

APPENDIX 1: REVIEW OF LOCAL BUS SERVICE CONTRACTS

Contracts with Highest Subsidy per Passenger

1: SUMMARY OF PROPOSALS

Contract No.	Route	Time Period	Passengers per Week	Subsidy per passenger	Annual Cost	Saving	Recommendation
00J-61R	Service J: Caerphilly - Rudry	Mon – Sat evenings (1 return journey)	3	£28.86	£4,300	£4,300	Terminate Contract
0P2-61D	Service 2: Phillipstown to Bargoed	Mon – Fri early morning (1 journey)	3	£7.15	£1,060	£1,060	Terminate Contract
0N1-62D	Service 5: Newbridge - Pantside	Sundays (5 return journeys daytime and evening)	17	£6.66	£6,800	£6,800	Terminate Contract
007-610	Service 7: Blackwood – Pontypridd via Ystrad Mynach and Nelson	Mon – Sat evenings (2 return journeys)	79	£6.15	£24,150	£24,150	Terminate Contract

APPENDIX 1

002-61R	Service 5: Penyfan Diversions	Early morning (3 diversions daily)	56	£5.59	£10,070	£10,070	Terminate Contract
G2-02B	Service 4: Tredegar to Ystrad Mynach Hospital via Rhymney, Abertysswg, Brithdir, New Tredegar, Bargoed and Cefn Hengoed	Sundays (7 return journeys daytime and evening)	44	£5.18	£12,040	£12,040	Terminate Contract
004-610	Service 4: Tredegar to Ystrad Mynach Hospital via Rhymney, Abertysswg, Brithdir, New Tredegar, Bargoed and Cefn Hengoed	Mon – Sat (4 evening return journeys)	291*	£4.64	£59,000	£29,000	Retain Contract but reduce frequency from hourly to 2 hourly
X38-61D	Service X38: Bargoed to Pontypridd via Gelligaer and Nelson	Mon – Sat (2 early morning return journeys)	91*	£4.52	£20,500	£20,500	Contract already terminated following withdrawal of the service by Glamorgan Bus.

APPENDIX 1

003-610	Service 1: Bargoed to Merthyr Tydfil via Deri, Fochriw and Rhymney	Mon – Sat (4 evening return journeys)	276*	£4.47	£48,000	£24,000	Retain Contract but reduce frequency from hourly to 2 hourly
X16-410	Service X16: Newbridge to Cardiff via West End, Crosskeys, Risca	Mon – Sat (2 evening return journeys)	178	£4.21	£16,760	£16,760	Terminate contract
C18-61R	Service C18: Bargoed to Gilfach Estate	Mon – Sat (one early evening journey)	27	£3.82	£5,100	£5,100	Terminate Contract
G2-01B	Service 1: Bargoed to Merthyr Tydfil via Deri, Fochriw and Rhymney	Sundays (daytime and evenings)	115*	£3.72	£19,500	£9,500	Retain Contract but reduce frequency from hourly to 2 hourly
005-61E	Service 5: Blackwood to Bargoed via Markham and Britannia	Mon – Sat (two late afternoon / early evening journey)	48	£3.53	£8,440	£8,440	Terminate Contract
901-610	Service 901: Blackwood to Ystrad Mynach Station (rail Link)	Mon – Sat (daytime to mid evening)	570*	£3.52	£103,700	£15,000	Review contract and reduce

APPENDIX 1

N/a	Security – Blackwood Interchange	N/a	N/a	N/a	£10,800	£10,800	Withdraw security contribution
N/a	Contribution to Beacons Bus Network	Sundays (and Bank Holiday Mondays)	76 (per day of operation)	N/a	£3,500	£3,500	
					TOTAL	£201,020	

Key

* - denotes total passengers carried on these contracts, not necessarily the total passengers affected by the proposed changes, as some contracts are proposed for continuation at the same (or reduced) level of service.

2 – Detailed Analysis of Proposed Savings

Target Saving A: Contracts over £4.00 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>1. 00J-61R: Service J: Caerphilly - Rudry</p> <p><i>(Mondays to Saturdays - evenings only)</i></p> <p>Reason for Prioritisation: High Subsidy Per Passenger</p> <p>Wards affected: St James / St Martins</p>	<p>£4,300 per annum</p> <p>£28.86 per passenger carried</p> <p>Average of 3 passengers carried per week.</p>	<p>Contract provides a mid evening return journey between Caerphilly and Rudry (2030 ex Caerphilly; 2043 from Rudry).</p> <p>Withdrawal of this contract will mean the last journey from Caerphilly to Rudry will operate at 1830 (returning from Rudry at 1843).</p>	<p>No journeys to Rudry after 1830 on Mondays to Saturdays.</p>	<p>No further scope – the contract only involves one journey.</p>	<p>The withdrawal of this service is likely to cause minimum inconvenience, as the service is only supported by an average of 3 passengers each week.</p> <p>RECOMMENDATION:</p> <p>Withdraw – patronage is negligible.</p> <p>SAVING:</p> <p>£4215 per annum</p>

Target Saving A: Contracts over £4.00 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>2. 0P2-61D Service 2: Phillipstown – Bargoed</p> <p><i>(Mon – Fri early morning)</i></p> <p>Reason for Prioritisation: High subsidy per passenger.</p> <p>Wards: New Tredegar / Aberbargoed / Bargoed</p>	<p>£1,060 per annum</p> <p>£7.15 per passenger carried</p> <p>Average of 3 passengers carried per week.</p>	<p>Later journeys between Phillipstown and Bargoed – next journey is 0723 from Phillipstown.</p>	<p>Note this journey starts at Pontllytyn at 0610 and is the first bus from the Upper Rhymney Valley to Bargoed.</p> <p>The bus then operates the 0650 journey from Bargoed to Merthyr Tydfil via Deri and Fochriw (Service 1), the first ‘up valley’ journey from Bargoed to Pontllytyn / Rhymney / Merthyr.</p> <p>This is commercially provided by Stagecoach, but removal of the subsidy on the previous journey may result in a review and potential withdrawal of this journey.</p>	<p>Limited. Subsidy is for an individual journey that provides the first departure of the day on a service that is otherwise commercially provided. The cost of subsidising this journey is low (around £4.30 per day).</p>	<p>Not a significant saving in relation to the cost of the contract, but withdrawing the subsidy may lead to a review of the commercially provided journeys based around this contract which could result in the withdrawal of additional early morning journeys.</p> <p>RECOMMENDATION:</p> <p>Withdrawal</p> <p>SAVING:</p> <p>£1060 per annum</p>

Target Saving A: Contracts over £4.00 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>3. 0N1-62D: Service 5: Newbridge to Panside <i>(Sundays and Bank Holiday Mondays)</i></p> <p>Reason for Prioritisation: High Subsidy Per Passenger</p> <p>Wards: Newbridge</p>	<p>£6,800 per annum</p> <p>£6.66 per passenger carried</p> <p>Average of 17 passengers carried per Sunday.</p>	<p>Contract provides 5 Sunday daytime and evening return journeys between Newbridge and Panside (service 5).</p> <p>There are no other journeys serving Panside on a Sunday.</p>	<p>No Sunday bus services would serve the isolated community of Panside.</p>	<p>Contract involves 1 bus operating a relatively infrequent service, between other contracted journeys. No further scope for reducing the cost.</p>	<p>The withdrawal of this service would isolate the community of Panside on Sundays, but patronage is very low (1 – 2 passengers per journey).</p> <p>RECOMMENDATION:</p> <p>Terminate contract due to low usage.</p> <p>SAVING:</p> <p>£6,800 per annum</p>

Target Saving A: Contracts over £4.00 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>4. 007-610: Service 7: Blackwood - Pontypridd</p> <p><i>(Mondays to Saturdays - evenings only)</i></p> <p>Reason for Prioritisation: High Subsidy Per Passenger</p> <p>Wards: Blackwood / Pontllanfraith / Maesycwmmmer / Ystrad Mynach / Nelson</p>	<p>£24,150 per annum</p> <p>£6.15 per passenger carried</p> <p>Average of 79 passengers carried per week (under 4 per journey).</p>	<p>Contract provides two evening return journeys between Blackwood and Pontypridd via Maesycwmmmer, Ystrad Mynach, Nelson and Treharris.</p> <p>There is an hourly daytime return service between Blackwood and Pontypridd which operates between 0727 and 1727 (with return journeys from Pontypridd at returning from Pontypridd between 0732 and 1832).</p> <p>In the evening, service 26 (Blackwood to Cardiff) operates hourly between Blackwood and Ystrad Mynach; service C16 operates hourly between Caerphilly and Nelson (via Gelligaer). There are no alternative evening services between Nelson and Pontypridd.</p>	<p>Loss of direct evening bus service between Blackwood and Pontypridd. Loss of evening journeys to St Annes Gardens (service 26 operates via the main road in Maesycwmmmer).</p> <p>Loss of evening bus service journeys between Pontypridd and Nelson.</p>	<p>Contract involves 1 bus operating the two return journeys every evening, so little scope for reducing the cost.</p> <p>Note – following retender from July 2011, reduced cost contract was introduced to provide connections from Cardiff at Pontypridd.</p>	<p>There are alternative evening bus services between Blackwood and Ystrad Mynach / Ystrad Mynach and Nelson.</p> <p>There are no alternative bus services between Nelson and Pontypridd.</p> <p>The service is used by around 7 to 8 passengers per journey.</p> <p>RECOMMENDATION:</p> <p>Withdraw – high subsidy per passenger and low patronage.</p> <p>SAVING:</p> <p>£24,150 per annum</p>

Target Saving A: Contracts over £4.00 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>5. 002-61R Service 5: Penyfan Diversions (to Rush Drive)</p> <p><i>(Mondays to Saturdays early morning)</i></p> <p>Reason for Prioritisation: High Subsidy per passenger.</p> <p>Wards: Blackwood / Penmaen / Crumlin / Newbridge</p>	<p>£10,070 per annum</p> <p>£5.59 per passenger carried</p> <p>Average of 56 passengers carried per week (around 3 per diversion).</p>	<p>No alternative journeys serve Penyfan Industrial Estate.</p>	<p>The nearest bus stops are situated in Croespenmaen, so workers in Penyfan would have to walk up to 1 mile to their places of work.</p> <p>However, there are no return journeys in the afternoon / evening which implies passengers find alternative arrangements. The current early morning diversions could be revised to serve Byron Place in Croespenmaen which Stagecoach may find commercially viable and the Council has received requests for.</p>	<p>Limited. Subsidy supports three early morning diversions of the bus service between Blackwood and Newbridge via Oakdale.</p>	<p>May impact on access to employment at Penyfan, but current patronage is low at around 3 per journey choosing to use the diversions.</p> <p>RECOMMENDATION:</p> <p>Withdraw – high subsidy per passenger and low patronage.</p> <p>SAVING:</p> <p>£10,070 per annum</p>

Target Saving A: Contracts over £4.00 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>6. G2-02B Service 4: Tredegar to Ystrad Mynach Hospital</p> <p><i>(Sundays and Bank Holiday Mondays)</i></p> <p>Reason for Prioritisation: High Subsidy Per Passenger</p> <p>Wards: Moriah / Pontlottyn / New Tredegar / Aberbargoed / Bargoed / Gilfach / Pengam / Hengoed / Ystrad Mynach</p>	<p>£13,680 per annum (total contract cost).</p> <p>Cost to Caerphilly: £12,040 per annum.</p> <p>Service is jointly funded by Blaenau Gwent Council.</p> <p>£5.18 per passenger carried</p> <p>Average of 44 passengers carried per Sunday.</p>	<p>Contract provides seven return daytime and evening journeys between Tredegar and Ystrad Mynach (Ysbyty Ystrad Fawr) and Rhymney, Abertysswg, Brithdir, New Tredegar, Bargoed, Penpedairheol, Cefn Hengoed and Ystrad Mynach on Sundays and Bank Holiday Mondays. .</p> <p>The service provides the only Sunday link between Tredegar and Rhymney; the only Sunday service to Abertysswg; the only Sunday service to Brithdir; the only Sunday link between New Tredegar and Bargoed; the only Sunday service via Penpedairheol and Cefn Hengoed and the only direct Sunday link between the Upper Rhymney Valley and Ysbyty Ystrad Fawr.</p>	<p>Withdrawal of this service would isolate a number of communities in the Upper and Mid Rhymney Valley – particularly Abertysswg, Brithdir, New Tredegar and Cefn Hengoed.</p> <p>Consequences of withdrawal:</p> <p>No Sunday service between Tredegar and the Upper Rhymney Valley.</p> <p>No Sunday service to Abertysswg.</p> <p>No Sunday service to Brithdir or New Tredegar.</p> <p>No Sunday service to Penpedairheol or Cefn Hengoed.</p> <p>No Sunday service between the Upper Rhymney Valley and Ysbyty Ystrad Fawr.</p>	<p>Contract involves 1 bus operating the two hourly service, so little scope for reducing the cost.</p>	<p>Whilst there are some alternative services, the withdrawal of this contract would isolate many communities on a Sunday. However, patronage is very low overall (around 3 per journey).</p> <p>RECOMMENDATION:</p> <p>Terminate contract due low patronage.</p> <p>SAVING (estimated):</p> <p>£12,040 per annum.</p>

		<p>Alternative Sunday services exist between Rhymney, Pontlottyn and Bargoed (service 1 via Fochriw and Deri); and between Bargoed and Ystrad Mynach / Ysbyty Ystrad Fawr via Tiryberth (service 50).</p> <p>Note service 1 is also identified for a reduction in frequency due to high subsidy per passenger.</p>			
--	--	--	--	--	--

Target Saving A: Contracts over £4.00 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>7: 004-610: Service 4: Tredegar – Ystrad Mynach Hospital</p> <p><i>(Mondays to Saturdays - evenings only)</i></p> <p>Reason for Prioritisation: High Subsidy Per Passenger</p> <p>Wards: Moriah / Pontlottyn / New Tredegar / Aberbargoed / Bargoed / Gilfach / St Cattwg / Hengoed / Ystrad Mynach</p>	<p>£67,050 per annum (total contract cost).</p> <p>Cost to Caerphilly £59,000 per annum. Service is jointly funded by Blaenau Gwent Council.</p> <p>£4.64 per passenger carried</p> <p>Average of 291 passengers carried per week (around 6 per journey).</p>	<p>Contract provides four evening return journeys between Tredegar and Ystrad Mynach Hospital via Rhymney, Abertysswg, Brithdir, New Tredegar, Bargoed, Cefn Hengoed and Ystrad Mynach.</p> <p>The service provides the only evening link between Tredegar and Rhymney; the only evening service to Abertysswg; the only evening service to Brithdir; the only evening link between New Tredegar and Bargoed; the only evening service via Penpedairheol and Cefn Hengoed and the only direct evening link between the Upper Rhymney Valley and Ysbyty Ystrad Fawr.</p> <p>Alternative evening services exist between Rhymney, Pontlottyn</p>	<p>Withdrawal of this service would isolate a number of communities in the Upper and Mid Rhymney Valley – particularly Abertysswg, Brithdir and Cefn Hengoed.</p> <p>Consequences if contract withdrawn:</p> <p>Last daytime journeys between Tredegar and Abertysswg via Rhymney: 1714; between Abertysswg and Tredegar: 1735 (service 4).</p> <p>Last daytime journeys through Brithdir: 1741 (to Rhymney); 1814 (to Bargoed) (service 3)</p> <p>Last daytime journeys between New Tredegar and Bargoed: 1828; from Bargoed to New Tredegar: 1812 (service 2)</p>	<p>Contract involves two buses providing an hourly evening service. The frequency could be reduced to every two hours, saving the cost of one bus, theoretically halving the contract cost. Difficult to quantify how many passengers would be lost – if half were lost as a result of reducing the frequency, then subsidy per passenger would remain at the same level.</p>	<p>Whilst there are some alternative services, the withdrawal of this contract would isolate many communities during the evening.</p> <p>RECOMMENDATION:</p> <p>Revise timetable to reduce the evening frequency to every two hours.</p> <p>SAVING (estimated):</p> <p>£29,000 per annum. (based on withdrawing one bus).</p>

		<p>and Bargoed (service 1 via Fochriw and Deri); between New Tredegar and Blackwood (service 12) and between Bargoed and Ystrad Mynach / Ysbyty Ystrad Fawr via Tiryberth (service 50).</p> <p>Note service 1 is also identified for a reduction in frequency due to high subsidy per passenger.</p>	<p>Last daytime journeys through Cefn Hengoed and Penpedairheol: 1835 to Bargoed; 1802 (to Ystrad Mynach) (service C9).</p>		
--	--	--	---	--	--

Target Saving A: Contracts over £4.00 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>8. X38–61D: Service X38: Bargoed to Pontypridd</p> <p><i>(Mondays to Saturdays)</i></p> <p>Reason for Prioritisation: High Subsidy per Passenger</p> <p>Wards: Bargoed / Gilfach / St Cattwg / Nelson</p>	<p>£20,550 per annum</p> <p>£4.52 per passenger carried</p> <p>Average of 91 passengers carried per week (less than 4 per journey).</p>	<p>The contract provides the first journeys on the service that otherwise is operated on a commercial basis by Glamorgan Bus.</p> <p>The journeys involved are:</p> <p>0640 Bargoed to Pontypridd / 0710 Pontypridd to Bargoed (Mondays to Fridays)</p> <p>0740 Bargoed to Pontypridd / 0810 Pontypridd to Bargoed (Mondays to Saturdays)</p> <p>Glamorgan Bus has withdrawn the X38 service after operations on 2nd February 2013. A new X38 service has been registered by the N.A.T. Group, which includes a 0650 journey from Nelson to Pontypridd and a 0705 journey from Pontypridd</p>	<p>The first departure to Pontypridd will start from Nelson, rather than Bargoed.</p>	<p>None – service has been substantially registered commercially, so contract terminated after operation on Saturday 2nd February 2013.</p>	<p>Contract terminated after operations on 2nd February 2013 and the introduction of a new service by the N.A.T. Group will include journeys that were previously subsidised.</p> <p>RECOMMENDATION:</p> <p>No further action necessary – contract terminated before the end of 2012/13 financial year.</p> <p>SAVING:</p> <p>£20,550 per annum</p>

APPENDIX 1

		to Bargoed / 0735 Bargoed to Pontypridd.			
--	--	---	--	--	--

Target Saving A: Contracts over £4.00 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>9. 003-410: Service 3: Bargoed to Merthyr Tydfil</p> <p>Service C18: Bargoed to Gilfach Estate</p> <p><i>(Mondays to Saturdays - evenings only)</i></p> <p>Reason for Prioritisation: High Subsidy Per Passenger</p> <p>Wards: Bargoed / Gilfach /Aberbargoed / Darren Valley / Pontlottyn / Moriah / Twyn Carno</p>	<p>£61,340 per annum (total contract cost).</p> <p>Cost to Caerphilly: £48,000 per annum.</p> <p>Service is jointly funded by Merthyr Tydfil Council.</p> <p>£4.47 per passenger carried</p> <p>Average of 276 passengers carried per week (around 5-6 per journey).</p>	<p>Contract provides four evening return journeys between Bargoed and Merthyr Tydfil via Deri, Fochriw, Pontlottyn, Rhymney and Dowlais.</p> <p>The service provides the only evening service to Deri and Fochriw and to the north of Rhymney and is the only link between the Upper Rhymney Valley and Merthyr Tydfil in the evenings.</p> <p>Alternative evening services exist between Rhymney, Pontlottyn and Bargoed (service 4 via Abertyswg, Brithdir and New Tredegar).</p> <p>Note service 4 is also a service identified for a frequency reduction due to high subsidy per passenger.</p>	<p>Withdrawal of this service would isolate a number of communities in the Upper and Mid Rhymney Valley – particularly Rhymney Bridge, Twyn Carno, Fochriw and Deri.</p> <p>Consequences if contract withdrawn:</p> <p>Last daytime journeys through Fochriw and Deri: 1828 from Rhymney; 1832 from Bargoed.</p> <p>Last daytime journeys from Bargoed to Merthyr Tydfil: 1832 from Bargoed; 1805 from Merthyr Tydfil (service 1).</p> <p>Last evening journeys through Rhymney Bridge / Twyn Carno: 1823 to Rhymney / Bargoed; 1912 to Merthyr Tydfil (service 1).</p>	<p>Contract involves two buses providing an hourly evening service. The frequency could be reduced to every two hours, saving the cost of one bus, theoretically halving the contract cost. Difficult to quantify how many passengers would be lost – if half were lost as a result of reducing the frequency, then subsidy per passenger would remain at the same level.</p>	<p>Whilst there are some alternative services, the withdrawal of this contract would isolate many communities during the evening. Proposal is therefore to reduce, rather than withdraw contract.</p> <p>RECOMMENDATION:</p> <p>Revise timetable to reduce the evening frequency to every two hours.</p> <p>SAVING (estimated):</p> <p>£24,000 per annum. (based on withdrawing one bus).</p>

Target Saving A: Contracts over £4.00 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>10. X16-610: Service X16: Newbridge - Cardiff</p> <p><i>(Mondays to Saturdays - evenings only)</i></p> <p>Reason for Prioritisation: High Subsidy Per Passenger</p> <p>Wards: Newbridge / Abercarn / Crosskeys / Risca West / Risca East</p>	<p>£37,250 per annum (total contract cost); £16,760 cost to Caerphilly. Service is jointly funded by Newport City Council, and their transport officer has indicated that the Council would support the withdrawal of this service.</p> <p>£4.21 per passenger carried</p> <p>Average of 178 passengers carried per week (around 5 per journey).</p>	<p>Contract provides two evening return journeys between Newbridge and Cardiff via West End, Abercarn, Crosskeys, Risca, Rogerstone, Cleppa Park and St Mellons at 1815 and 2045; returning from Cardiff at 1925 and 2155.</p> <p>Daytime X16 journeys operate between Risca and Cardiff every 2 hours between 0730 and 1600.</p> <p>There is an hourly evening train service between Newbridge and Cardiff from 1814 to 2214 / 2344 and between Cardiff and Newbridge between 1835 and 2135 / 2305.</p>	<p>Loss of direct evening bus service between Newbridge and Cardiff, but alternative train service exists.</p> <p>For residents in West End, buses at 1815 and 1945 from Newbridge and at 2030 and 2300 would be lost – there are existing N2 journeys at 1820 and 2313 from Newbridge and at 1841 from West End.</p> <p>Alternative services operate between Newbridge, Abercarn, Crosskeys, Risca and Rogerstone during the evening.</p> <p>It's also worth noting that the daytime X16 service to Cardiff between Newbridge and Risca was withdrawn shortly after the Ebbw Valley passenger rail service was reinstated.</p>	<p>Contract involves 1 bus operating the two return journeys every evening, so little scope for reducing the cost.</p> <p>Officers will explore with Stagecoach and Blaenau Gwent Council whether there is scope to divert evening X15 (Newport to Brynmawr) journeys to operate via Cleppa Park (similar to daytime journeys) to cover evening shift finishes. The X15 evening service is a Blaenau Gwent contract.</p>	<p>There are a number of alternative bus services between Newbridge and Risca and an hourly train service between Newbridge / Crosskeys Risca and Cardiff.</p> <p>The service is used by around 5 passengers per journey.</p> <p>Newport Council has indicated that they wish to withdraw their cross boundary contribution. This means that to continue the service, Caerphilly would have to pick up the full cost of the contract – an additional £20,490 per year.</p> <p>RECOMMENDATION:</p> <p>Withdraw – high subsidy per passenger and low patronage and impact of Newport CC withdrawing financial support. SAVING: £16,760 pa</p>

Target Saving B: Contracts over £3.50 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>3. C18-61R: Service C18: Bargoed – Gilfach Estate</p> <p><i>(Mondays to Saturdays – early evening)</i></p> <p>Reason for Prioritisation: High Subsidy per Passenger.</p> <p>Wards: Bargoed / Gilfach</p>	<p>£5,150 per annum</p> <p>£3.82 per passenger carried</p> <p>Average of 27 passengers per week carried (4 - 5 passengers each day).</p>	<p>The contract provides a journey at 1810 from Bargoed to Gilfach Estate. Alternative journeys are the commercially provided journey by Stagecoach at 1740. Evening journeys commence at 1910 and run hourly until 2210 (these are part of another subsidised route, which is being considered for a reduction in frequency).</p>	<p>Minimal – there are earlier and later journeys available – the withdrawal of this journey would result in a gap of an hour and a half (between 1740 and 1910).</p>	<p>No further scope – the contract only involves one journey.</p>	<p>The withdrawal of this journey will have minimal impact for passengers.</p> <p>RECOMMENDATION:</p> <p>Withdraw – as reasonable alternatives exist.</p> <p>SAVING:</p> <p>£5,150 per annum</p>

Target Saving B: Contracts over £3.50 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>4. G2-01B</p> <p>Service 1: Bargoed to Merthyr Tydfil</p> <p>Service 2: Bargoed to Aberbargoed</p> <p>Service C18: Bargoed to Gilfach Estate</p> <p><i>(Sundays and Bank Holiday Mondays)</i></p> <p>Reason for Prioritisation: High Subsidy Per Passenger</p> <p>Wards: Bargoed / Gilfach / Aberbargoed / Darren Valley / Pontlottyn / Moriah / Twyn Carno</p>	<p>£25,700 per annum (total contract cost).</p> <p>Cost to Caerphilly: £19,500 per annum.</p> <p>Service is jointly funded by Merthyr Tydfil Council.</p> <p>£3.72 per passenger carried</p> <p>Average of 115 passengers carried per Sunday.</p>	<p>Contract provides eleven return daytime and evening journeys between Bargoed and Merthyr Tydfil via Deri, Fochriw, Pontlottyn, Rhymney and Dowlais on Sundays and Bank Holiday Mondays. .</p> <p>The service provides the only Sunday service to Deri and Fochriw and to the north of Rhymney and is the only link between the Upper Rhymney Valley and Merthyr Tydfil.</p> <p>Alternative Sunday services exist between Rhymney, Pontlottyn and Bargoed (service 4 via Abertysswg, Brithdir and New Tredegar).</p> <p>Note service 4 is a service identified for withdrawal due to high subsidy per passenger.</p>	<p>Withdrawal of this service would isolate a number of communities in the Upper Rhymney Valley – particularly Deri, Fochriw, Twyn Carno and Rhymney Bridge.</p> <p>Consequences of withdrawal:</p> <p>No Sunday journeys through Deri and Fochriw.</p> <p>No Sunday services between the Upper Rhymney Valley and Merthyr Tydfil.</p> <p>No Sunday journeys through Rhymney Bridge / Twyn Carno.</p> <p>No Sunday journeys between Bargoed and Gilfach Estate or Bargoed and Aberbargoed</p>	<p>Contract involves two buses providing an hourly service in the daytime, reducing to every 2 hours during the evening. When tenders were invited for this contract, they included a costed option for a 2 hourly service throughout the daytime and evening, operated by one bus. This retains the C18 journeys to Gilfach Estate, but does not include journeys between Bargoed and Aberbargoed.</p>	<p>Whilst there are some alternative services, the withdrawal of this contract would isolate many communities.</p> <p>RECOMMENDATION:</p> <p>Terminate existing contract, but award alternative option that provides a reduced (two hourly) frequency of service throughout the day.</p> <p>SAVING (estimated):</p> <p>£9,500 per annum. (based on withdrawing one bus).</p>

Target Saving B: Contracts over £3.50 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>6. 005-61E</p> <p>Service 27: Blackwood to Bargoed via Markham</p> <p><i>(Mondays to Saturdays – early evenings)</i></p> <p>Reason for Prioritisation: High Subsidy Per Passenger</p> <p>Wards: Blackwood / Argoed / Aberbargoed / Bargoed / Pengam / Gilfach</p>	<p>£8,440 per annum</p> <p>£3.53 per passenger carried</p> <p>Average of 48 passengers carried per week (around 4 per journey).</p>	<p>Contract provides a late afternoon / early evening return journey between Blackwood and Bargoed via Markham and Britannia on Mondays to Saturdays (service 27).</p> <p>The service provides the only link between Markham and Bargoed, which also runs hourly throughout the day.</p> <p>Alternative journeys exist between Markham and Blackwood (service 56) and between Britannia and Blackwood (service 12).</p>	<p>Withdrawal of this contract would curtail the current service.</p> <p>Consequences of withdrawal:</p> <p>Last journey from Blackwood : 1640 (journey at 1740 would be withdrawn).</p> <p>Last journey from Bargoed: 1710 (journey at 1810 would be withdrawn).</p>	<p>No further scope – the contract only involves one return journey.</p>	<p>Whilst there are some alternative services, the withdrawal of this contract would remove an early evening journey between Markham and Bargoed in late afternoon / early evening.</p> <p>RECOMMENDATION:</p> <p>Withdraw – high subsidy per passenger and low patronage.</p> <p>SAVING (estimated):</p> <p>£8,440 per annum.</p>

Target Saving B: Contracts over £3.50 per passenger	COST AND PASSENGER DETAILS	EXISTING ALTERNATIVE SERVICES IF CONTRACT WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
CONTRACT NO. & ROUTE (PERIOD OF OPERATION)					
<p>7. 901-610</p> <p>Service 901: Blackwood to Ystrad Mynach (rail Link)</p> <p><i>(Mondays to Saturdays)</i></p> <p>Reason for Prioritisation: High Subsidy Per Passenger</p> <p>Wards: Blackwood / Pontllanfraith / Maesycwmmmer / Ystrad Mynach</p>	<p>£103.700 per annum (total contract cost).</p> <p>Cost to Caerphilly: £99.980 per annum.</p> <p>£3.52 per passenger carried</p> <p>Average of 570 passengers carried per week (3 to 4 per journey).</p>	<p>Contract provides thirteen daytime to mid- evening journeys between Blackwood and Ystrad Mynach Station, to connect with the trains to Caerphilly and Cardiff. Established in 2002, the service is a dedicated rail link service, which is available only to passengers making a train journey, tickets for which are purchased on the bus for the through train journey (or on train for the connecting bus journey). Overall journey time is one hour.</p> <p>Alternative bus journeys exist between Blackwood and Cardiff (service 26) which operates every half hour.</p>	<p>Withdrawal of this contract would impact on the many regular passengers who use the service, particularly those who use the bus / train to access their employment in Cardiff. Overall journey time is 25 minutes less than the direct bus service between Blackwood and Cardiff, which is not a viable alternative for regular commuters.</p> <p>Blackwood is the largest town in the county borough not connected to the rail network and the 901 service provides the best alternative, by providing flexible connections with the train (for example by waiting for late running trains).</p>	<p>There may be scope to curtail the service to reduce the cost of the contract.</p>	<p>The service provides an important link between Blackwood and the Rhymney railway line and facilitates access to employment opportunities as well as shopping and leisure facilities and provides a journey that is competitive with the car, particularly at peak times of travel.</p> <p>RECOMMENDATION:</p> <p>Review the operation of service and look for opportunities to reduce cost of operation.</p> <p>SAVING (estimated):</p> <p>£15,000 per annum.</p>

Target Saving B: Withdraw security cover at Blackwood Interchange	COST	ALTERNATIVE IF WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
PERIOD OF OPERATION					
<p>8. Monday to Saturday Evenings (1800 to 2230)</p> <p>Wards: Blackwood</p>	<p>£10,800 per annum</p>	<p>The new Interchange at Blackwood opened in May 2007 and replaced an unattractive bus station. The new facility has a waiting area and is well lit at night and an attractive area for passengers. A high quality CCTV system and passenger help points were provided. The new environment was also an attractive area for youths to congregate in the evening, so the opportunity was taken just after the new facility opened to work with the Market Centre manager and extend their security cover during the evenings and on weekends to include the Interchange at a nominal cost. This has proved invaluable, particularly in recent months where there have been a number of public order issues, particularly in the evening.</p>	<p>No security patrols during the evening at the Interchange. High quality CCTV coverage and help point with direct access to the CCTV control room.</p>	<p>None – only provides limited cover during the evening at marginal cost (as an extension of the Market Place security cover).</p>	<p>The withdrawal of these arrangements will remove the physical security presence from the Bus Station during evening and may result in an increase in anti social behaviour.</p> <p>RECOMMENDATION:</p> <p>Withdraw security arrangements.</p> <p>SAVING:</p> <p>£10,800 per annum</p>

Target Saving B: Withdraw contribution to Beacons Bus Sunday Bus Network	COST	ALTERNATIVE IF WITHDRAWN	IMPLICATIONS FOR PASSENGERS	SCOPE FOR REDUCING COST OF CONTRACT	CONCLUSION
PERIOD OF OPERATION					
<p>9. Services B4 and B5 to Brecon Beacons.</p> <p><i>Sundays and Bank Holiday Mondays (between May and September only)</i></p> <p>Wards: Blackwood, Pontllanfraith, Newbridge, Abercarn, Crosskeys, Risca East, Risca West, Morgan Jones Llanbradach, Ystrad Mynach, Nelson</p>	£3,500 per annum	The Brecon Beacons National Park Authority (BBNPA) has developed a network of Sunday services connecting many parts of South Wales with the Brecon Beacons. The services are innovative and popular and allow passengers to travel to Brecon and access many other parts of the National Park through a network of connecting services. These journeys are only possible if the BBNPA continues to fund the network of services.	Two routes served the county borough in 2012 – the B4 from Blackwood, Newbridge, Risca and Newport to Brecon and the B5 from Cardiff via Caerphilly, Ystrad Mynach and Nelson to Brecon. If funding is withdrawn, there is no guarantee that these routes will continue to serve the county borough in 2013.	None – the Council, along with other south Wales local authorities makes a small contribution to the cost of operating these services.	<p>The withdrawal of funding may result in the loss of this Sunday leisure service for residents of the county borough,</p> <p>RECOMMENDATION:</p> <p>Withdraw funding</p> <p>SAVING:</p> <p>£3.500 per annum</p>