

John Redding
Associate Director, Transportation
AECOM

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Dear John

Wynyard Park Development

Thank you for providing us with information regarding proposed development of land, adjacent to the A689 near to Wynyard Village.

We are interested in working with the developer(s) to look towards providing a bus service for this development, by utilising either existing service provision that we offer and/or potential for funding to increase the provision if required as part of section 106 funding.

We currently do not operate services via the development area, however we do have services that operate between Sedgfield and Stockton, via the A177 currently that may have potential to divert in order to serve the development.

At this stage, an indicative set of proposal options would be as follows, subject to further analysis and more detailed requirements;

- Diversion of existing hourly service X22 between Sedgfield, Stockton & Middlesbrough, via A689 instead of A177 to serve the development – ensuring links to Peterlee, Sedgfield (for connections to Durham or Darlington), Stockton and Middlesbrough.
- Potential to discuss increased localised frequency of Service X22, if diverted, between Middlesbrough and Wynyard Park, in order to provide a half hourly service in this section.
- Other options exist by way of diversion of another core service that also operates half hourly along the A177 currently as Service X12, which could offer links to Middlesbrough, Stockton, Durham, Gateshead and Newcastle up to every 30 minutes.

Two of the options above are likely to increase vehicle resources, which vary in costs depending on factors such as length of operating day, number of days required, vehicle size etc. An approximate cost to serve the development every 30 minutes therefore would be around £120k per annum initially, with a view of looking at reduction of subsidy gradually as revenue increases due to development growth.

A simple diversion of an hourly service may not require additional vehicle resources and as such, a much smaller payment would be requested to offset revenue losses where the service is diverted away from. I understand that such a low frequency may not be the preferred option however.

Obviously, the bus service network in the area is subject to change between the date of this letter and any formal arrangements being made, which would naturally improve or downgrade what currently exists. However, a proposal can be re-investigated in further detail with more refined costs at a more detailed stage.

I trust this information is of use and if you require any further details, please do not hesitate to contact myself.

Yours sincerely



Richard McGowan
Commercial Manager
Arriva North East