

## Cango retendering

### Details of service proposals and passenger figures

#### Andover Cango

Reduced from a two vehicle operation to one. All communities retain a service but generally on fewer days per week – either four or two days, with the exception of Enham Alamein, Longparish and St. Mary Bourne, which retain a service on six days.

<b>Current Service</b>	<b>Communities served</b>	<b>Current service</b>	<b>Proposed service</b>	<b>Passenger numbers and comments</b>
C1 commuter rail link to Andover	Kimpton, Fyfield, Weyhill, Appleshaw, Ragged Appleshaw, Penton Mewsey	Two am commuter journeys and two early evening.	One am journey, one early evening	Withdrawn journeys: three passengers on AM journey; no regular passengers on evening journey. The cost of keeping the first morning journey would be £4,488 per year, or £5.87 per passenger per day
C2 commuter rail link to Whitchurch	Hurstbourne Tarrant, Stoke, St Mary Bourne	Two am commuter journeys and three early evening.	No service	An average of less than one passenger per journey. Alternative journeys to Andover at different times.
C3 to/from Andover	Enham Alamein, Hurstbourne Tarrant, Stoke, St Mary Bourne, Smannell, Little London	Six days a week	Four days a week except Enham Alamein/St. Mary Bourne, six days.	Average of 4.7 per journey. 70% of passengers board and alight in Enham Alamein and so would retain a 6 day per week service along with St. Mary Bourne
C4 to/from Andover	Hurstbourne Priors, Longparish, Barton Stacey	Six days a week	Two days a week except Longparish, six days	Average of 2.4 per journey. No pattern to busiest days but see proposal for dividing journeys below.

C5 to/from Andover	Clanville, Ragged Appleshaw, Appleshaw, Redenham, the Chutes	Six days a week	Four days a week	Average of 5 per journey. No pattern to busiest days but see proposal for dividing journeys below.
C6 to/from Andover	Penton Mewsey, Hatherden, Tangley, Vernham Dean, Linkenholt, Upton	Six days a week	Two days a week except Penton Mewsey, four days	Average of 1.5 per journey. No pattern to busiest days but see proposal for dividing journeys below.
C7 to/from Andover	Picket Piece	Six days a week	Two days a week (extended Taxishare service)	No more than one passenger per trip; this is their only bus service.

There will be some changes to the timetable as well as to the days of the week operated but some level of services will be maintained on fewer days.

The proposal for dividing the six days of operation into 4 + 2 is as follows:

- Two days – Tuesday and Thursday (market day) – for the less well used services.
- Four days – Monday, Wednesday, Friday and Saturday (market day) – for the better used services
- Six days – Enham Alamein, Longparish, St. Mary Bourne.

This divides the week so that each group of parishes has a service on a market day (either Thursday or Saturday). In the case of the four day a week parishes, the two services (C3 and C5) have their highest weekly passenger figures on Saturdays, and will retain their Saturday services. Although there local feedback over which days parishes are served will be welcome, the balance represents a good compromise designed to best meet local needs.

The net cost of providing a six day per week service would be approximately £182,200 (gross cost £258,640 less income from school services of £43,970 less fares income of approximately £32,500). In total, the Cango services in the Andover area carry approximately 20,000 passenger journeys in a full year. This equates to a net subsidy of approximately £9.10 per passenger journey.

The new operation would provide for approximately 16,500 journeys. This would cost approximately £78,500 (gross cost £132,065 less income from school services of £26,821 less income of approximately £26,800) at a net subsidy of approximately £4.80 per passenger journey.

The cost of reinstating those 3,500 journeys, that might be lost by reducing the service, is the difference between £182,200 and £78,500 namely £103,700 This works out at approximately £29.60 per passenger journey.

## **Burghclere Cango**

One vehicle currently operates C21/22/23/24 linking Burghclere with Newbury via Echinswell or Penwood on Monday to Saturday.

Proposed change: first and last commuter journeys to be withdrawn.

## **Alton Cango**

This currently comprises two groups of services:

- C41/42 – Alton – Alresford – Basingstoke (flexibly routed via the Candovers, the Wields, etc)
- C44 – Alton – Froyle – Binsted – Blacknest – Alton (ostensibly a flexibly-routed service but the pattern of the local roads means that in practice a fixed route circular service is operated).

These services are operated by two buses, six days a week. The proposed service pattern reduces the vehicle resources required: one bus six days a week; a second bus on only three days a week.

The six day a week service will cover Alresford to Basingstoke, providing a flexibly-routed service in the rural areas in between. Although the timetable will change, reflecting the one bus operation, it will be possible to provide a broadly similar pattern of service.

The table below summarises the implications for the remainder of the area currently served by Cango to the east of Alresford, which will see a reduction in service from six to three days a week.

<b>Service</b>	<b>Communities served</b>	<b>Current service</b>	<b>Proposed service</b>	<b>Passenger numbers and comments</b>
C41/42	Gundleton and Bighton	Six days per week to Basingstoke, Alresford and Alton	Three days per week to Alresford, one return journey.	Small hamlets, irregular and low levels of use. (No regular users from Gundleton, one regular user from Bighton). Reduced service will be equivalent to their service before Cango. Providing this journey in isolation for the other three days has not been costed, but see calculations below this table.
C41/42	Ropley and Four Marks	Six days per week to Basingstoke, Alresford and Alton	Three days per week to Alton, one return journey.	Use is from parts of Four Marks that are off the main A31 road (which has a regular scheduled bus service). Reduced service will be equivalent to the service before Cango. Approx 18 passenger journeys per week. Journeys between Four Marks and Basingstoke will require a change at Alton (longer journey times, long connection times) – but at an average of 0.27 through passengers per bus journey it is not economic to retain through journeys.
C44 To/from Alton	Lower & Upper Froyle, Bentley, Blacknest, Binsted and Holybourne.	Six days per week to Alton, three journeys i.e. choice of times.	Three days per week to Alton, two journeys offering one round trip but with improved timing.	Average of 4.2 passengers per journey, all off-peak travel. About 50% of passengers use the service 4 to 6 days per week, so would have their number of journeys reduced. The other 50% use the service 1 to 3 days per week.

This three day a week off-peak group of services, involve some changes, however, as shown below, the proposed service offers better value for money than retaining weaker elements of the current service.

The net cost of providing proposed service specification would be approximately £99,800 (gross cost £151,724 less income from school services of £33,814 and fares income of approximately £18,100). We have assumed that 100% of the journeys in the Alresford to Basingstoke area would still be made, plus 40% of the journeys in the Alresford to Alton corridor and the Binsted/Froyle area. This equates to approximately 13,800 passenger trips per annum, at a net subsidy of approximately £7.30 per passenger journey.

The existing operation provides for approximately 24,250 journeys at a net subsidy of approximately £6.50 per passenger journey. We have assumed that 100% of the journeys in the Alresford to Basingstoke area would still be made, plus 40% of the journeys in the Alresford to Alton corridor and the Binsted/Froyle area at a net subsidy of approximately £4.50 per passenger journey.

The cost of reinstating the 4,300 journeys that would be lost by reducing the service, is the difference between £162,100 and £99,800 namely £62,300. This works out at approximately £14.30 per passenger journey.

**Cango subsidies based on June booked figures –**

Cango service	Number of different existing users for June	Number of trips in June on current services broken down by new service area	Proposed numbers of days a week – all areas currently have six days
<b>Andover area</b>			
Upton, Tangley, Hatherden area 2 day a week area	32	192	2 days
Penton Mewsey, Appleshaws, Clanville area 4 days	38	310	4 days
Enham, St. Mary Bourne area Longparish area	120	580	6 days
Barton Stacey	8	70	4 days
C1 Andover commuter	8 - 3 wont be able to use with change See note below	197	6 days but service reduction to one each end of the day
C2 Whitchurch rail link	4 – 2 block book and 2 get on at timed stop	80	0
C7	2	13	Taxi share

	Current subsidies	Subsidy cost of retaining current service	Anticipated subsidy with new service provision for total area
Andover	£8	£9.10	£4.80
Burghclere	£6	£6	£6
Alton	£6.50	£9	£4.50