

*The envelope, which contained this paper, will have been cut open in front of you.*

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**Examination Details:**

<b>Paper Title:</b>	<b>December 2025 Series P2 (Passenger Transport) Case Study</b>
<b>Paper No:</b>	<b>PCS1225S</b>
<b>Date of Examination:</b>	<b>05/12/2025 13:00 - 15:15</b>

**Time allowed: 2 hours 15 minutes****You must have:**

- This case study
- A question/answer booklet

**You may use:**

- A calculator
- A dictionary
- Any permitted written materials

**Instructions**

- Use the case study information to answer all the questions.
- Write your answer to each question in the space provided in the question/answer booklet. If you need extra space, use the lined page(s) at the end of the question/answer booklet. The question numbers must be clearly shown.
- Additional paper may be used if required but you must clearly show your name, date of birth and question number(s).
- Answer all the questions.

**Information**

- The total mark for this paper is 60.
- The marks for each question are shown in brackets () in the question/answer booklet.
- This document has 4 pages.
- Assessment material has been prepared in line with legislation current at the time of production. Any subsequent changes to legislation have not been taken into account, however, responses that refer to amended legislation will be credited.

## December 2025 Series P2 (Passenger Transport) Case Study

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### Background

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Ansledown Transport plc (ATP) is a major bus and coach operator in the UK. It operates many express coach services between towns and cities in England, Scotland and Wales; luxury coach hire, including contracts with sports teams; local bus services; private hires; and some national and international tours and package holidays.

The company holds Standard National or Standard International operator licences in several Traffic Areas but currently has no presence in the South East and Metropolitan Traffic Area.

#### Proposed new express service

ATP intends to add a new London-based express service, starting in April 2026. Details of the proposed service are set out below:

- ATP will buy new 50-seat coaches to operate exclusively on the proposed new service. It will buy one more coach than the minimum number required to operate the service every day, to allow for maintenance and breakdowns
- The round-trip service will start and finish at a new rented operating centre to be opened in London
- The company will recruit a transport manager, drivers and other staff for the London operation.
- The vehicles to be based at the new operating centre will be maintained at a local garage
- There will be no intermediate stops between the towns and cities in the itinerary (see the table below)
- The coaches will be single manned
- The service will operate seven days every week
- The first service every day will depart from the London operating centre at 06.00 hrs. Then, departures from the London operating centre will be every hour, on the hour, until the last daily departure at 15.00 hrs
- The proposed itinerary is set out in the following table

From	To	Driving time	Layover at destination	Distance
London	Luton	49 minutes	5 minutes	49 km
Luton	Northampton	40 minutes	5 minutes	50 km
Northampton	Nottingham	80 minutes	5 minutes	100 km
Nottingham	Sheffield	56 minutes	45 minutes	70 km
Sheffield	Nottingham	56 minutes	5 minutes	70 km
Nottingham	Northampton	80 minutes	5 minutes	100 km
Northampton	Luton	40 minutes	5 minutes	50 km
Luton	London	49 minutes	As possible and as required	49 km

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### Financial information for the proposed new express service

- The service is expected to attract an average of 450 passengers every day, paying an average fare of £15 each
- The following costs will apply to each 50-seat coach:
  - Each coach is expected to be used on 349 days every year
  - Depreciation – each new coach will cost £80,000, excluding the cost of the initial tyre set. Depreciation is charged at 30% per year
  - Other standing costs - £150 per coach owned, per day
  - Driver wages will be £160 per driver, per day
  - Employer's National Insurance and pension contributions will be provided at 15% of each driver's wages
  - Fuel is expected to cost £1.40 per litre. The new coaches are expected to achieve fuel consumption of 10 kpl
  - Each tyre set will cost £3,000 and is expected to last for 50,000 km
  - Maintenance will be costed at £0.20 per kilometre

### **Walvingham United team buses**

ATP have provided team buses for Walvingham United for many years. The coaches are all in the club's livery. For long trips to away fixtures, the team will fly to an airport near the stadium where they will play and ATP will provide one coach for transport from Walvingham United's training complex to a local airport and a second coach will be waiting at the destination airport, to transport the team to the stadium on the day before their match.

Walvingham United have an upcoming fixture in Paris and the club has asked for one coach to be available for the team in the UK and a second coach to be waiting for the team at the private terminal at Charles de Gaulle airport in Paris. The details of the journey for the coach travelling to Paris are as follows:

- Walvingham United demand that all vehicles supplied to them must have two drivers and a passenger assistant
- The vehicle must depart from Walvingham at the latest possible time
- The journey from Walvingham to the Channel Tunnel terminal at Ashford is 360 km, to be driven at an average speed of 80 kph
- The coach must arrive at the Ashford terminal 60 minutes before the Le Shuttle service departs (this includes an allowance for boarding Le Shuttle). The service is available on the hour, every hour, and at 20-minute intervals in between
- Le Shuttle crossing takes 35 minutes
- The distance from the Channel Tunnel terminal at Coquelles, France to the private terminal at Charles de Gaulle airport is 340 km, to be driven at an average speed of 85 kph (this includes an allowance for disembarking Le Shuttle)
- The coach must arrive at the private terminal at Charles de Gaulle airport 45 minutes before the team disembark from their plane at 17.40hrs, local time
- Loading the team and their luggage will take 20 minutes
- The distance from the private terminal at Charles de Gaulle airport to the stadium where the team will train is 30 km, to be driven at an average speed of 60 kph
- Walvingham United have informed ATP that the French police have insisted that the team bus must arrive at the stadium at 18.30hrs local time

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### Proposed 'Grand Tour'

ATP is to send one of its luxury coaches from its Walvingham operating centre on a one-off tour that will run from England to Belgrade, Serbia as follows:

- Load passengers at the Walvingham operating centre, drive them to a hotel in Paris, France. Stay for two nights
- Load passengers at the Paris hotel, drive to a hotel in Frankfurt, Germany. Stay overnight
- Load passengers at the Frankfurt hotel, drive to a hotel in Vienna, Austria. Stay for two nights
- Load passengers at the Vienna hotel, drive to a hotel in Budapest, Hungary. Stay for two nights
- Load passengers at the Budapest hotel, drive to a hotel in Belgrade, Serbia. Stay for two nights
- The return journey has not yet been planned in detail

### Insurance cover

ATP's board of directors have some concerns about litigation costs and the costs of settling claims that may be made by passengers, employees, visitors to the company's premises and damage to vehicles and property. They want to ensure that they have adequate insurance cover for as many eventualities as possible.

### Company policies

The following policies have been adopted at all ATP's operating centres

- All drivers are required to complete a vehicle walkround check whenever they take over a vehicle. Schedules must allow 20 minutes for this
- All driver breaks are to be taken at the latest possible time and for the shortest period
- Vehicles are required to always carry spare bulb kits