

Any suggestions for how the lunchtime buses should be organised	Would you be willing to pay separately for this service (~£3.00 per week)	Any suggestions or comment on how the lunchtime buses should be financed	How many children will you have in Europa senior school next year
<p>(a) School should be entirely responsible as they dictate the timetable and who has PM off - BLOC should never be accountable for this nor can it predict usage or coordinate any cohesive process to maintain the service. (b) only those that use it should pay for it. Non-users of the service should not carry the cost - more so, as Primary parents have no way of knowing whether such an arrangement is needed in 24/25 let alone in three years plus. (c) School should push to have a public bus service timed at 12.50pm on Wednesday lunchtime, so those needing to get to Abingdon can do so. 2 buses serving most stops in all the Oxford and Abingdon</p>	No	those using it should pay for it separately through the school not BLOC	1
2 buses serving most stops in all the Oxford and Abingdon	No		1
<p>We agree that an economically unviable service needs changing or stopping if necessary and thus many thanks for consulting on this and putting in the work to organise the consultation.</p> <p>We believe that BLOC is there to facilitate the transport to and from the school for all pupils. If the school regularly stops earlier for some pupils then it would be good for BLOC to do the best it can to get those pupils home or at least close to home.</p> <p>We don't think it matters how it is paid for if everyone gets to benefit at some point, but equally if the school keeps moving the goalposts on this then perhaps it should be paid for by the year groups who use it or even just the users of the service. If it then proves that it is economically better to use a public bus service, that is fine too.</p> <p>However, we don't think that policing the service is an argument at all, as it applies to all buses. Perhaps reducing the bus size to a 35-seater would make abuse less likely etc. We don't think the decision should be driven by the policing at all and that should be a secondary consideration.</p> <p>So if the current service is unviable it should be reduced to the maximum economically viable service, which could be just a single bus into Oxford city centre or similar (perhaps just serving the stops along the way). Since the pupils using it are older pupils they could then make their own onward journey. However we think perhaps several such viable options and their costs could be put to a user vote of those who would like such a service currently where people could specify a ranking of options. And then depending on that the most favoured option which then also should be economically viable should be chosen.</p> <p>To end we should say that having another group run the service is an extremely bad idea and the thin end of the wedge. A lot of the buses could be run cheaper independently and this fragmentation of the service is highly undesirable and far off from the community spirit that BLOC was founded on. It would increase overheads for everyone involved and just seems completely unnecessary for such a small service which never caused any issues apart from the policing, which in our view is a secondary problem, and can be addressed in other ways, as per above.</p> <p>Finally for any user to agree at this stage to pass their data to an unknown body with unknown principles, terms and conditions, seems an impossible thing to do.</p>	Yes	We don't think it matters how it is paid for if everyone gets to benefit at some point, but equally if the school keeps moving the goalposts on this then perhaps it should be paid for by the year groups who use it or even just the users of the service.	0
<p>To me, the most important thing would be to collaborate with the school to have an idea what the timetable will look like in September and then liaise with the parents of the year groups concerned (all parents, not just BLOC users).</p> <p>Number of secondary students is actually going to increase due to more classes. No lunch time buses means teenage students are more likely to be stuck at school as poor public transport links.</p>	Yes	I find it slightly paradoxical that this year the committee has communicated concerns about low usage and about too high usage (when the S1 timetable changed). It would seem that getting everyone who wants to use the lunchtime bus, no matter whether they are a BLOC user or not, to pay for it might be enough to keep it running. Having told everyone that use is restricted and policing this, I'm not sure it will be easy to go back to the situation where there were more users than bus seats (and this was when there were still more than 1 lunchtime bus). With the school having recently reported that students have been going to Abingdon and then come back to catch their normal buses, it would seem that there is (or was) demand for a lunchtime bus, at least one that goes to Abingdon. To me, the admin problem seems bigger than the financial one. E.g. how could tickets be sold to everyone in an efficient manner and one that made sure, buses were well used, but at the same time not too full.	2
<p>Bus is ideal means. Alternatively, arrange a group of older secondary students to take younger ones to the train from Culham to to Oxford?</p>	Yes	Ideally, as before. We were happy to subsidize secondary students when we had only primary school children. We are one school community and we should not start seeing the buses as an individualised service.	2
<p>If the bus is half empty, can the company offer a smaller, cheaper vehicle? Or could an alternative company provide a mini bus for that one route?</p>	No	Everyone pays i.e. the current system	0
<p>By parents of the senior school</p>	No	By the users of the bus only	1
<p>If this is currently not financially viable, perhaps this service could be open to any user and tickets could be sold on the bus and paid for in cash? Not sure if this would be working well in practice, but perhaps worth trialing? Parents of users would have to take turns selling the tickets, which may be possible depending on the number of parents available to do this job.</p>	Yes	As mentioned above, by selling tickets to any student or teacher willing to use the service?	1

Our son will be in S1 next year, and as of now we have not had any communication from the school as to whether S1 will have Wed afternoons off or not, so it's difficult for me to give an answer to some of the questions (i.e. would we use the lunchtime bus next year, and would we be willing to pay for it). It would also depend on where exactly the bus stops are located (i.e. if no stop in Headington, then we wouldn't use it).	No	I would support a user-financed system where only those who use it pay for it (and not the whole bus community).	1
Running the bus outside of BLOC would have the advantage that other non-Bloc users who have other arrangements at the normal AM and PM times could make use of the service at lunchtimes, and which would serve more of the school community and boost demand. This would have to be organised outside of BLOC though. There is a bus stop outside the school with hourly buses to Abingdon and East Oxford. There is also a train station a short walk down a quiet country path with trains to Oxford, Didcot and nearby villages. When I was in secondary school I took public buses every day, and most of the school population took a public bus or a train (and the train station was a 30 minute walk or a bus ride away). Could secondary students who need to leave the school early simply use the existing public transport services?	Yes	I would prefer not to pay to subsidise a service that I do not use: I would be happy to pay in full if/when I need to use it.	0
They should be discontinued.	No	We have been Block Bus users since 2017 with 2 children in Primary, 1 who has recently entered secondary. The Wednesday bus service has never benefitted our children. Nor will it in the future as the school decides whether half day Wednesdays will continue or not. I suspect they will not for incoming secondary pupils. That said, we have been subsidising a bus for 5 years, that we will not have the benefit of using in the future. I would like to see this service discontinued or at the very least not subsidise the service with my fees. Wednesday afternoon bus users should cover their own costs.	1
	No	It's been great having this service, but without knowing whether we will need it next year means that we couldn't commit to paying separately for the service. But that would be the best way of financing it.	1
The no. 3 lunchtime bus seemed to be working OK from our (perhaps limited) point of view. I don't know yet if our son will have a half-day on Wednesday next year and if the Botley Road closure will take longer than expected, so there's a chance we may not really need it next year. However, if he does have a half-day, we'd be happy to pay more to have the option of him coming home earlier.	Yes	Could pupils who'd like to take it, but don't have a regular ticket, pay for it in cash/by card or with the same system as the canteen fingerprint payment? Perhaps part of the summer fair/Christmas fair could be a tombola raising money for the buses?	1
As it is	Yes	By user	1
As bus use is wholly in response to the school timetable, planning future usage and suitability requires the school to share their timetable plans for next year. Without this we are flying blind.	Yes		1
Yes	Yes	Yes	2
Yes	Yes	Yes	2
You probably need a "maybe" option for the usage question. Very difficult to know if we will need the bus next year when we don't yet know what the timetabling will be, or what Weds afternoon activities will be offered	Yes		1
Abandon for now, review every year depending on school timetables	No	Individual tickets?	1
	Yes	Financed by specific users	0
Prepaid ticket service	Yes	Payed by the people who use it	0
Perhaps some sort of pass for registered users could be produced, if policing usage is a particular problem?	Yes	I have been happy to (in effect) subsidise this service over the years my child has not used it (i.e. in primary), but would also be happy with a system through which registered users of the lunchtime bus paid a extra amount to cover its costs (assuming such an additional charge would not be too large).	1