbury and Oxford. Increase Sunday frequency. Fill a.m gap in service. Introduce late evening Fri/Sat journey from Oxford based upon diversion of existing 2330 rail replacement bus. Enhance service to Bicester by diversion of service 25 (daytime and/or evenings)*
- *Steeple Barton: add late pm return journey from Oxford. Additional bus stops Rayford Lane/Duns Tew turn. Remove Summertown/Kidlington stops. Concerns about reliability of shuttle bus should this be necessary.*
- *Tackley: additional morning peak journey on S4*

### **Prices sought**

C7A: 'De minimis' price for continuation of existing service

C8A: 'De minimis' price for continuation of existing service

C23A: 'De minimis' price for continuation of existing service

**ITEM O****'County Connect' Service**

**Contribution toward Northamptonshire 'Dial-a-Ride' service for inclusion of four Oxfordshire villages in their area of coverage. After registering to use the service, travel can be booked from the villages covered to Banbury or Brackley at any time between the hours of 0700 and 1900 (0800 and 1800 Saturdays). Travel can be booked a minimum of an hour in advance by phone, text or e-mail, and can facilitate journeys to shopping centres, supermarkets, surgeries and main schools and colleges. There are no eligibility criteria: the service is 'open to all'.**

<b>Operator</b>	County Connect
<b>Days of operation</b>	Monday to Saturday
<b>Frequency</b>	Demand-responsive
<b>Parishes served</b>	Banbury, Claydon with Clattercote, Cropredy, Great Bourton, Little Bourton, Prescote, Wardington, Mixbury <b>PLUS POTENTIALLY PARISHES SERVED BY SERVICES 37, 81 AND 81A (SEE ITEMS C, D AND E)</b>

**Alternative services**

Many of the villages served by this contract are also served by Stagecoach service 277, which offers two shoppers' return journeys for most places served on Monday to Saturday. However, Claydon is only served by the outbound morning journey: on its return from Banbury this village is only served on request, meaning that it does not benefit from a 'guaranteed' facility to travel to Banbury for afternoon shopping via this bus service. This service is subsidised by Northamptonshire County Council: Oxfordshire contributes to the subsidy cost of this service, but this contribution is not under review at this time.

The subsidy contribution toward 'County Connect' offers improved access to Banbury for the above-listed villages than would be affordable by procuring Monday to Saturday bus services, and permits travel for all from early morning to early evening every day except Sunday. Users must however be registered before using the service.

<b>Current subsidy per annum</b>	£15,000
<b>Average passengers per annum</b>	868 (based on estimate from six months of data)
<b>Passengers April - Sept 2012</b>	<b>Cropredy 278</b> (circa one to two per day) <b>Claydon 12</b> (circa 1 every 15 days) <b>Great Bourton 84</b> (circa one every two days) <b>Little Bourton 30</b> (circa 1 every five days) <b>Mixbury 42</b> (circa 1 every four days) <b>Prescote NO PASSENGERS</b> <b>Wardington NO PASSENGERS</b>
<b>Cost per passenger journey</b>	£17.28 (low overall annual subsidy for Oxfordshire communities covered should be considered)

**Comments from consultation**

- *Bourtons: various suggestions for enhancements/amendments to 66/277 (particularly increased 'spacing' of service 277 journeys). Support for retention of 'County Connect'*
- *Claydon: return regular stop at Claydon to 277 route to facilitate two trips to Banbury. Stop at Clattercote? Additional stops at Hanwell Fields turn and Southam Road (for Tesco).*
- *Cottisford (including Juniper Hill): retain a service for parishes covered by service 8*
- *Cropredy: disappointment that 277 will not be reviewed until 2014*
- *Shenington with Alkerton: retain 269 and 270 (n.b: services not technically under review)*

**Prices sought**

## CMDL13E

Contribution for continuation of existing service is under discussion, along with contribution to potential new 'County Connect' service in Bicester/Brackley/Banbury area to cover majority of villages served by services 37, 81 and 81A (see Items C, D and E), plus Oxfordshire villages of Cottisford, Hethe, Fringford and Stratton Audley which are currently covered by Northamptonshire-subsidised service 8 and which result in a contribution to this service from Oxfordshire of £24,000 per annum

**B: Contracts under review elsewhere in Oxfordshire**

**ITEM P**

**Service 47: Lambourn-Ashbury-Swindon  
Contract V67**

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***Contribution toward two-hourly Swindon Borough Council tendered service operating via the Oxfordshire villages of Ashbury and Idstone. Swindon Borough Council's contract for provision of this service comes to an end in September: the new award will be decided in May, and officers are therefore seeking delegated authority to negotiate Oxfordshire's ongoing contribution toward the service.***

**Operator** Thamesdown Transport  
**Days of operation** Monday to Saturday  
**Frequency** Two-hourly peak and off-peak  
**Parishes served** Ashbury

**Alternative services**

Ashbury has no alternative bus services on Monday to Friday, although it is linked with Wantage and Swindon on Saturday by service X47, which enables to access to Wantage (single round trip) and Swindon (two round trips).

**Current subsidy per annum** £15,850

**Average passenger journeys per day** 13

**Cost per passenger journey** £4.00

**Comments from consultation**

*Ashbury Parish Council: retain service at current level*

**Prices sought**

Officers are seeking delegated authority to negotiate an ongoing contribution to Swindon Borough Council contract for this service when their procurement exercise has concluded.

**ITEM Q****Service W1: 'Lewknor Taxibus'**

*Provides peak hour connection between Lewknor Village and Oxford Tube to and from London at B4009. Service introduced to attempt to reduce car parking on verges of B4009 at intersection with M40 Junction 6. Also serves Aston Rowant on request.*

<b>Operator</b>	Go Ride
<b>Days of operation</b>	Monday to Friday
<b>Frequency</b>	Peak hours only: timetabled service, but requires pre-booking
<b>Parishes served</b>	Lewknor, Aston Rowant

**Alternative services**

None

**Current subsidy per annum**            £11,730

**Average passenger journeys per day**    11

**Cost per passenger journey**            £4.21

**Comments from consultation**

*Bix & Assendon, Highmoor, Nuffield, Stoke Row, Checkendon: not aware that anybody from parishes uses the mini-bus to commute. Seems to be well used and serves a useful function of reducing car journeys and parking.*

*Ipsden: unable to identify any resident who use the Watlington Tube service. I am therefore unable to express my informed comment on the service.*

*Wallingford: local residents rarely use this service at present, as they would have to drive to Watlington to access it. However, in a Wallingford transport survey last year, several residents said that they would use the service if it was extended to Wallingford.*

*Great Milton: not aware that this service is used by Great Milton. Those spoken to use the Sandhill Park and Ride which they can connect with at Wheatley using the 280 Arriva or Brookes Bus.*

*Beckley: replied asking for further information: no further response received.*

*Benson: no feedback received on this issue, other than a stated view that a proper car park should be constructed at Junction 6 to serve Oxford Tube passengers with cars.*

*Nettlebed: no personal experience of using the Watlington WI tube service. Usage numbers prove a very useful facility to local people: continuation supported.*

*Watlington: service meets a need for local residents which would be better met by an enhanced service proposed by Go-Ride. Current service targeted mainly at regular commuters which puts a severe limit on its usage. A service that could also meet the needs of shoppers and those who wish to visit exhibitions, theatres or other London attractions would certainly attract more users.*

*Parking space at Junction 6 is now very heavily used so that after the morning rush hour it is frequently difficult to find available space, making an overflow into Lewknor village more likely.*

*Proposed improvements to Junction 6 parking area will not increase the total space available, and may even reduce it slightly, so problem will continue.*

*Increased crime at Junction 6 parking area is a concern for Watlington users. The availability of a link bus means that it is possible for them to use the Oxford Tube service without risking damage to or theft from their cars. Full survey of Watlington users of the service not conducted, but anecdotal evidence indicates that there are a number of Watlington people who use the Oxford Tube quite regularly but are not regular users of the W1 shuttle service. Making the service more convenient for these users could significantly increase the usage. In addition, Go-Ride's ambition to extend the service to other villages in the area, including Ewelme and Benson could help substantially in improving the viability of the service.*

**Prices sought**

## CMDL13E

Officers are in discussions with Go Ride as regards the cost of future provision: details of potential future costs are outlined in Supplementary Exempt Annex 2.

## **ITEM R**

### **Goring Dial-a-Ride: Thursday only**

***Contract for Dial-a-Ride service linking Goring with Reading on Thursdays. Contract expired on December 31: extension granted following discussions with provider and to enable review***

<b>Operator</b>	Readibus
<b>Days of operation</b>	Thursday
<b>Frequency</b>	Demand-responsive
<b>Parishes served</b>	Goring

#### **Alternative services**

Service is specifically for disabled and mobility-impaired users: no similar service exists linking Goring with Reading on Thursday, but Oxfordshire Dial-a-Ride provides similar facilities on Wednesday and Friday linking Goring with Didcot and Wallingford, and on Monday linking Goring with Oxford and Abingdon or any location in South Oxfordshire.

<b>Current subsidy per annum</b>	£1,355
<b>Average passenger journeys per day</b>	14 (approximate figure)
<b>Cost per passenger journey</b>	£2.78 (approximate figure)

#### **Comments from consultation**

*Goring Parish Council: retain service to enable access to Reading for those who cannot easily use public transport*

#### **Prices sought**

Details of potential future costs are outlined in Supplementary Exempt Annex 2.