

Appendix A – Recommendations of the Cross Party Working Group

Summary of Proposal

The key outcomes are as follows:

- The Group agreed that the review needed to take a ‘whole city’ approach to this task,
- The Group recommended that funding be made available in order to increase the level of supported services.
- The Group acknowledged the difficulties associated with levels of service that can be supplied for funds available, especially considering previous negotiations where funding had been withdrawn, and that the final proposal represents the most realistic outcome considering negotiations had not been undertaken with the operator at that stage.
- The Group recommended, in the event that the funding available was not sufficient to increase service to the level identified in the proposal, services should still be increased where possible to incorporate these ideas.
- The Group agreed that the minimum outcome should be to maintain services at their current operational level.

Proposal Detail

In the proposal below, the revised services are explained in comparison to those that currently operate.

As the service 21 is effectively split into two services under this proposal, it is recommended that services are renumbered, as the number ‘23’ cannot be used, as another commercial service already uses this.

Service 20 (Stanground – Oakdale Avenue – Hampton – Orton) (under this proposal becomes Service 50)

Route overview:

- No change to the route

Service level overview:

- The same level of service is provided, but the first outward journey from Queensgate at 08:49 is removed and is replaced with a later journey from Queensgate at c.17:35. This gives the option to spend longer (nearly 3 hours) in the City Centre, rather than needing to catch the 14:49 bus back.

- The first return journey from Orton is still just after the 09:30 time, allowing those with concessionary passes access to Hampton as at present, and provides the opportunity to spend longer in Hampton before returning to Orton.

Service 21 (Fengate – Showcase Cinema – Newark Sainsbury’s / Newark Avenue – Garton End Road)
(under this proposal is split into two services – 51 and 53)

Route overview:

- Service 51 (was 21 Fengate area)
 - This would serve the Fengate section of the current Service 21, as far as Newark Sainsbury’s. It would also be slightly re-routed in the area around Boongate in order to provide the same route in both directions, serving the cinema and surrounding roads, as currently the outward and return journeys follow different routes.
- Service 53 (was 21 Garton End Road area)
 - This would serve the Garton End Road section of the current Service 21, as far as Keys Park, but would serve the route in both directions.

Service level overview:

- Service 51 (was 21 Fengate area)
 - This section of the current Service 21 would see timetable enhancements in order to cater for those working in Fengate and the evening economy.
 - It is intended that the level of service would allow those starting or finishing work at 06:00, 14:00 and 22:00 access to and from the City Centre by public transport. It will also cater for those starting work between 07:00 and 09:00 and those finishing between around 16:30 and 17:15.
 - It is also intended that there will be an hourly service in the evening to serve the evening economy in the area around the cinema and the Greyhound Stadium. This has the advantage of permitting greater access to the area for those who do not have other means of transport. The final two services from the area back to Queensgate will be timed in order to meet the final departures of the evening ‘Citi’ network, providing crucial connections from this area to the rest of the city.
 - The table below shows the last ‘Citi’ services departures of the evening, their destinations, and the proposed arrival times into Queensgate to meet them.

Last Citi service of the day from Queensgate			Proposed arrival into Queensgate from Fengate & Cinema to meet last services
Citi	Time	Destination	
1	23:15	Werrington	c.23:02 arrival from Fengate
1	23:15	Orton	c.23:02 arrival from Fengate
2	23:07	Bretton Centre (via Hospital)	c.23:02 arrival from Fengate
2	23:30	Paston	c.23:02 arrival from Fengate
3	23:15	Bretton Centre (via North Bretton)	c.23:02 arrival from Fengate
3	23:45	Park Farm	c.23:02 arrival from Fengate
4	23:07	Parnwell	c.23:02 arrival from Fengate
5	22:45	Cardea	c.22:28 arrival from Fengate
5	23:15	Yaxley	c.23:02 arrival from Fengate
5	22:51	Dogsthorpe	c.22:28 arrival from Fengate
5	23:11	Welland	c.23:02 arrival from Fengate
6	22:45	Hampton	c.22:28 arrival from Fengate

- Service 53 (was 21 Garton End Road area)
 - This section of the current Service 21 only has inbound journeys. Under this proposal there would be services in both directions. This proposal provides 3 outbound journeys and 2 inbound journeys. This establishes the opportunity for those along the route to spend longer in the City Centre, and also creates a link to Newark Sainsbury's. By providing the outbound journeys, residents along the route would no longer need to travel out through Fengate, before alighting on the return journey.

Service 22 (Fulbridge Road – Werrington – Rural Areas)
(under this proposal becomes Service 52)

Route overview:

- The route would stay the same as that currently operated, except that there would be a diversion from Fulbridge Road, along Hallfields Lane and Gunthorpe Road, back onto Fulbridge Road (and vice versa) in order to re-establish a link between the Gunthorpe area and Werrington.

Service level overview:

- It is estimated that the slight diversion may affect journey times by up to 4 minutes, and the timetable has been adjusted to reflect this.
- The current first journey, timed to reach Queensgate at 08:15 would continue to operate and the journey timed to depart Maxey at 09:32 would continue to depart at approximately these time.
- The journeys from Maxey at 12:32 and 15:32, and the journeys from Queensgate at 08:35, 11:35 and 14:35, would be retimed slightly.

- The journeys from Queensgate at 16:35 and 18:25 would instead operate at approximately 17:50 and 19:55, giving those working on a 09:00-17:30 shift pattern, the opportunity to use the bus in both directions, and permitting those visiting the city a later journey back into the rural areas.
- It is proposed that there will be an additional inbound journey from the rural areas, departing Maxey at approximately 18:52, allowing evening access to Werrington and the city, and an additional late evening outbound journey from the city to the rural areas at approximately 23:15, allowing those in the rural areas served access back following their taking advantage of the benefits of the evening economy in the city. This last journey of the evening into the rural areas connects with the last journey of the evening from Fengate and the Cinema area also.
- It is proposed that there is an additional early morning part-journey along the section of route from Werrington to Queensgate at around 05:13, in order to provide a link for those travelling by public transport to get to the Fengate area.

Additional Benefit

- **Lincoln Road (between Burghley Road and Westgate)**
 - This section of route incorporates a number of sheltered accommodation dwellings, and the new GP surgery (that is moving from North Street to the Lincoln Road / Craig Street junction).
 - Currently there are 6 inbound services to Queensgate and 5 outbound services from Queensgate.
 - Under this proposal, if introduced, there would be 8 inbound services to Queensgate and 9 outbound services from Queensgate across the day, covering a greater range of times (please see table below)
 - The increased number of journeys, and revised journey times, present some benefits to those wishing to travel along this section of road, including opportunities to spend varying amounts of time in the City Centre, and greater options regarding GP appointment times than the current service provides.

A comparison of current and proposed services along Lincoln Road (Westgate to Burghley Road)

CURRENT SERVICES ALONG LINCOLN ROAD All times listed are approximate

inbound to Queensgate along lower end of Lincoln Road	Time	08:10	10:25	11:15	13:25	14:15	16:25
	Service	22	22	21	22	21	22
outbound from Queensgate along lower end of Lincoln Road	Time	08:35	11:35	14:35	16:35	18:25	
	Service	22	22	22	22	52	

REVISED SERVICES ALONG LINCOLN ROAD - PROPOSAL 1.01 (04/08/15) All times listed are approximate

inbound to Queensgate along lower end of Lincoln Road	Time	05:27	08:10	10:29	11:37	13:49	14:37	16:49	19:49	
	Service	52	52	52	53	52	53	52	52	
outbound from Queensgate along lower end of Lincoln Road	Time	08:30	11:00	11:50	14:00	14:50	17:00	17:50	19:55	23:15
	Service	52	53	52	53	52	53	52	52	52

Levels of Service	
current	6 inbound
proposed	8 inbound

Levels of Service	
current	5 outbound
proposed	9 outbound

 = Concessionary Passes valid on this journey