Good afternoon

Many thanks for your email.

* Actual numbers of passengers in the last few months broken down by numbers on each timed service per journey – Usage data attached in the Hopper passenger records file fyi.

* The actual costs of a full year service as it stands without our involvement - Up to September 2021, the Oakham Hopper was a 100% subsidised contracted local bus service operated by Centrebus Ltd on behalf of RCC.  The annual contract subsidy was £57,025 and RCC also then subsidised the reimbursement of concessionary fares payments for free travel of £28,800 per annum.  On top of this, the 16:00 journey was operated by a taxi company at a cost of £12,160 per annum.  A total subsidy of over 97k p.a for the service to operate.  September 2021 onwards, RCC has been operating a free minibus service to achieve savings with no reduction in service to passengers at an operational cost of **£40,400.**

* Costs of the school run service as it presently stands. – The Braunston to Oakham return school journey forms part of a closed bus contract which then goes on to take scholars to Melton Vale post-16 centre.  We have had quotes from operators to run the Braunston section only with the lowest submission being £14,995, hence my proposal to reduce the operational cost to you of £40,400 to £25,000 to deduct what we would pay an external operator to cover.

* Costs for running the service if it was reduced to the school run services and 3 routes in the morning.  This would effectively mean reducing the service by 2 routes around the town.  Based on the full operation cost of 25k and there being 5 full loops, it would reduce by a further 10k meaning the cost to OTC for the school run and 3 loops would be 15k per annum for the reduced service.

* A draft contract/SLA so that council can look at the fine print. I am working on a draft of this at the moment but want to work on it with OTC ‘s continual input into what you expect to see included as it isn’t an insular task.  The agreement will include the maximum payment, the payments terms, the level of service to be delivered by RCC and what the arrangements would be for driver training, vehicle standards, maintenance, publicity and promotion of the service, regular service monitoring meetings to discuss usage and makes any changes OTC might like to see with times or the route, RCC’s responsibility to provide replacement vehicle in the event of breakdown and/or any time off road, bus stop maintenance and updating of timetables.  I will continue to work on the bare bones of a draft but RCC are actually the contractor in this scenario as opposed to the contract holder so the content of the SLA really needs input from OTC at all stages.

As offered previously, I am happy to be online, in person or at the end of the phone whilst the meeting takes place to answer any questions anyone might have before a final decision is taken.

Please note that I will be on leave from 28th June – 7th July and back at work on 8th July.