Dear Councillors and Parish Councillors

Following Arriva’s decision to withdraw their Service 60 timetable we have been working on alternative timetables to replace the majority of journeys currently being operated.

We have looked at the data Arriva provided but have also carried out some service observations of our own to corroborate this. We have had a number of comments that drivers do not always record every passenger who is travelling with a pass and while this shouldn’t be a regular occurrence we also carry out our own observations to check the numbers provided by bus companies.

While it is the case that some school journeys are well loaded the majority of the students using them are boarding at locations that the Service X60 will continue to pick up from such as Winslow and Whitchurch. The numbers boarding along the “unique” section of route are much lower. We have checked the numbers of school pupils travelling ourselves and even taking account of the year groups doing exams the numbers are not high. We observed 8 to the Aylesbury schools and 5 towards Buckingham. The new timetable will continue to serve the Aylesbury schools but for those travelling to Buckingham there is a county council school bus service which is already used by a number of students from the villages. Parents can apply for this at <https://www.buckscc.gov.uk/services/education/school-transport/paid-for-school-transport/>

I have attached the timetable we plan to put out to tender shortly, as you will see it includes most current journeys and keeps a regular service through Oving, Granborough and North Marston, including the school / commuter timed bus into Aylesbury. The attached timetable is designed to cover the trips being regularly used by passengers boarding in the villages, Arriva’s data is copied below and I have also attached the observations we have made in the last 2 weeks.

We have had some questions regarding the right of a bus company to change bus routes in this way so I would like to give some context to this. All bus services outside London are ‘deregulated’ and have been since 1985, when bus services were transferred from public organisations and opened up to private companies to run. As a result most bus routes are run commercially by bus companies and must cover the cost of operation from fares revenue and do not receive financial support from local or national government. Bus companies are expected to set their routes and timetables based on the revenue they generate and must register these with the Traffic Commissioners Office who is also the government appointed regulator for bus services.

Local Authorities have powers to subsidise bus services to places where there is no commercial provision, according to their budgets and policies but do not have a right of veto over service change decisions and cannot insist that a bus company provide a particular route or timetable. Arriva have discussed these changes with us and we can understand the reasoning that is to focus on the areas that they see offering opportunities to increase passenger numbers and strengthen the overall X60 service.

The Council will need to go out to tender for a bus company to run the replacement timetable which will take around week. If you have any comments or suggestions please send these to [passtrans@buckscc.gov.uk](mailto:passtrans@buckscc.gov.uk) by Friday 5th July.

Arriva’s new X60 timetable will be on the BCC website by the end of this week at: <https://www.buckscc.gov.uk/services/transport-and-roads/buses-and-trains/>

I will send a separate email regarding Maids Moreton later as we have a different solution there.

Regards

Andy

**Andy Clarke**

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Transport •  Economy •  Environment

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| **Arriva boarding data from Feb / March 2019** | | |  |
|  | DAILY | DAILY | DAILY |
|  | AVERAGE | AVERAGE | AVERAGE |
|  | MON-FRI | MON-FRI | SAT |
|  | (School days) | (School holidays) |  |
| Granborough | 7 | 5 | 4 |
| North Marston | 16 | 12 | 8 |
| Oving | 13 | 7 | 7 |
| Maids Moreton | 8 | 7 | 3 |
| **total** | **45** | **31** | **21** |