

## NOTICE OF MEETING

MEETING	<b>PARISH COUNCIL LIAISON MEETING</b>
DATE:	<b>WEDNESDAY 18 NOVEMBER 2009</b>
TIME:	<b>6.30 pm</b>
VENUE:	<b>COUNCIL CHAMBER, TOWN HALL</b>
CONTACT:	Alex Daynes <b>Telephone: 01733 452447</b> <b>e-mail address alexander.daynes@peterborough.gov.uk</b>
<i>Despatch date:</i>	<i>10 November 2009</i>

### AGENDA

	<b>PAGE NO</b>
<b>1. Apologies for Absence</b>	
<b>2. Minutes of the Meeting Held on 23 September 2009</b>	<b>1 - 4</b>
To approve the minutes of the previous meeting.	
<b>3. The Leader's Vision</b>	
To be introduced to the Leader of the Council and his vision for the city and surrounding area.	
<b>4. Quality Council Scheme/CALC</b>	
Consider the benefit of the Quality Council Scheme and the role of CPALC and PCC in expanding it.	
<b>5. Land Trusts (Langdyke Trust)</b>	<b>5 - 8</b>
To consider ways to establish land trusts and local nature reserves.	
<b>6. Traffic Mitigation</b>	<b>9 - 14</b>
To consider ways to provide safer roads within parishes.	
<b>7. Bus Routes - Review for Rural Communities</b>	<b>15 - 32</b>
To consider and make recommendations on the impact of the Bus Service Review on Rural Communities.	

**8. The Soke of Peterborough**

Parish Councillors to consider the reintroduction of the Soke of Peterborough and how and where it could be used.

**9. Parish Question Time**

Put forward questions and receive responses regarding Parish issues or Council business not addressed at the meeting.

**10. Parish Council Liaison Work programme**

**33 - 34**

To contribute to and generate future work programmes.

**Emergency Evacuation Procedure – Outside Normal Office Hours**

*In the event of the fire alarm sounding all persons should vacate the building by way of the nearest escape route and proceed directly to the assembly point in front of the Cathedral. The duty Beadle will assume overall control during any evacuation, however in the unlikely event the Beadle is unavailable, this responsibility will be assumed by the Committee Chair.*



There is an induction hearing loop system available in all meeting rooms. Some of the systems are infra-red operated, if you wish to use this system then please contact Alex Daynes on 01733 452447.



Minutes of a meeting of the Parish Council Liaison Meeting held at the Council Chamber -  
Town Hall  
on 23 September 2009

MEMBERS PRESENT:

Councillor David Over (Chairman)  
Denis Batty, Glinton Parish Council  
Colin Brown, Ailsworth Parish Council  
Andy Goodsell, Eye Parish Council  
Martin Greaves, Werrington Neighbourhood Council  
David Hedges, Werrington Neighbourhood Council  
Andy Totten, Bainton & Ashton Parish Council  
John Bartlett, Thorney Parish Council  
David Buddle, Thorney Parish Council  
Jayne Mann, Castor Parish Council  
Tim Pearson, Wansford Parish Council  
Geoff Smith, Werrington Neighbourhood Council  
Richard Tindall, Northborough Parish Council  
June Woollard, Barnack Parish Council

WARD COUNCILLORS PRESENT:

Cllr David Harrington, Newborough ward

OFFICERS PRESENT:

Alex Daynes, Senior Governance Officer  
Mike Heath, Commercial Services Director  
Julie Rivett, Programme Delivery Manager  
Matthew Hogan, Acting Housing Strategy and Enabling Officer  
Leonie McCarthy, Neighbourhood Manager  
Emma Black, Head of Legal Litigation  
Nick Goodman, GPP

**1. Apologies for Absence**

Apologies were received from Nick Lodge (Southorpe) and Henry Clark (Peakirk).

**2. Minutes of the Meeting Held on 6 July 2009**

The minutes of the meeting held on 6 July were approved as a true and accurate record of the meeting.

**3. Rural Housing Strategy and Site Allocations**

A presentation and report was submitted to the members of PCL regarding the establishment of a Rural Housing Strategy. The strategy carried on work from the Rural Vision and Strategy that had previously been produced.

PCL learned of the key themes and areas of focus within the Strategy and were advised that rural communities had been invited to further comment on the site allocations options

document by 30<sup>th</sup> October 2009. Every parish council has received details but please contact [nick@gpp-peterborough.org.uk](mailto:nick@gpp-peterborough.org.uk) for further information.

Following questions, the following comments were given:

- A further request for a planning officer to attend PCL will be made.
- A period of consultation on the proposed sites for development will take place in March/April 2010 including those in urban parishes.
- Information on Village Design Statements and whether they are still valid concerning the site allocations will be provided outside the meeting.
- Planning aids are available for Parishes to enable greater understanding of the planning process.

#### **4. Fix It Van**

A report was submitted to PCL following a recommendation from the Scrutiny Commission for Rural Communities to consult Parishes on the need for a continued Fix It Van service.

The rural Parish Councillors present expressed their desire to see the Fix It Van continue and commended the service that was provided. Members discussed services that the Fix It Van could provide in addition to its current provision.

Members agreed to endorse the continuation of the Fix It Van Service.

#### **5. Neighbourhood Councils**

A report was presented to the meeting as an introduction to the new Peterborough City Council Neighbourhood Councils. Members were advised that the Neighbourhood Manager for each area had been selected and all three would be in post by November 2009.

The responses to the four questions raised by Adrian Chapman at the last meeting would be collated outside the meeting.

Questions were raised and responses given including:

- Meetings will be held in the neighbourhood under discussion.
- The role of Parish Councils will remain the same.
- Some Council decisions will be devolved to a local level.
- The Neighbourhood Councils will consist of elected Councillors and will therefore be accountable to the public.
- Chairmen of each committee are appointed by the Leader of the Council and chosen from the local Ward Councillors.
- Not all issues will go to the Neighbourhood Council as many would be dealt with by the Neighbourhood manager.
- Parish Councillors can be co-opted onto the Neighbourhood Councils but would not have voting rights.
- The Councils are to resolve local issues and would not be political driven.

#### **6. Parish Question Time**

Parish Councillors asked the following questions:

Q. The village of Thorney is not on the Travel Choice interactive map but it is part of Peterborough. Why is it not on the map?

A. The initial funding for Travel Choice was to cover the urban area only. Travelchoice schemes are being rolled out further this year. The support officer to confirm this outside the meeting.

The chairman requested that any questions for the next meeting are sent to the support officer for the meeting in advance so that responses can be provided at the meeting.

## **7. Parish Council Liaison Work programme**

The Chairman advised that the agenda of the PCL and Scrutiny Commission should support each other but PCL should contain issues identified by Parish Councillors too.

Recommended items for the next meeting was to receive information on Village Design Statements and speed limits.

An item was recommended for the January meeting was to receive information on the value of Neighbourhood or Parish Plans.

It was further recommended to receive a review of Neighbourhood Councils two to three times a year.

CHAIRMAN  
6.30 - 7.45 pm

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<b>Parish Council Liaison</b>	<b>Agenda Item No. 5</b>
<b>18 November 2009</b>	<b>Public Report</b>

## **Report of the Director of the Greater Peterborough Partnership**

**Report Author** – Richard Astle, Director, Greater Peterborough Partnership

**Contact Details** – 01733 207331, richard@gpp-peterborough.org.uk

### **The Langdyke Trust**

#### **1. PURPOSE**

This report is submitted following a recommendation from the Scrutiny Commission for Rural Communities at its meeting of 27 July 2009. The report aims to make the committee aware of the work of the Langdyke Trust as an example to consider for future establishments of land trusts.

#### **2. RECOMMENDATIONS**

The committee identify any areas of good practise and make recommendations about the future establishment and benefits to rural communities of land trusts and how these trusts could be established and/or supported by the City Council.

#### **3. BACKGROUND**

3.1 The Langdyke Countryside Trust is a voluntary, membership based, organisation that through community action aims to preserve and enhance the natural heritage in the area between Peterborough and Stamford, including, where possible, through the restoration of the lost landscapes described by John Clare.

3.2 We have three principal theme areas of activity

1. **Places** – working with landowners, or if appropriate managing land ourselves, to enhance or create habitats in order to increase both the diversity and the numbers of our local wildlife species. In particular, we will focus on the restoration of the lost landscapes as described by John Clare, including areas of limestone grassland.
2. **People** – working with schools and other community groups and wildlife charities, we will offer opportunities for people to learn about and appreciate and support the natural environment on their doorsteps.
3. **Projects from Poems** –we will establish specific programmes of conservation activity designed to support increases in population of certain species that feature in the poetry and writing of John Clare.

3.3 The Trust was established in 1999. It now has over 150 members in the villages west of Peterborough.

3.4 It acquired its first nature reserve at Swaddywell Pit as a community nature reserve in 2003. Swaddywell was the subject of two poems by John Clare and was one of the first nature reserves established by the National Trust at the beginning of the 20<sup>th</sup> Century. It is a county wildlife site and a regionally important geological site, but in between its lease by the National

Trust and the eventual acquisition by the Langdyke Countryside Trust it was ploughed up, quarried, used as a household waste tip and as a venue for the national VW Owners' Club rallies.

- 3.5 The Trust has also recently announced the creation of a heritage and nature reserve at Torpel Manor Field, Bainton which it purchased using money for green infrastructure projects awarded by Peterborough City Council. This nine acre field was the site of a medieval manor house, owned by Roger de Torpel one of the original feudal knights of Peterborough Abbey. The remains of the manor house can still be seen in the form of a series of high mounds and ditches on the site. It is also a county wildlife site. The Trust will be renovating the stable block on the site and creating a small visitor centre there focusing not just on Torpel Manor, but on all aspects of the Trust's work.
- 3.6 In the last year the Trust has also entered into two management agreements for the creation of two more nature reserves in the area: with National Grid at Bainton Heath, near Bainton fisheries and with Tarmac at Etton-Maxey Pits. This fifty acre reserve lies to the west of the Etton-Maxey Road and is the site of a former gravel extraction quarry. Over the next few years it will be converted into a mosaic of open water, reed-bed, wet woodland and grassland with public access by permit along a nature trail with hides.
- 3.7 The restoration of the land is part of Tarmac's original planning consent with Peterborough City Council. Tarmac has already created a network of small reed beds and pools with thousands of trees planted to create the wet woodland areas. Last year for birdwatchers, a breeding pair of Avocet successfully raised four young – the first record in Peterborough for many years. In addition, the reserve is home to many species of dragonfly and other insects.
- 3.8 In total the Trust now actively manages nearly 130 acres of land in the interests of nature and the local community.
- 3.9 The Trust also runs a monthly programme of nature walks, work-parties and indoor talks and has a large nest box programme around the area, designed to provide habitat for birds, bees and insects. It also has its own flock of Hebridean sheep which graze the grassland at Swaddywell and also at Castor Hanglands.
- 3.10 The Trust is also working closely with a range of partners as part of the John Clare Country project. The idea behind John Clare Country is simple – to get all those involved in the future of the villages and countryside west of Peterborough to work together to preserve and enhance the natural and built heritage of the area, linking this with the legacy of John Clare – uniting people, places and poetry. Our thinking goes far beyond the Trust's usual focus on wildlife and heritage. Much more ambitiously we have developed a simple vision for the rural areas west of Peterborough -

*“To create a model of 21<sup>st</sup> century rural living to the west of Peterborough<sup>1</sup> famous as an exemplar of how to build sustainable rural communities for the benefit of local people and local biodiversity.”*

- 3.11 The model would be based on:
- A number of thriving **village communities**, each with easy access to local services and employment opportunities, local community activities and strong, empowered organs of local government
  - A green **transport** infrastructure, with a network of cycle paths, footways and 'quiet roads' where priority is given to walkers and riders
  - A prosperous **farming** community, profiting from a combination of eco-friendly farming practice, eco-tourism and recreational activities
  - A flourishing **local economy** providing local jobs for local people, based on services provided to visitors, plus environmental businesses located in village business centres

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<sup>1</sup> Roughly the area bounded by the A1, A47 and A16



- An outstanding **natural biodiversity** created by environmentally friendly farming practice, habitat restoration and a mosaic of smaller wildlife havens.

## 6. **BACKGROUND DOCUMENTS**

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

None.

## 7. **APPENDICES**

None.

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<b>Parish Council Liaison</b>	<b>Agenda Item No. 6</b>
<b>18 November 2009</b>	<b>Public Report</b>

## **Report of the Executive Director of Operations**

**Report Author** – Peter Tebb, Traffic Manager

**Contact Details** – 01733 453519 peter.tebb@peterborough.gov.uk

### **TRAFFIC MITIGATION IN RURAL AREAS**

#### **1. PURPOSE**

This report is submitted following submission to the Scrutiny Commission for Rural Communities at its meeting of 5 October 2009 and is to:

- Inform the committee regarding road traffic casualties in rural areas.
- Inform the committee regarding achieving reduction in speed limits on rural roads.
- Inform the committee regarding achieving reduction in speed limits outside schools.

#### **2. RECOMMENDATIONS**

1. Await the release of the Government's new 10 year Road Safety Strategy and guidance for future Road Safety Strategy at a local level. The national consultation may yield to a blanket reduction on rural roads from 60mph – 50mph.
2. Do not pursue further speed limit reductions outside primary schools as this is currently not a priority in terms of casualty reduction. Casualty data shows that 8 slight collisions have occurred outside rural primary schools over the last four years.
3. Officers continue to review casualty data and investigate requests received for casualty reduction measures in rural areas
4. Officers continue to implement appropriate measures which may include reduction in speed limits as and when required and resources be directed to areas which will have the greatest impact in achieving target NI47 - reduction in the number of people killed or seriously injured on Peterborough roads.

#### **3.1 BACKGROUND**

- 3.1.1 The data on casualty from road traffic collisions is collected by Cambridgeshire Constabulary on behalf of the Cambridgeshire and Peterborough Road Safety Partnership and the data is analysed and published annually in the Joint Road Casualty Data Report.
- 3.1.2 Over the past five years approximately 80% of all casualties occurred in urban wards in the Peterborough area. Similarly, 89% of casualties that occurred in rural wards occur on roads with a speed limit of 40mph or above outside the village envelope i.e. on roads between the villages.
- 3.1.3 The Government recently consulted on the new road safety strategy, which closed on 14<sup>th</sup> July 2009, the results of which are expected prior to the end of the calendar year. The consultation made specific reference to the following two items:
  - Revising existing guidance to highway authorities recommending that lower limits (60mph to 50mph) where evidence suggests it would reduce casualties.
  - To amend guidance recommending that highway authorities over time introduce 20mph

zones or limits into streets which are primarily residential in nature.

3.1.4 Impacts in reducing speed limits from 60mph – 50mph and 30mph – 20mph:

	<b>Reduction 60mph – 50mph</b>	<b>Reduction 30mph – 20mph</b>
Reduction in the severity of injury	<p><b>Slight/minimum reduction</b>            Research suggests that the risk of the driver dying in a head on collision involving two cars travelling at 60 mph is around 90 per cent. This drops to around 65per cent at 50mph and around 15 per cent at 40 mph.</p> <p>Reducing the speed limit from 60mph to 50mph would have little impact on the severity of injury to vulnerable road users or single vehicle collisions.</p>	<p><b>Significant reduction</b>            DfT Suggest if you are a pedestrian and are hit at;            40mph there is 90% chance of being killed            35mph there is a 50% chance of being killed            30mph there is a 20% chance of being killed            20mph there is a bout 2.5% chance of being killed</p>
Reduction in the likelihood of injury	<p><b>Slight reduction</b>            Whilst the slower speeds would allow drivers more time to react to an incident, there are many other factors that influence the occurrence of a collision.</p> <p>Likewise there is no historic data as to the speed of vehicles that have been involved in collisions.</p>	<p><b>Limited</b>            Very few collisions in 30mph limits occur outside schools. Since 2004 8 slight injury collisions have occurred outside rural primary schools. Drivers naturally moderate their speeds due to the volume of traffic in such locations at the start and end of the school day.</p>
Compliance with new limit	<p><b>Limited</b>            Limited compliance with 50mph on rural roads unless blanket reduction on all rural roads. Police usually only support the reduction in speed limits when vehicle speeds are already low.</p> <p>It would create a two tier hierarchy of rural roads at both 50 and 60 mph with no discernable distinction between the two to the average driver. Consequently compliance of the lower limit is unlikely to be self enforcing creating a non sustainable burden of enforcement on the police for it to be effective.</p>	<p><b>Limited</b>            Limited compliance unless the speed of vehicles is already low, or traffic calming is installed to physically restrict speeds.</p> <p>Police only support the introduction of 20mph when engineering measures are introduced at the same time unless current speeds are already low.</p>
Street Clutter	<p><b>Considerable increase</b>            More signs would be required on the carriageway. This is in contrast to set guidelines from the Department for Transport in relation to street clutter</p>	<p><b>Considerable increase</b>            More signs would be required on the carriageway. This is in contrast to set guidelines from the Department for Transport in relation to street clutter</p>
Costs	<p><b>Significant</b>            New signs would be required at the terminal points and every junction along the length of road where there is a change of speed limit. Costs would be In the region of £1k per pair of signs.</p>	<p><b>Significant</b>            New signs would be required at the terminal points and every junction along the length of road where there is a change of speed limit. Costs would be In the region of £600 per pair of</p>

	Additional costs would be incurred if the signs require to be illuminated.	signs, subject to any lighting requirements.
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### 3.2 Process for reducing speed limits.

3.2.1 To implement a reduction in speed limit it is necessary to follow the statutory process to make a Traffic Regulation Order (TRO), which is simplified below:

- Undertake formal written consultation with statutory consultees including the police and other affected parties.
- Advertise the proposals in a local newspaper (Evening Telegraph) and erect notices on site.
- After 21 days consider any objections to the proposal and advise objectors of outcome.
- If proceeding arrange for the order to be sealed by Legal Services.
- Publish a notice of making in a local newspaper stating the date when the order becomes effective.
- Erect the required road signs to effect the changes on site.

3.2.1 National guidance, published by the Department for Transport, exists for the setting of speed limits and this is used by both the Highway Authority and the Police.

### 4. LINKS TO CORPORATE PLAN, SUSTAINABLE COMMUNITY STRATEGY AND LOCAL AREA AGREEMENT

- Local Area Agreement – National Indicator 47:  
Reduce the number of people killed or seriously injured (KSIs) in road traffic accidents on Peterborough's road

During 2008 the total number of KSIs was 101 of which 29% occurred in rural wards.

- National Indicator 48: Reduce the number of children (0-15 years) killed or seriously injured in road traffic accidents.

During 2008, 8 children were killed or seriously injured of which 2 were in rural wards.

### 5. CONSULTATION/KEY ISSUES

- A Safer Way: Consultation making Britain's Road the Safest in the World

### 6. BACKGROUND DOCUMENTS

- Cambridgeshire and Peterborough Road Safety Partnership – Joint Road Casualty Data Report 2008
- A Safer Way: Consultation making Britain's Road the Safest in the World
- Setting Local Speed Limits - DfT Circular 01/2006
- The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

### 7. APPENDICES

- Casualty data by village envelope.
- Casualty data by ward .

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Appendix 1: Number of casualties in the village envelope on 30mph roads over the last 4 years.

Village	Fatal	Serious	Slight	Total
Alwalton	0	0	0	0
Ashton	0	1	0	1
Bainton	0	0	1	1
Barnack	0	0	0	0
Castor/Ailsworth	0	0	1	1
Eye	0	0	9	9
Eye Green	0	2	4	6
Glinton	0	1	12	13
Helpston	0	1	4	5
Marholm	0	0	0	0
Newborough	0	0	3	3
Northborough	0	3	4	7
Peakirk	0	0	3	3
Southorpe	0	0	0	0
Sutton	0	0	0	0
Thorney	0	1	15	16
Thornhaugh	0	0	0	0
Ufford	0	0	0	0
Upton	0	0	0	0
Wansford	0	1	1	2
Wittering	0	1	4	5
Wothorpe	0	0	0	0
Total	0	12	61	73

Appendix 2: Casualty data by rural ward

*Table 1: Casualty data 2005 - 2008 by ward on different road type*

Ward	30			40			50			60			70			Total
	F	S	SI	F	S	SI	F	S	SI	F	S	SI	F	S	SI	
Eye and Thorney	0	2	33	0	0	5	0	0	1	12	29	195	0	2	41	320
Newborough	0	0	5	0	0	3	0	0	0	3	23	99	0	0	3	136
Northborough	0	3	9	1	0	2	0	0	0	1	2	47	0	0	0	65
Barnack	0	0	7	0	2	2	0	0	0	1	17	54	0	4	54	141
Glington & Wittering	0	4	29	1	0	1	0	0	0	5	14	126	4	6	84	274

F = Fatal; S = Serious; SI – Slight

Table 2: Casualty data 2005 – 2008 by ward

Ward	Fatal	Serious	Slight	Total
Eye and Thorney	12	33	275	320
Newbororough	3	23	110	136
Northborough	2	5	58	65
Barnack	1	23	117	141
Glington & Wittering	10	24	240	274



<b>PARISH COUNCIL LIAISON GROUP</b>	<b>Agenda Item No. 7</b>
<b>18 NOVEMBER 2009</b>	<b>Public Report</b>

## **Report of the EXECUTIVE DIRECTOR OF OPERATIONS, PAUL PHILLIPSON**

**Report Author** – Teresa Wood, Transport and Sustainable Environment Group Manager

**Contact Details** – 01733 317451 [teresa.wood@peterborough.gov.uk](mailto:teresa.wood@peterborough.gov.uk)

### **BUS SERVICE REVIEW**

#### **1. PURPOSE**

This report is being submitted to the Parish Council Liaison group to provide feedback on the consultation of the bus service review and update the group on the proposals. A similar report was presented to the Scrutiny Commission for Rural Communities at its meeting on 5 October 2009.

#### **2. RECOMMENDATIONS**

The Parish Council Liaison group is recommended to:

1. Note the outcomes of consultation on the bus service review.
2. Note the proposals for implementation of the bus service review following consultation of the same.

#### **3. BACKGROUND**

- 3.1 Under the 1985 Transport Act, the council has a statutory duty to secure the provision of such public transport services as the council considers appropriate to meet any public transport requirements which would not otherwise be met commercially.
- 3.2 The review of council subsidised bus services was undertaken as a result of improvements to commercially operated bus services reducing the need for some Local Link journeys. Subsequently, the number of passengers on these journeys has reduced. In addition, a different way of delivering bus services to rural areas, providing either the same or better period of operation, has been identified. This allows the vehicle to operate only at times when the service is needed rather than adhering to a rigid timetable and the bus operating with no passengers on board; wasting resources and emitting needless CO<sub>2</sub> emissions.
- 3.3 Some Local Link services have seen an increase in patronage. Therefore it is suggested that a trial of improved frequency is undertaken to assess if this further increases passenger journeys or whether the same number of passenger journeys are undertaken but simply split over the more frequent departures.
- 3.4 Under the Service Subsidy Agreements (Tendering) (England) (Amendment) Regulations 2004 provision is made for local transport authorities to be excepted to let bus subsidy contracts through competitive tender. These are commonly referred to as 'de-minimis' contracts. The council has made use of these regulations to provide additional journeys to enhance the journeys provided by commercial bus operators, particularly during the evenings when journeys are usually not carrying sufficient passengers for the bus operators to operate the journeys without subsidy. The council achieves best value in providing these de-minimis journeys because an operator providing the majority of the service throughout the day can provide the additional journeys at a much reduced cost, having already the vehicles and drivers in place. In addition, passengers prefer to see consistency across a service without changing operators during the service.
- 3.5 Having assessed the journeys subsidised through de-minimis contracts, passenger numbers warrant continued funding of these services. However, the Transport and Sustainable Environment Group

should work with bus operators over the lifetime of the new contracts to encourage patronage growth with a view to the journeys becoming financially viable.

#### 4. LINKS TO CORPORATE PLAN, SUSTAINABLE COMMUNITY STRATEGY AND LOCAL AREA AGREEMENT

4.1 Peterborough's Sustainable Community Strategy is the plan for the future of our city and the surrounding villages and rural areas. It sets the direction for the overall strategic development of Peterborough with the Local Area Agreement being the vehicle with which to achieve these changes. This report directly links to the LAA priority, *Creating the UK's Environment Capital*.

4.2 In addition, the bus service review helps to achieve the following national indicators:

NI175 Access to services by public transport, walking and cycling

NI177 Local bus passenger journeys

NI185 CO<sub>2</sub> reduction from local authority operations

NI198 Children travelling to school – mode of travel usually used

#### 5. CONSULTATION/KEY ISSUES

5.1 The following bullet points detail the main items within the report:

(a) Background and legislative framework for the bus service review:

(b) Introduces the concept of a Call Connect service;

(c) Update on bus service review consultations;

(d) Update on next steps of the bus service review process; and

(e) All bus services changes to commence 4 April 2010.

##### 5.2 Review of bus services

All subsidised bus service contracts were incorporated into an initial overview assessment. From this assessment, the Local Link rural, morning and evening bus journeys warranted further assessment due to the low numbers of passengers carried and relatively high subsidy per passenger journeys. Patronage data from on-bus ticket machines and physical on-bus monitoring was analysed and used to assess the number of people impacted by the proposed changes.

5.2.1 The review highlighted journeys carrying on average no more than ten passengers per journey. Better value can be achieved by withdrawing these journeys and offering an alternative community transport service.

5.2.2 Officers have visited the Lincolnshire Call Connect centre and established that a service could be provided and two options are available:

**Option A only** – provide a service from villages that do not receive the minimum of an hourly bus service to Stamford only at approximately £35k per annum.

**Option B only** – provide a service from villages that do not receive the minimum of an hourly bus service to Stamford and Peterborough at approximately £70k per annum.

5.2.3 For both Options A and B – a Call Connect would operate six days a week from 7 am to 7 pm.

5.2.4 A further option is to provide a dial-a-ride service on one or more days per week between the hours of 9.30 am and 2.30 pm was considered. However, this would provide a significant drop in service to the residents of several rural villages.

5.2.5 Passengers are required to pre-book their journey on both services.

5.2.6 Other journeys highlighted carry more passengers and warrant a more substantial service. It is recommended that these journeys are re-negotiation with City Services.

### **5.3 Timescales**

All bus service changes need to be registered with the Traffic Commissioner 56 days prior to the start of the new or revised service.

5.3.1 It is recommended that the changes to bus services take effect from 4 April 2010. However, any statutory consultation with staff will need to commence as soon as possible. To meet the notification periods required by the Traffic Commissioner all changes to bus service registrations will need to be submitted by 7 February 2010. This date will also allow the council to comply with its Code of Conduct for Service Stability, as detailed in the Peterborough Bus Strategy, which minimises the number of bus services changes. It will also ensure bus service changes co-ordinate with a new school term.

5.3.2 Lincolnshire County Council already have a framework agreement in place and have confirmed that they can comply with the EU and local tendering requirements and have a service in place to commence 4 April 2010. Suppliers to the council are also approved suppliers with Lincolnshire County Council; therefore each operator will have an equitable opportunity to bid for the contract.

### **5.4 Alternative options**

The following alternative options have been considered:

- Continue all bus service journeys as existing. This option was rejected as it does not represent best value with council funds and does not provide an improved level of service to members of the public.
- Cease operating all journeys highlighted in red and green without replacement. This option was rejected as it does not provide alternative options and would leave some areas devoid of a bus service.
- Provide a dial-a-ride service on one or more days per week between the hours of 9.30 am and 2.30 pm.

5.4.1 The following alternative options are for further consideration:

- Allocation of funding to provide additional journeys on a 3 month trial basis to cover journeys highlighted in plum in Annexes A to D to enhance services that are showing an increasing trend in passenger journeys. The current conservative estimated cost is circa £15,000; however further clarification is required from City Services.
- A Monday to Saturday Call Connect service is being proposed. However it is possible to expand this to include Sundays. Therefore allocation of funding to provide a Sunday Call Connect service requires further consideration. A conservative estimated cost is circa £20,000.

### **5.5 Consultation**

The bus service review included physical on-bus monitoring and robust checking of patronage data from on-bus ticket machines. These results were analysed and used to assess the number of people impacted by the proposed changes.

5.5.1 Discussions have been held with both Stagecoach and Delaines, as main bus operators in the area. These discussions have been undertaken discreetly so as not to disclose any confidential or commercially sensitive information. Both Stagecoach and Delaines have indicated that they would not oppose changes to the Local Link network of services. They also advised that they are in support of dial-a-ride and Call Connect type services where commercially operated or conventional public transport is unable to meet the needs of the public.

5.5.2 The Cabinet Member for Neighbourhoods, Housing and Community Development, Cllr Hiller, was first consulted on 15 June 2009. He expressed his support for the review and has been kept informed of progress.

5.5.3 Reports have been presented to and discussions held at the following meetings:

- 30 September Rural Working Group (GPP)
- 1 October Consultation event for ward and parish councillors
- 5 October Scrutiny Commission for Rural Communities

5.5.4 Comments from these consultations and other comments received have been taken into consideration. As such the following recommendations are made:

- cease bus services as highlighted in Annex A;
- re-negotiate some bus services as highlighted in Annex A;
- enter into a partnership arrangement with Lincolnshire County Council to deliver a Call Connect service;
- reallocate funding and introduce one Call Connect service for the West area (from western edge of authority boundary to East Coast Mainline), as Annex B, with the intention of introducing a second vehicle for the East area at a later date;
- retain service LL403/413 - Glington and Peakirk;
- retain service LL410/411 – Newborough, but with changes to the timetable in particular in the urban area;
- retain service 342 - Thorney to Whittlesey on Fridays;
- renew the existing de-minimis agreements with commercial operators to provide a number of additional journeys that are not currently financially viable as detailed in Annex C;
- reallocate funding to provide additional journeys on a 3 month trial basis to cover journeys highlighted in plum in Annex D to enhance services that are showing an increasing trend in passenger journeys;
- reallocate funding to expand the recommended Monday to Saturday Call Connect service to operate on Sundays;
- implementation of promotion and communications plan; and
- implement changes from 4 April 2010.

## 5.6 Implications

### Legal

Under the 1985 Transport Act, the Council has a statutory duty to secure the provision of such public transport services as the Council considers appropriate to meet any public transport requirements which would not otherwise be met commercially.

5.6.1 There is a service level agreement in place between the Operations directorate and City Services for the provision of public transport, community transport and home to school transport. The two directorates have agreed to review and subsequently amend the services to be provided by City Services in accordance with the provisions of the service level agreement.

5.6.2 The bus services operated by commercial operators in rural areas may also be affected by the proposed changes to the subsidised services. Consultation is taking place with the commercial operators who have given positive feedback to the proposals contained within this report.

### 5.6.3 Human Resources

City Services has commenced initial consultation with all employees who may be affected by the proposals.

5.6.4 The PSV drivers are not assigned to specific routes, and are assigned routes on a rota basis. Therefore an exercise would need to be undertaken to identify whether any PSV drivers would need to be made redundant. This would be undertaken in accordance with Council's redundancy process through formal consultation.

5.6.5 If routes are to be transferred to another provider, the Transfer of Undertakings (Protection of Employment) Regulations may apply and so an exercise would need to be undertaken to establish the assignment of drivers to the routes to be tendered through formal consultation.

### 5.6.6 Procurement

5.6.7 One of the outcomes of this review may be to procure a new Call Connect or dial-a-ride type services and some school transport replacement services. Discussions have taken place with Lincolnshire County Council and the Council's Procurement team on a possible partnering arrangement. The Procurement team have confirmed Lincolnshire County Council's tendering arrangements are compliant with the Council's. It was also confirmed that better value can be achieved by entering into partnership procurement arrangements.

## **6. BACKGROUND DOCUMENTS**

None.

## **7. APPENDICES**

Annex A – Summary of bus service review

Annex B – Map with Call Connect to be introduced from the western edge of authority boundary to East Coast Mainline)

Annex C – Summary of de-minimis agreements with commercial operators

Annex D – Summary of additional journeys recommended for a 3 month trial basis

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Annex A - Consequences of service withdrawal

Journeys coloured Red - potential to replace with call connect/dial-a-ride  
 Journeys coloured Green to be re-negotiated with City Services  
 Journeys coloured Blue - alternative on commercial services  
 Journeys coloured Yellow - withdrawn without replacement

Route	Times	Destination	Days of Operation	Alternative
401	10:15 - 10:59	Peterborough - Stamford	Sundays & Bank Holidays	Re-negotiate to achieve better value
401	16:19 - 17:11	Stamford - Peterborough	Sundays & Bank Holidays	Re-negotiate to achieve better value
402	07:44 - 08:43	Peterborough - Stamford	Schooldays	Education requirement retendered
402	07:44 - 08:43	Peterborough - Stamford	Not Schooldays	Potential to replace with call connet/dial-a-ride
402	09:17 - 10:20	Stamford - Peterborough	Tuesdays, Wednesdays & Fridays	Potential to replace with call connet/dial-a-ride
402	11:05 - 12:12	Peterborough - Stamford	Tuesdays, Wednesdays & Fridays	Potential to replace with call connet/dial-a-ride
402	13:15 - 14:20	Stamford - Peterborough	Tuesdays, Wednesdays & Fridays	Potential to replace with call connet/dial-a-ride
402	14:05 - 15:12	Peterborough - Stamford	Tuesdays, Wednesdays & Fridays	Potential to replace with call connet/dial-a-ride
402	15:35 - 16:07	Queen Eleanor - Thornhaugh	Schooldays	Education requirement re-negotiate
402	15:45 - 16:07	Stamford - Thornhaugh	Not Schooldays	Kimes service 9
402	16:35 - 17:35	Stamford - Peterborough	Schooldays	Education requirement re-negotiate
402	16:35 - 17:35	Stamford - Peterborough	Not Schooldays	Potential to replace with call connet/dial-a-ride
404	07:10 - 07:50	Peterborough - Stamford	Mondays - Fridays	Potential to replace with call connet/dial-a-ride
404	07:50 - 08:35	Stamford - Peterborough	Not Schooldays	Potential to replace with call connet/dial-a-ride
404	07:50 - 08:45	Stamford - St John Fisher	Schooldays	Education requirement re-negotiate
404	09:20 - 10:21	Stamford - Peterborough	Mondays & Thursdays	Potential to replace with call connet/dial-a-ride
404	09:48 - 10:21	Thornhaugh - Peterborough	Saturdays	Potential to replace with call connet/dial-a-ride
404	11:05 - 12:03	Peterborough - Stamford	Mondays, Thursdays & Saturdays	Potential to replace with call connet/dial-a-ride
404	12:20 - 13:21	Stamford - Peterborough	Mondays, Thursdays & Saturdays	Potential to replace with call connet/dial-a-ride
404	14:05 - 15:03	Peterborough - Stamford	Mondays & Thursdays	Potential to replace with call connet/dial-a-ride
404	14:05 - 14:42	Peterborough - Thornhaugh	Saturdays	Potential to replace with call connet/dial-a-ride
404	15:35 - 16:25	St John Fisher - Stamford	Schooldays	Education requirement re-negotiate
404	16:10 - 16:50	Peterborough - Stamford	Not Schooldays	Kimes service 9
404	17:05 - 18:11	Stamford - Peterborough	Mondays - Fridays	Potential to replace with call connet/dial-a-ride
404	09:19 - 10:11	Stamford - Peterborough	Sundays & Bank Holidays	Re-negotiate to achieve better value
404	10:59 - 12:11	Stamford - Peterborough	Sundays & Bank Holidays	Re-negotiate to achieve better value
404	12:15 - 13:14	Peterborough - Stamford	Sundays & Bank Holidays	Re-negotiate to achieve better value
404	14:09 - 15:11	Stamford - Peterborough	Sundays & Bank Holidays	Re-negotiate to achieve better value
404	15:15 - 16:19	Peterborough - Stamford	Sundays & Bank Holidays	Re-negotiate to achieve better value
404	17:15 - 18:14	Stamford - Peterborough	Sundays & Bank Holidays	Re-negotiate to achieve better value
406	07:15-07:29	Queensgate - Ravensthorpe	Mondays - Fridays	City 2/ City 3
406	07:29-07:43	Ravensthorpe- Queensgate	Mondays - Fridays	City 3/ City 2
406	07:45-07:59	Queensgate - Ravensthorpe	Mondays - Fridays	City 2/ City 3
406	07:59-08:13	Ravensthorpe- Queensgate	Mondays - Fridays	City 3/ City 2
406	08:15-08:29	Queensgate - Ravensthorpe	Mondays - Saturdays	City 2/ City 3
406	08:29-08:43	Ravensthorpe- Queensgate	Mondays - Saturdays	City 3/ City 2
406	16:58 - 17:12	Paston - Queensgate	Mondays - Saturdays	City 2/ City 3
406	17:15 - 17:28	Queensgate - Paston	Mondays - Saturdays	City 3/ City 2
406	17:20 - 17:27	Bretton - Ravensthorpe	Mondays - Saturdays	City 2/ City 3
406	17:29 - 17:36	Ravensthorpe - Bretton	Mondays - Saturdays	City 3/ City 2
406	18:15 - 18:29	Queensgate - Ravensthorpe	Mondays - Saturdays	City 2/ City 3
406	18:29 - 18:43	Ravensthorpe - Queensgate	Mondays - Saturdays	City 3/ City 2
406	18:45 - 18:59	Queensgate - Ravensthorpe	Mondays - Saturdays	City 2/ City 3
406	18:59 - 19:13	Ravensthorpe - Queensgate	Mondays - Saturdays	City 3/ City 2
406	19:15 - 19:29	Queensgate - Ravensthorpe	Mondays - Saturdays	City 2/ City 3
406	19:29 - 19:43	Ravensthorpe - Queensgate	Mondays - Saturdays	City 3/ City 2
406	19:45 - 19:59	Queensgate - Ravensthorpe	Mondays - Saturdays	City 2/ City 3
406	19:59 - 20:13	Ravensthorpe - Queensgate	Mondays - Saturdays	City 3/ City 2
407	17:28 - 17:40	Orton - Hampton	Mondays - Saturdays	City 1 and City 6
407	17:45 - 17:57	Hampton - Orton	Mondays - Saturdays	City 6 and City 1
407	17:58 - 18:10	Orton - Hampton	Mondays - Saturdays	City 1 and City 6
407	18:15 - 18:27	Hampton - Orton	Mondays - Saturdays	City 6 and City 1
407	18:28 - 18:40	Orton - Hampton	Mondays - Saturdays	City 1 and City 6
407	19:15 - 19:27	Hampton - Orton	Mondays - Saturdays	City 6 and City 1
407	19:28 - 19:40	Orton - Hampton	Mondays - Saturdays	City 1 and City 6
407	20:15 - 20:27	Hampton - Orton	Mondays - Saturdays	City 6 and City 1
407	20:28 - 20:40	Orton - Hampton	Mondays - Saturdays	City 1 and City 6
407	20:45 - 20:57	Hampton - Orton	Mondays - Saturdays	City 6 and City 1
407	20:58 - 21:10	Orton - Hampton	Mondays - Saturdays	City 1 and City 6
407	21:15 - 21:27	Hampton - Orton	Mondays - Saturdays	City 6 and City 1
407	21:28 - 21:40	Orton - Hampton	Mondays - Saturdays	City 1 and City 6
407	21:45 - 21:57	Hampton - Orton	Mondays - Saturdays	City 6 and City 1
407	21:58 - 22:10	Orton - Hampton	Mondays - Saturdays	City 1 and City 6
407	22:15 - 22:27	Hampton - Orton	Mondays - Saturdays	City 6 and City 1
408	15:17-15:38	Walton - Queensgate	Schooldays only	Citi 3 and Citi 1
408	15:43-16:02	Queensgate - Walton	Schooldays only	Citi 1
408	15:43-16:13	Queensgate - Bretton	Saturdays & School Hols	Citi 1 and Citi 3
408	16:08-16:38	Bretton - Queensgate	Mondays - Saturdays	Citi 3 and Citi 1
408	16:43-17:02	Queensgate - Voyager School	Schooldays only	Citi 1
408	16:43-17:13	Queensgate - Bretton	Saturdays & School Hols	Citi 1 and Citi 3

410	07:05-07:19	Queensgate - Newark	Mondays - Fridays	{Re-negotiate combined service 410/411
410	07:21-07:37	Newark - Queensgate	Mondays - Fridays	{to achieve better value
410	07:40-07:54	Queensgate - Newark	Mondays - Saturdays	{Re-negotiate combined service 410/411
410	07:56-08:12	Newark - Queensgate	Mondays - Saturdays	{to achieve better value
410	08:15-08:29	Queensgate - Newark	Mondays - Saturdays	{Re-negotiate combined service 410/411
410	08:31-08:52	Newark - Queensgate	Mondays - Saturdays	{to achieve better value
410	08:40-09:09	Queensgate - Dogsthorpe	Mondays - Fridays	{Re-negotiate combined service 410/411
410	08:45-09:09	Queensgate - Dogsthorpe	Saturdays	{to achieve better value
410	09:09-09:42	Dogsthorpe - Queensgate	Mondays - Saturdays	{Re-negotiate combined service 410/411
410	09:45-10:09	Queensgate - Dogsthorpe	Mondays - Saturdays	{to achieve better value
410	10:09-10:42	Dogsthorpe - Queensgate	Mondays - Saturdays	{Re-negotiate combined service 410/411
410	10:45-11:09	Queensgate - Dogsthorpe	Mondays - Saturdays	{to achieve better value
410	11:09-11:42	Dogsthorpe - Queensgate	Mondays - Saturdays	{Re-negotiate combined service 410/411
410	11:45-12:11	Queensgate - Dogsthorpe	Mondays - Saturdays	{to achieve better value
410	12:11-12:42	Dogsthorpe - Queensgate	Mondays - Saturdays	{Re-negotiate combined service 410/411
410	12:45-13:11	Queensgate - Dogsthorpe	Mondays - Saturdays	{to achieve better value
410	13:11-13:42	Dogsthorpe - Queensgate	Mondays - Saturdays	{Re-negotiate combined service 410/411
410	13:45-14:11	Queensgate - Dogsthorpe	Mondays - Saturdays	{to achieve better value
410	14:11-14:42	Dogsthorpe - Queensgate	Mondays - Saturdays	{Re-negotiate combined service 410/411
410	14:45-15:11	Queensgate - Dogsthorpe	Mondays - Saturdays	{to achieve better value
410	15:11-15:42	Dogsthorpe - Queensgate	Mondays - Saturdays	{Re-negotiate combined service 410/411
410	15:45-16:11	Queensgate - Dogsthorpe	Saturdays	{to achieve better value
410	16:11-16:42	Dogsthorpe - Queensgate	Saturdays	{Re-negotiate combined service 410/411
410	15:59-16:28	Newborough - Queensgate	Mondays - Fridays	{to achieve better value
410	16:45-17:00	Queensgate - Newark	Mondays - Saturdays	{Re-negotiate combined service 410/411
410	17:07-17:22	Newark - Queensgate	Mondays - Saturdays	{to achieve better value
410	17:15-17:30	Queensgate - Newark	Mondays - Saturdays	{Re-negotiate combined service 410/411
410	17:32-17:48	Newark - Queensgate	Mondays - Saturdays	{to achieve better value
410	18:15 - 18:41	Queensgate - Newborough	Mondays - Fridays	Potential to replace with call connet/dial-a-ride
410	18:44 - 19:10	Newborough - Queensgate	Mondays - Fridays	Potential to replace with call connet/dial-a-ride
410	19:15 - 19:41	Queensgate - Eye	Mondays - Saturdays	Service 37
410	19:47 - 20:10	Eye - Queensgate	Mondays - Saturdays	Service 37
410	20:15 - 20:41	Queensgate - Newborough	Mondays - Saturdays	No alternative
410	20:44 - 21:10	Newborough - Queensgate	Mondays - Saturdays	No alternative
410	21:15 - 21:41	Queensgate - Eye	Mondays - Saturdays	Service 37
410	21:47 - 22:10	Eye - Queensgate	Mondays - Saturdays	Service 37
410	22:35 - 22:58	Queensgate - Eye	Mondays - Saturdays	Service 37
410	22:59 - 23:14	Eye - Queensgate	Mondays - Saturdays	No alternative
410	09:14 - 09:43	Newborough - Queensgate	Sundays & Bank Holidays	Service 37 from Eye
410	09:45 - 10:13	Queensgate - Newborough	Sundays & Bank Holidays	Service 37 to Eye
410	10:14 - 10:43	Newborough - Queensgate	Sundays & Bank Holidays	Service 37 from Eye
410	10:45 - 11:13	Queensgate - Newborough	Sundays & Bank Holidays	Service 37 to Eye
410	11:14 - 11:43	Newborough - Queensgate	Sundays & Bank Holidays	Service 37 from Eye
410	11:45 - 12:13	Queensgate - Newborough	Sundays & Bank Holidays	Service 37 to Eye
410	12:14 - 12:43	Newborough - Queensgate	Sundays & Bank Holidays	Service 37 from Eye
410	13:45 - 14:13	Queensgate - Newborough	Sundays & Bank Holidays	Service 37 to Eye
410	14:14 - 14:43	Newborough - Queensgate	Sundays & Bank Holidays	Service 37 from Eye
410	14:45 - 15:13	Queensgate - Newborough	Sundays & Bank Holidays	Service 37 to Eye
410	15:14 - 15:43	Newborough - Queensgate	Sundays & Bank Holidays	Service 37 from Eye
410	15:45 - 16:13	Queensgate - Newborough	Sundays & Bank Holidays	Service 37 to Eye
410	16:14 - 16:43	Newborough - Queensgate	Sundays & Bank Holidays	Service 37 from Eye
410	16:45 - 17:13	Queensgate - Newborough	Sundays & Bank Holidays	Service 37 to Eye
411	07:29-08:20	Etton - Queensgate	Schooldays	{Re-negotiate combined service 410/411
411	07:29-08:20	Etton - Queensgate	Mon - Fri Not Schooldays	{to achieve better value
411	07:48-08:10	Newborough - Queensgate	Saturday	{Re-negotiate combined service 410/411
411	08:34-09:17	Maxey - Queensgate	Saturday	{to achieve better value
411	08:55-09:23	Queensgate - Werrington	Mondays - Fridays	{Re-negotiate combined service 410/411
411	09:20-09:46	Queensgate - Newborough	Saturday	{to achieve better value
411	09:25-09:57	Werrington - Queensgate	Mondays - Fridays	{Re-negotiate combined service 410/411
411	09:51-10:17	Newborough - Queensgate	Saturday	{to achieve better value
411	10:00-10:34	Queensgate - Werrington	Mondays - Fridays	{Re-negotiate combined service 410/411
411	10:20-10:46	Queensgate - Newborough	Saturday	{to achieve better value
411	10:43-11:17	Werrington - Queensgate	Mondays - Fridays	{Re-negotiate combined service 410/411
411	10:51-11:17	Newborough - Queensgate	Saturday	{to achieve better value
411	11:20-11:46	Queensgate - Newborough	Mondays - Saturdays	{Re-negotiate combined service 410/411
411	11:51-12:17	Newborough - Queensgate	Mondays - Saturdays	{to achieve better value
411	12:20-12:46	Queensgate - Newborough	Mondays - Saturdays	{Re-negotiate combined service 410/411
411	12:51-13:17	Newborough - Queensgate	Mondays - Saturdays	{to achieve better value
411	13:20-13:46	Queensgate - Newborough	Mondays - Saturdays	{Re-negotiate combined service 410/411
411	13:51-14:17	Newborough - Queensgate	Mondays - Saturdays	{to achieve better value
411	14:20-14:46	Queensgate - Newborough	Mondays - Saturdays	{Re-negotiate combined service 410/411
411	14:51-15:17	Newborough - Queensgate	Mondays - Saturdays	{to achieve better value
411	15:20-15:46	Queensgate - Newborough	Mondays - Saturdays	{Re-negotiate combined service 410/411
411	16:05-16:57	Queensgate - Etton	Schooldays	{to achieve better value
411	16:05-16:57	Queensgate - Etton	Mon - Fri Not Schooldays	{Re-negotiate combined service 410/411
411	17:25-18:07	Queensgate - Maxey	Mondays - Saturdays	{to achieve better value
201	17:10 - 17:45	Stamford - Peterborough	Monday - Friday	Continue without funding
201	17:50 - 18:34	Peterborough - Stamford	Monday - Friday	Continue without funding



Annex B - Consequences of service withdrawal



**Annex C - Consequences of service withdrawal**

DE22	Citi 1	20:44 - 21:43	Werrinton - Orton Wistow	Monday - Saturday	
	Citi 1	20:46 - 21:41	Orton Wistow - Werrington	Monday - Saturday	
	Citi 1	21:44 - 22:43	Werrinton - Orton Wistow	Monday - Saturday	
	Citi 1	21:46 - 22:41	Orton Wistow - Werrington	Monday - Saturday	
	Citi 1	22:44 - 23:43	Werrinton - Orton Wistow	Monday - Saturday	
	Citi 1	22:46 - 23:41	Orton Wistow - Werrington	Monday - Saturday	
	Citi 1	23:44 - 00:02	Werrinton - Millfield	Monday - Saturday	
	Citi 1	23:46 - 00:25	Orton Wistow - Millfield	Monday - Saturday	
	Citi 2	20:28 - 20:58	Paston - Queensgate	Monday - Saturday	
	Citi 2	20:30 - 20:50	Queensgate - Bretton	Monday - Saturday	
	Citi 2	20:36 - 20:58	Bretton - Queensgate	Monday - Saturday	
	Citi 2	21:15 - 21:28	Queensgate - Paston	Monday - Saturday	
	Citi 2	21:28 - 21:58	Paston - Queensgate	Monday - Saturday	
	Citi 2	21:30 - 21:50	Queensgate - Bretton	Monday - Saturday	
	Citi 2	21:36 - 21:58	Bretton - Queensgate	Monday - Saturday	
	Citi 2	22:15 - 22:28	Queensgate - Paston	Monday - Saturday	
	Citi 2	22:28 - 22:58	Paston - Queensgate	Monday - Saturday	
	Citi 2	22:30 - 22:50	Queensgate - Bretton	Monday - Saturday	
	Citi 2	22:36 - 22:58	Bretton - Queensgate	Monday - Saturday	
	Citi 2	23:15 - 23:44	Queensgate - Paston	Monday - Saturday	
	Citi 3	20:39 - 21:36	Yaxley - Bretton	Monday - Saturday	
	Citi 3	20:50 - 21:38	Bretton - Yaxley	Monday - Saturday	
	Citi 3	21:39 - 22:36	Yaxley - Bretton	Monday - Saturday	
	Citi 3	21:50 - 22:38	Bretton - Yaxley	Monday - Saturday	
	Citi 3	22:39 - 23:36	Yaxley - Bretton	Monday - Saturday	
	Citi 3	22:50 - 23:38	Bretton - Yaxley	Monday - Saturday	
	DS22	Citi 1	17:44 - 18:43	Werrington - Orton Wistow	Sundays & Bank Hols
		Citi 1	17:46 - 18:41	Orton Wistow - Werrington	Sundays & Bank Hols
		Citi 1	18:44 - 19:43	Werrinton - Orton Wistow	Sundays & Bank Hols
		Citi 1	18:46 - 19:41	Orton Wistow - Werrington	Sundays & Bank Hols
Citi 1		19:44 - 20:43	Werrinton - Orton Wistow	Sundays & Bank Hols	
Citi 1		19:46 - 20:41	Orton Wistow - Werrington	Sundays & Bank Hols	
Citi 1		20:44 - 21:43	Werrinton - Orton Wistow	Sundays & Bank Hols	
Citi 1		20:46 - 21:41	Orton Wistow - Werrington	Sundays & Bank Hols	
Citi 1		21:44 - 22:43	Werrinton - Orton Wistow	Sundays & Bank Hols	
Citi 1		21:46 - 22:41	Orton Wistow - Werrington	Sundays & Bank Hols	
Citi 1		22:44 - 23:43	Werrinton - Orton Wistow	Sundays & Bank Hols	
Citi 1		22:46 - 23:41	Orton Wistow - Werrington	Sundays & Bank Hols	
Citi 1		23:44 - 00:02	Werrinton - Millfield	Sundays & Bank Hols	
Citi 1		23:46 - 00:25	Orton Wistow - Millfield	Sundays & Bank Hols	
Citi 2		17:18 - 17:48	Paston - Queensgate	Sundays & Bank Hols	
Citi 2		17:36 - 17:58	Bretton - Queensgate	Sundays & Bank Hols	
Citi 2		17:55 - 18:50	Paston - Bretton	Sundays & Bank Hols	
Citi 2		18:15 - 18:28	Queensgate - Paston	Sundays & Bank Hols	
Citi 2		18:36 - 18:58	Bretton - Queensgate	Sundays & Bank Hols	
Citi 2		19:15 - 19:28	Queensgate - Paston	Sundays & Bank Hols	
Citi 2		19:28 - 19:58	Paston - Queensgate	Sundays & Bank Hols	
Citi 2		19:30 - 19:50	Queensgate - Bretton	Sundays & Bank Hols	
Citi 2		19:36 - 19:58	Bretton - Queensgate	Sundays & Bank Hols	
Citi 2		20:15 - 20:28	Queensgate - Paston	Sundays & Bank Hols	
Citi 2		20:28 - 20:58	Paston - Queensgate	Sundays & Bank Hols	
Citi 2		20:30 - 20:50	Queensgate - Bretton	Sundays & Bank Hols	
Citi 2		20:36 - 20:58	Bretton - Queensgate	Sundays & Bank Hols	

	Citi 2	21:15 - 21:28	Queensgate - Paston	Sundays & Bank Hols
	Citi 2	21:28 - 21:58	Paston - Queensgate	Sundays & Bank Hols
	Citi 2	21:30 - 21:50	Queensgate - Bretton	Sundays & Bank Hols
	Citi 2	21:36 - 21:58	Bretton - Queensgate	Sundays & Bank Hols
	Citi 2	22:15 - 22:28	Queensgate - Paston	Sundays & Bank Hols
	Citi 2	22:28 - 22:58	Paston - Queensgate	Sundays & Bank Hols
	Citi 2	22:30 - 22:50	Queensgate - Bretton	Sundays & Bank Hols
	Citi 2	22:36 - 22:58	Bretton - Queensgate	Sundays & Bank Hols
	Citi 2	23:15 - 23:44	Queensgate - Paston	Sundays & Bank Hols
	Citi 3	17:39 - 18:36	Yaxley - Bretton	Sundays & Bank Hols
	Citi 3	17:50 - 18:38	Bretton - Yaxley	Sundays & Bank Hols
	Citi 3	18:39 - 19:36	Yaxley - Bretton	Sundays & Bank Hols
	Citi 3	18:50 - 19:38	Bretton - Yaxley	Sundays & Bank Hols
	Citi 3	19:39 - 20:36	Yaxley - Bretton	Sundays & Bank Hols
	Citi 3	19:50 - 20:38	Bretton - Yaxley	Sundays & Bank Hols
	Citi 3	20:39 - 21:36	Yaxley - Bretton	Sundays & Bank Hols
	Citi 3	20:50 - 21:38	Bretton - Yaxley	Sundays & Bank Hols
	Citi 3	21:39 - 22:36	Yaxley - Bretton	Sundays & Bank Hols
	Citi 3	21:50 - 22:38	Bretton - Yaxley	Sundays & Bank Hols
	Citi 3	22:39 - 23:36	Yaxley - Bretton	Sundays & Bank Hols
	Citi 3	22:50 - 23:38	Bretton - Yaxley	Sundays & Bank Hols
BE24	Citi 4	18:32 - 19:02	Newark - Queensgate	Monday - Saturday
	Citi 4	18:30 - 19:12	Queensgate - Queensgate	Monday - Saturday
	Citi 4	19:00 - 19:42	Queensgate - Queensgate	Monday - Saturday
	Citi 4	19:30 - 20:12	Queensgate - Queensgate	Monday - Saturday
	Citi 4	20:30 - 21:12	Queensgate - Queensgate	Monday - Saturday
	Citi 4	21:30 - 22:12	Queensgate - Queensgate	Monday - Saturday
	Citi 4	22:30 - 23:12	Queensgate - Queensgate	Monday - Saturday
	Citi 4	23:30 - 23:55	Queensgate - Welland	Monday - Saturday
	Citi 5	18:34 - 18:57	Dogsthorpe - Queensgate	Monday - Saturday
	Citi 5	18:45 - 19:17	Queensgate - Queensgate	Monday - Saturday
	Citi 5	19:15 - 19:47	Queensgate - Queensgate	Monday - Saturday
	Citi 5	20:15 - 20:47	Queensgate - Queensgate	Monday - Saturday
	Citi 5	21:15 - 21:47	Queensgate - Queensgate	Monday - Saturday
	Citi 5	22:15 - 22:47	Queensgate - Queensgate	Monday - Saturday
	Citi 5	23:15 - 23:47	Queensgate - Queensgate	Monday - Saturday
	Citi 6	20:50 - 21:26	Queensgate - Queensgate	Monday - Saturday
	Citi 6	21:50 - 22:26	Queensgate - Queensgate	Monday - Saturday
	Citi 6	22:50 - 23:33	Queensgate - Sawtry	Monday - Saturday
DS24	Citi 4	17:30 - 18:12	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 4	18:30 - 19:12	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 4	19:30 - 20:12	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 4	20:30 - 21:12	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 4	21:30 - 22:12	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 4	22:30 - 23:12	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 4	23:30 - 23:55	Queensgate - Welland	Sundays & Bank Hols
	Citi 5	17:15 - 17:47	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 5	18:15 - 18:47	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 5	19:15 - 19:47	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 5	20:15 - 20:47	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 5	21:15 - 21:47	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 5	22:15 - 22:47	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 5	23:15 - 23:47	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 6	17:50 - 18:26	Queensgate - Queensgate	Sundays & Bank Hols

	Citi 6	18:50 - 19:26	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 6	19:50 - 20:26	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 6	20:50 - 21:26	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 6	21:50 - 22:26	Queensgate - Queensgate	Sundays & Bank Hols
	Citi 6	22:50 - 23:33	Queensgate - Sawtry	Sundays & Bank Hols
DM09	9	07:20 - 08:15	Stamford - Kings	Schooldays
	9	16:07 - 16:53	Kings - Stamford	Schooldays
DM9K	9	06:45 - 07:30	Stamford - Peterborough	Monday - Friday
	9	15:35 - 16:30	Stamford - Peterborough	Monday - Friday
	9	16:40 - 17:23	Peterborough - Stamford	Monday - Saturday
	9	17:40 - 18:23	Peterborough - Stamford	Monday - Saturday
	9	17:45 - 18:35	Stamford - Peterborough	Monday - Friday

Annex D - Consequences of service withdrawal

Journeys coloured Blue - alternative on commercial services

Journey in italics - unaffected

Journeys coloured Cerese - additional journeys



**408 Bretton Centre - North Bretton - Walton - New England - Millfield - Queensgate**

Monday to Saturday (Except Bank Holidays)

	A	A	A	A	A	A				A	A			
	M-F	M-F	M-F	M-F	M-F	M-F				SSH			M-F	
<b>Bretton Centre</b>	0708	0723	0738	0753	0808	0823	0908	08		1508	1508	---	1608	1738
North Bretton, Oxclose	0712	0727	0742	0757	0812	0827	0910	10		1510	1510	---	1610	1742
Coningsby Road	---	---	---	---	---	---	---	---		---	---	---	---	1743
Ice Rink	0713	0728	0743	0758	0813	0828	0911	Then 11		1511	1511	---	1611	1748
North Bretton, Heltwate	0715	0730	0745	0800	0815	0830	0913	at 13		1513	1513	---	1613	1750
<b>Walton, The Voyager School grounds</b>	0720	0735	0750	0805	0820	0835	---	these ---		---	1518	---	---	---
Walton, adj Voyager School	---	---	---	---	---	---	0917	mins 17	Until	1517	---	1517	1617	---
Paston Church	---	---	---	---	0822	---	0919	past 19		1519	---	1519	1619	---
<b>New England, Chaucer Avenue</b>	---	---	---	---	0825	---	0922	each 22		1522	---	1522	1622	---
New England, Triangle	---	---	---	---	0830	---	0925	hour 25		1525	---	1525	1625	1802
New England, Maskew Avenue, opp B & Q	---	---	---	---	---	---	0927	27		1527	---	1527	1627	1803
Millfield, Bus Depot	---	---	---	---	0832	---	0933	33		1533	---	1533	1633	1806
<b>Queensgate Bus Station</b>	---	---	---	---	0838	---	0938	38		1538	---	1538	1638	1812

Codes:

M-F: Monday to Friday (Except Bank Holidays)

A : Schooldays only

SSH: Saturdays and School Holidays

This service is operated by a low floor bus offering wheelchair and buggy access

**408 Queensgate - Millfield - New England - Walton - North Bretton - Bretton Centre**

Monday to Saturday (Except Bank Holidays)

					A	A	%	%	A	A	A	A	%	%	A	A
		M-F			M-F	M-F	SSH	A	M-F	M-F	M-F	M-F	SSH	A	M-F	M-Th
<b>Queensgate Bus Station, Bay 14</b>	0810	0843	43		1443	---	1543	1543	---	---	---	---	1643	1643	---	---
Millfield, Bus Depot	0816	0848	48		1448	---	1548	1548	---	---	---	---	1648	1648	---	---
New England, Maskew Avenue, opp B & Q	---	0853	53		1453	---	1553	1553	---	---	---	---	1653	1653	---	---
<b>New England, Triangle</b>	0818	0856	Then 56		1456	---	1556	1556	---	---	---	---	1656	1656	---	---
New England, Chaucer Avenue	---	0900	at 00		1500	---	1600	1600	---	---	---	---	1700	1700	---	---
Paston Church	---	0903	these 03		1503	---	1603	1603	---	---	---	---	1703	1703	---	---
<b>Walton, The Voyager School grounds</b>	---	---	mins ---	Until	---	1532	1546	---	1602	1616	1632	1647	---	---	1702	1716
Walton, opp Voyager School	---	0904	past 04		1504	---	1602	1602	---	---	---	---	1702	1702	---	---
North Bretton, Heltwate	0822	0908	each 08		1508	1536	1551	1608	---	1606	1621	1636	1651	1708	---	1706
<b>Ice Rink</b>	0824	0910	hour 10		1510	1538	1553	1610	---	1610	1623	1638	1653	1710	---	1710
Coningsby Road	0825	---	---		---	---	---	---	---	---	---	---	---	1712	---	---
North Bretton, Oxclose	0830	0911	11		1511	1539	1554	1611	---	1611	1624	1639	1654	1714	---	1711
<b>Bretton Centre</b>	0834	0913	13		1513	1543	1558	1613	---	1613	1628	1643	1658	1716	---	1713

Codes:

M-F: Monday to Friday (Except Bank Holidays)

A : Schooldays only

SSH: Saturdays and School Holidays

This service is operated by a low floor bus offering wheelchair and buggy access

Proposal for additional journeys on Local Link 406 for trial 3 month period

**406 Werrington - Paston - City - Ravensthorpe - Edith Cavell Hospital - Bretton**

Mondays - Saturdays

Werrington Centre	---	---	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	16:15	---	17:15
Gunthorpe, Coniston Road	---	---	---	09:50	---	10:50	---	11:50	---	12:50	---	13:50	---	14:50	---	---	---	---
Gunthorpe, Old John Clare	---	---	09:20	---	10:20	---	11:20	---	12:20	---	13:20	---	14:20	---	15:20	16:20	---	17:20
Gunthorpe Ridings, Mealsgate	---	---	09:22	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	16:22	---	17:22
Paston, Sheepwalk	---	---	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	16:25	---	17:25
Paston, Donaldson Drive	---	---	09:28	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	16:28	---	17:28
Dogsthorpe, Bluebell Inn	---	---	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:33	---	17:33
Garton End, The Comet	---	---	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:35	---	17:35
Park Road Corner	---	---	09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:36	---	17:36
Dogsthorpe Road, Lincoln Road	---	---	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38	16:38	---	17:38
Queensgate Bus Station	---	---	09:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:42	---	17:42
Queensgate Bus Station Bay 1A	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	---	15:45	16:45	17:15	17:45
District Hospital, Thorpe Road	08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	---	15:47	16:47	17:17	17:47
Audley Gate, Thorpe Hall	08:52	09:22	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	---	15:52	16:52	17:22	17:52
Netherton, Knole Walk	08:53	09:23	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53	14:23	14:53	---	15:53	16:53	17:23	17:53
Westwood, Hampton Court Shops	08:57	09:27	09:57	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	---	15:57	16:57	17:27	17:57
Ravensthorpe, White Cross	08:59	09:29	09:59	10:29	10:59	11:29	11:59	12:29	12:59	13:29	13:59	14:29	14:59	---	15:59	16:59	---	17:59
Sandford	09:01	09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	---	16:01	---	---	---
Edith Cavell Hospital	09:03	09:33	10:03	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	---	16:03	---	---	---
Bretton Centre	09:06	09:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	---	16:06	---	---	---

Bretton Centre	---	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	15:15	16:15	---	---	---
Edith Cavell Hospital	---	08:48	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	16:18	---	---	---
Westwood, Hampton Court Shops	---	08:52	09:22	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	16:22	16:57	17:27	17:57
Ravensthorpe, White Cross	---	08:54	09:24	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	16:24	16:59	17:29	17:59
Sandford	---	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	16:25	17:00	17:30	18:00
Netherton, Knole Walk	---	08:58	09:28	09:58	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:28	16:28	17:03	17:33	18:03
Audley Gate, Thorpe Hall	---	09:01	09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:31	17:06	17:36	18:06
District Hospital, Thorpe Road	---	09:05	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:35	17:10	17:40	18:10
Queensgate Bus Station	---	09:08	09:38	10:08	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	15:08	15:38	16:38	17:13	17:43	18:13
Queensgate Bus Station, Bay 13	08:41	09:11	09:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	---	15:41	16:41	---	17:45	---
Dogsthorpe Road, Lincoln Road	08:45	09:15	09:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	---	15:45	16:45	---	17:49	---
Park Road Corner	08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	---	15:47	16:47	---	17:51	---
Garton End, The Comet	08:48	09:18	09:48	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	---	15:48	16:48	---	17:52	---
Dogsthorpe, Bluebell Inn	08:50	09:20	09:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	---	15:50	16:50	---	17:54	---
Paston, Donaldson Drive	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	---	15:56	16:56	---	18:00	---
Paston, Sheepwalk	08:57	09:27	09:57	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	---	15:57	16:57	---	18:01	---
Gunthorpe Ridings, Mealsgate	09:00	09:30	10:00	10:30	11:00	11:28	12:00	12:28	13:00	13:28	14:00	14:28	15:00	---	16:00	17:00	---	18:04	---
Gunthorpe, Old John Clare	09:02	---	10:02	---	11:02	---	12:02	---	13:02	---	14:02	---	15:02	---	16:02	17:02	---	18:06	---
Gunthorpe, Coniston Road	---	09:32	---	10:32	---	11:32	---	12:32	---	13:32	---	14:32	---	---	---	---	---	---	---
Werrington Green	09:05	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	---	16:05	17:05	---	18:09	---
The Spinney	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	15:07	---	16:07	17:07	---	18:11	---
Twelvetrees Avenue	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40	14:10	14:40	15:10	---	16:10	17:10	---	18:14	---
Werrington Centre	09:13	09:43	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	14:43	15:13	---	16:13	17:13	---	18:17	---

Codes:  
NSa: Does not operate on Saturdays

Normally operated by a low floor bus Normally operated by a low floor bus











**Parish Council Liaison Work Programme**

**2009/10**

<b>Date</b>	<b>Item</b>
18 November 2009	<ol style="list-style-type: none"><li>1. The Leader's Vision</li><li>2. Land Trusts (Richard Astle)</li><li>3. Quality Councillor Scheme (Ian Dewar CPALC)</li><li>4. Bus Service Review</li><li>5. Speed Limits/Traffic Mitigation</li><li>6. The Soke of Peterborough</li></ol>
20 January 2010	<ol style="list-style-type: none"><li>1. Neighbourhood and Parish Plans – what value do they have?</li><li>2. Village Design Statements vs. Site Allocation Documents</li><li>3. Neighbourhood Council review</li></ol>
31 March 2010	

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