

March 2025 Series P2 (Passenger Transport) Case Study

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Examination Details:

Paper Title:	March 2025 Series P2 (Passenger Transport) Case Study
Paper No:	PCS0325S
Date of Examination:	7th March 2025 1300 - 1515

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

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Background

Walvingham Transport plc (WT) has operated its fleet of lorries for many years from its owned operating centre. It holds a Standard International operator licence that authorises 45 lorries in the West Midlands Traffic Area. The company currently employs 35 drivers with Categories C and CE entitlement and operates 35 lorries. It has space at its only operating centre for more vehicles.

The directors have decided to expand the business by entering the coach transport market. They will lease two 49-seat coaches, one to be based at the Walvingham operating centre and the other to be based at a new rented operating centre in Leisfield, in the East of England Traffic Area. Both vehicles will be acquired on leases that include maintenance.

The company is to review its insurance policies to ensure that they cover the new coach operations. Current policies include comprehensive motor insurance and employers liability.

Company Policies

- All drivers must carry out a vehicle walkaround check at the beginning of every day, and 15 minutes must be allowed in schedules for this.

Future work for the two new 49-seat coaches

From the Walvingham operating centre

This vehicle will operate day-trip tours to UK destinations and excursions to France.

- 1) A proposal for the first programme of UK tours is set out below.

Suggested destination	Distance from bus station to destination	Average speed
Theme park	196.0 Km	70kph
Stately home	345.0 Km	75kph
Seaside town	227.5 Km	70kph
Antiques market	320.0 Km	80kph

For each tour, the following standard requirements have been established:

- Passenger tickets are to be sold in advance and also available on the day of travel, paid for in cash to the driver.
 - Vehicles operating UK tours must be single crewed. They will pick up passengers from, and return them to, Walvingham bus station, a 15-minute drive from the operating centre.
 - Schedules must allow 30 minutes for passenger boarding at the bus station and 30 minutes for passenger boarding at the destination before the return journey, the driver to assist in both.
 - Each tour must include at least six hours for the passengers to enjoy the destination.
- 2) A proposal for an excursion to Disneyland Paris (France) is set out below. The excursion is to be marketed to potential customers in a brochure offering a package that includes the coach journeys, a hotel in Paris and two-day tickets for Disneyland Paris.

- This excursion will leave Walvingham on Saturday 5 July 2025 and arrive back in Walvingham on Tuesday 8 July 2025.
- Vehicles operating this excursion must be single crewed driving a 49-seat coach.
- The driver must be scheduled to spend 10 minutes on paperwork after completing a vehicle check and before departing from the Walvingham operating centre at the latest possible time.
- Vehicles will pick up passengers from Walvingham bus station.
- Schedules must allow 30 minutes for passenger boarding at the bus station, the driver to assist.
- The ferry crossing to Calais (France) departs from Dover at 12.00 hours and takes 1 hour and 40 minutes. Check-in, boarding and disembarking the ferry are all included in the average driving times, given below.
- Taking the A16 route towards Paris, the driver and passengers must be allowed a 1-hour break at Beauvais before the coach drives to the Paris hotel.
- On arrival at the Paris hotel, the driver will park the vehicle on-site and assist the passengers for 20 minutes before starting a rest period in the hotel.
- On Sunday morning, the driver will assist the passengers to board the coach for 10 minutes before immediately driving to Disneyland Paris, arriving when it opens at 09.30hrs.
- The coach returns to the hotel after the passengers have entered the park and the driver has free time until he collects the passengers when the park closes. The driver repeats this journey on Monday.
- The coach begins its journey from the hotel back to Walvingham on Tuesday morning, following the same route as the outward journey.

From	To	Distance (Km)	Average speed
Walvingham operating centre	Walvingham bus station	15	60kph
Walvingham bus station	Dover Ferry Port	300	75kph
Calais Ferry Port	Beauvais	212.5	85kph
Beauvais	Paris hotel	112.5	75kph
Paris hotel	Disneyland Paris	5	60kph

From the Leisfield operating centre

This vehicle will operate on school transport routes, morning and afternoons, five days a week during term times. During school holidays, the vehicle and its driver will transfer to the Walvingham operating centre, to cover for the coach that may be operating a tour or day-trip.

COSTING INFORMATION

	49-seat coach
Cost of tyre set	£3,500
Expected tyre life	50,000Km
Annual mileage	50,000Km
Fuel consumption	5kpl
Cost of fuel, per litre	£1.40
Maintenance cost per year	£16,000
Driver costs per day, per driver	£140
Standing costs per day, including vehicle leases	£70
Road tolls for each round trip	€150
Ferry, Paris hotel and Disneyland Paris tickets package for 49 people	£30,000
Exchange rate	€1 = £0.80