

# The Proposals – Peterborough

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Below are the 3 routes we are introducing or improving, subject to procurement. Each route has been developed following discussions with residents. More information on each route is available by scrolling down.

Ref No.	Original Suggestion	Further information	Additional Notes
22	Options for orbital bus services to key destinations around Peterborough, avoiding journeys into the centre and the need to change buses	Define key destinations and how these can be linked taking into account lessons learnt from previous services	
23	Improve service frequency through Thorney and improve service to Eye with improvements	Work with incumbent operator to increase frequency of services via Thorney and look at options for Eye	
24	Route 5 – Improve service frequencies	Engagement with incumbent operator to assess options for improvements	

# Ref 22 – Peterborough Outer Loop



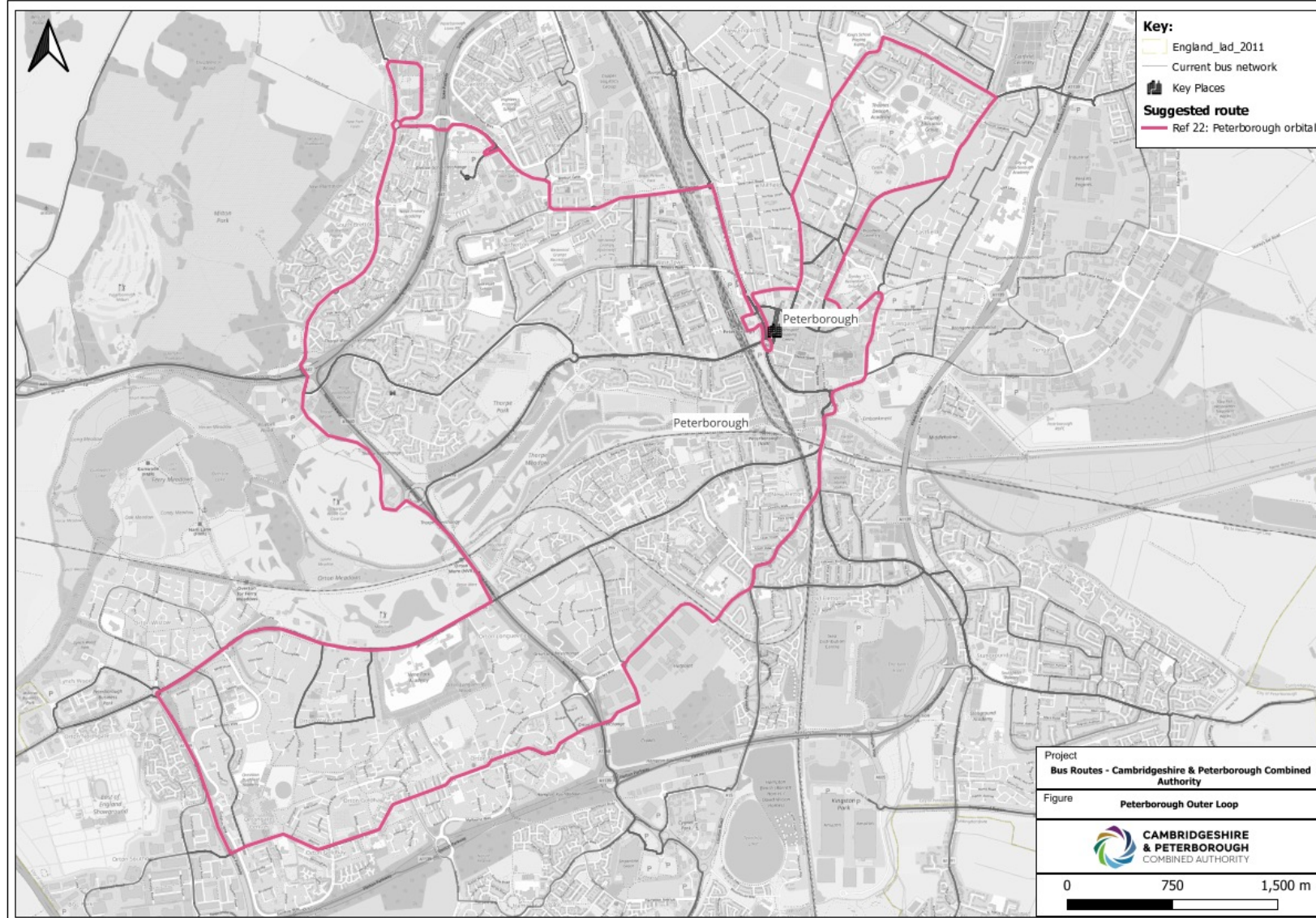
Proposal
Options for orbital bus services to key destinations around Peterborough, avoiding journeys into the centre and the need to change buses
Define key destinations and how these can be linked, taking into account lessons learnt from previous services

Characteristics & Metrics	
Operating Environment	Inner urban
Service Category	New
Passenger Catchment	38,803
Trip Generation	1,047,681
Expected single journey/ round trip time	1h27m round
Headway & PVR	30 mins/ 6 PVR

Main Points Served	
Railway station	Central park
Weston Home Stadium	Embankment
Ortongate centre	Cavell Centre
Bretton Centre	

Opportunity
Option designed to meet main connections needed between residential areas, employment, retail centres and healthcare sites
Expected to operate every 30 mins in each direction with a requirement for +6PVR

# Ref 22 – Peterborough Outer Loop



# Ref 23 – Eye - Thorney



## Proposal

Improve service frequency through Thorney and improve service to Eye with improvements

Note: 36A Eye - Thorney Runs 6 times a day (each direction)

Note: Eye served by Route 4 but very few evening journeys extend beyond Parnwell to Eye and none run to Thorney.

## Characteristics & Metrics

Operating Environment	Local connections to nearest bus to main centre
Service Category	Contract extension/ Commercial main service
Passenger Catchment	22,871
Trip Generation	617,517
Expected single journey/ round trip time	0h:57m/ 2h:04 current
Headway & PVR	30 min extension/ within existing resource

Main Points Served	Frequency
Parnwell	30 mins
Eye	30 mins
Thorney	30 mins

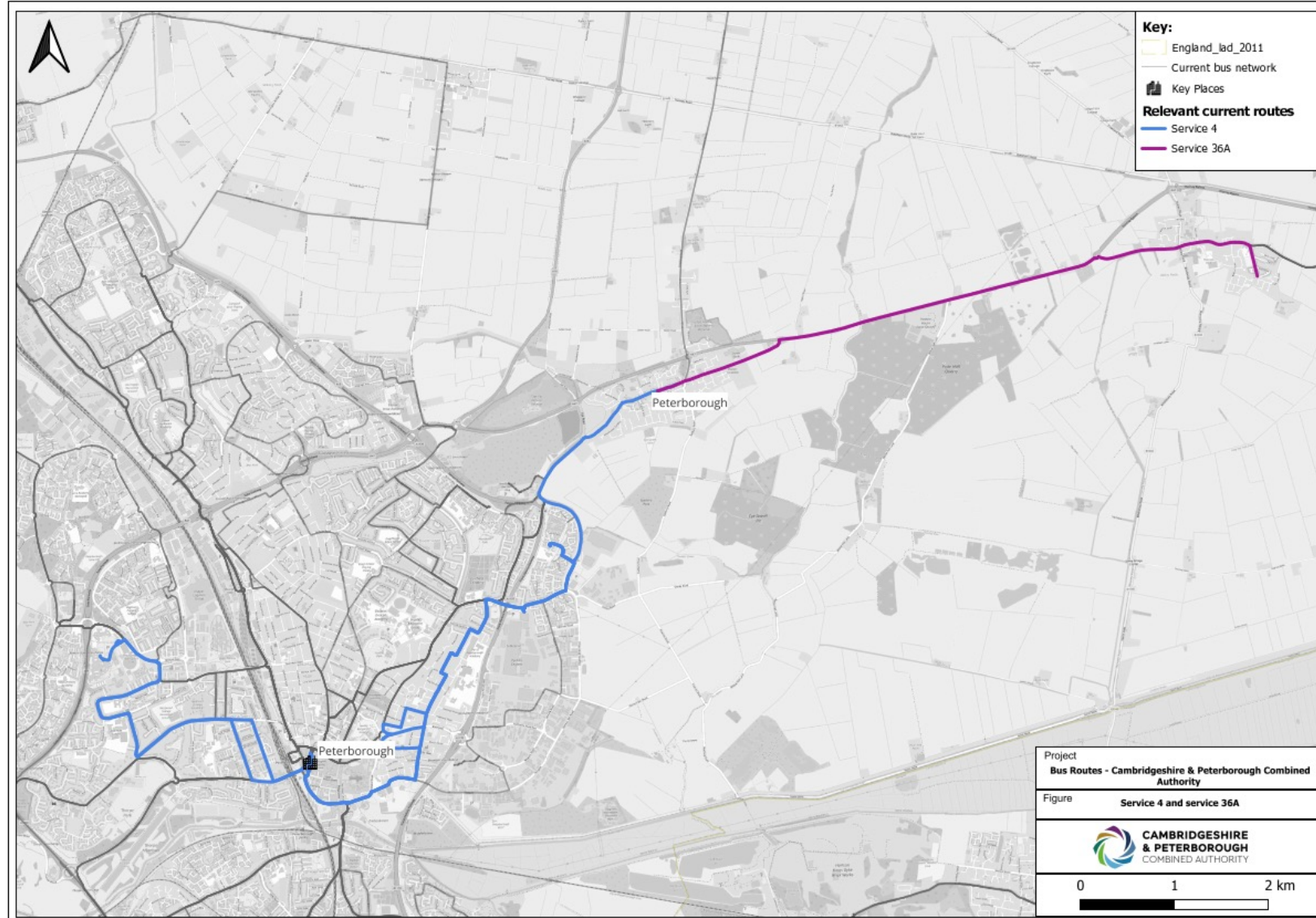
## Opportunity

Opportunity to either extend existing Service 4 to provide through journeys, or extend/improve frequency and/or span of day on Service 36A

Some concerns over level of demand observed on the current service 36A being provided – Through journeys expected to improve this position

Current option assumes linking the Service 36A through to the Service 4 into Peterborough – Assumed within existing resource of the 36A

# Ref 23 – Eye - Thorney



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# Ref 24 – Service 5/5A



Proposal
Route 5 – improve service frequencies
Note: 5 and 5A have 2 per hour already.

Characteristics & Metrics	
Operating Environment	Urban – linking suburbs to City Centre
Service Category	Partial Contract
Passenger Catchment	40,121
Trip Generation	1,083,267
Expected single journey/ round trip time	5 – 0h:52m/ 1h:54m 5A – 1h:05/ 2h:20m
Headway & PVR	5 – 30 mins/ 4 PVR 5A – 30 mins/ 5 PVR

Main Points Served	Current Frequency (5/5A)
Dogsthorpe	2 per hour/2 per hour
Peterborough train station	2 per hour/2 per hour
Weston Homes Stadium	2 per hour/2 per hour
Combined 4 per hour on common sections	

Opportunity
Assumed level of service increase that is required – 2 to 3 per hour on each, restoring 10 min combined headway
Engagement with incumbent operator to assess options for improvements
Assumed +2PVR required (+1 PVR on each service)

# Ref 24 – Service 5/5A

