

Geoff Taylor
Single Resource

Barfoots, Pagham Bus Services Proposal.

Key Features:

- Three routes designed around current employee's
- Timetable to suit shift times
- Commitment to Service Development
- Commitment to Marketing and Promotion

Stagecoach South are prepared to operate three bus routes designed to meet the needs of people working at the Barfoots, Sefter Farm site as detailed below. All of the routes would be registered as public bus services which means that we can charge individual fares to the passengers.

Routes:

BF1 and BF2 cover the core residential areas of Bognor Regis and Route BF3 serves the core residential area of Portsmouth at the following times. I have attached maps showing the roads to be used.

Route BF1

Rose Green, St Anthony's Church	0527	0557	0627	0657
Bognor Regis Hospital, Chichester Rd	0534	0604	0634	0704
Bognor Regis Rail Station, Longford Rd	0538	0608	0638	0708
Aldwick Road Post Office	0541	0611	0641	0711
Rose Green, St Anthony's Church	0546	0616	0646	0716
Pagham, Barfoots Farm	0550	0620	0650	0720

Pagham, Barfoots Farm	1810	1840	1910
Rose Green, St Anthony's Church	1814	1844	1914
Bognor Regis Hospital, Chichester Rd	1821	1851	1921
Bognor Regis Rail Station, Longford Rd	1825	1855	1925
Aldwick Road Post Office	1828	1858	1928
Rose Green, St Anthony's Church	1833	1903	1933

Route BF2

North Bersted Shops	0535	0605	0635	0705
South Bersted Oak Grove	0539	0609	0639	0709
Rose Green St Anthonys Church	0546	0616	0646	0716
Pagham, Barfoots Farm	0550	0620	0650	0720

Pagham, Barfoots Farm	1810	1840	1910
Rose Green St Anthonys Church	1814	1844	1914
South Bersted Oak Grove	1826	1856	1926
North Bersted Shops	1830	1900	1930

Route BF3

Copnor Green Lane	0532
Kingston Prison	0539
Eastney Health Centre	0547
Albert Road Lights	0551
University of Portsmouth	0558
Fratton Bridge	0602
Stamshaw, Mountbatten Centre	0610
Hilsea Lido	0615
<i>Then Non-Stop to</i>	
Pagham, Barfoots Farm	0647

Pagham, Barfoots Farm	1810
<i>Non Stop to</i>	
Hilsea Lido	1840
Stamshaw Mountbatten Centre	1846
Fratton Bridge	1857
University of Portsmouth	1900
Albert Road Lights	1905
Eastney Health Centre	1910
Kingston Prison	1916
Copnor Green Lane	1923

Costs:

If we to formally tender to operate these services then we would be quoting the following based on a 7 day per week, 52 weeks per annum operation (excluding Christmas Day).

All the costs are based on using a 38 seat single deck vehicle.

BF 1 £180 per day

BF 2 £180 per day

BF 3 £200 per day

Thus for all three routes the total daily operating cost is £560 per day

Thus to cover this revenue requirement we would need 85 passengers per day using each of the Bognor routes and 38 using the Portsmouth route based on fares of Bognor £1 single/£2 return and Portsmouth £4 single/£5 return.

Financial Arrangement:

We would require a revenue guarantee to cover 90% of the operating cost, thus if revenue over a four week period averaged less than £560 per day we would wish to invoice you for the difference. Once revenue exceeded 110% of the operating cost then we would be prepared to share that or to reduce fares.

Ticketing and Fares:

Tickets would be sold on bus as singles or returns but we could also offer route specific weekly tickets. We also have a range of weekly tickets that would also cover our other bus services in either Bognor Regis or Portsmouth which we would also be allowed to be used. For the purpose of the revenue/costs then we would be able to track their use.

Service Developments:

We would be able to track usage of each route on a daily basis and thus be able to review them as required however as all these routes would be what we describe as 'registered' bus routes we are bound by a legal requirement to give 56 days notice of a change.

I would propose that we review the finances and the routes after three months, if we were to discontinue the service or any part we would need 3 months notice in order to fulfil our legal requirements.

Marketing:

It would be our proposal to produce a leaflet for each route detailing the times and the exact route and bus stops and ideally we would like that to be circulated to all staff. The details would also be available on our website. We would show these routes as being a Partnership between ourselves, Barfoots and Single Resource as appropriate.

Start Date:

Once we have agreement we could start the process of registration and design of marketing material. I would envisage being able to start in the first week of December 2017.

I hope that this proposal meets your needs at this stage and I would be happy to discuss further to finalise.

Mark Turner,
Stagecoach South
30.09.16

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