

# getting buses fit for the future



to support the recovery of our towns, cities  
and regional economy



an update on your local buses  
and some planned changes from 5 September 2021

## introduction

We pride ourselves on responding to the changing needs and demands of our customers and the communities we serve, whilst also providing an efficient operation.

Helped by our innovative and agile approach, and good collaboration between bus operators and local authorities, our region boasts one of the highest bus usage rates in the UK outside of London. The year before the pandemic, Tyne and Wear saw an increase in bus usage for the first time in a decade, bucking the national trend of continuing decline.

The pandemic has, however, had a

detrimental impact on the usage of all public transport and is changing the way people work, shop and more, in turn impacting travel patterns that we must work through adjusting to.

There are parts of our network, albeit small, that now require attention and adjustment. Some are elements where it is clear they will never recover to any sensible level of demand, whilst others are areas where minor adjustment can bring clear improvements to passengers, such as the alignment of multiple services along the same corridor to give a more evenly spaced 'clockface' combined frequency of

service, including key 'turn up and go' corridors in some areas.

This document sets out some of our work over recent months, and lists changes being made to our services from 5 September 2021. They have already been worked through with Local Transport Authority Officers, well in advance of the statutory timescales, and a number of their feedback points have been included in the final versions. We have tried to be both practical and realistic with these changes, with an overarching desire to get the local bus network in the best possible shape for its recovery and long-term success.

## impacts of Covid-19 and looking to the future

In recovering from the effects of the pandemic, the Government has been providing some financial support to the bus industry to enable the operation of near full service levels for essential journeys, such as key workers, during times of much reduced passenger demand. This has been on a non-profit basis, and there has been good work on the arrangements between bus operators and Local Authorities working together.

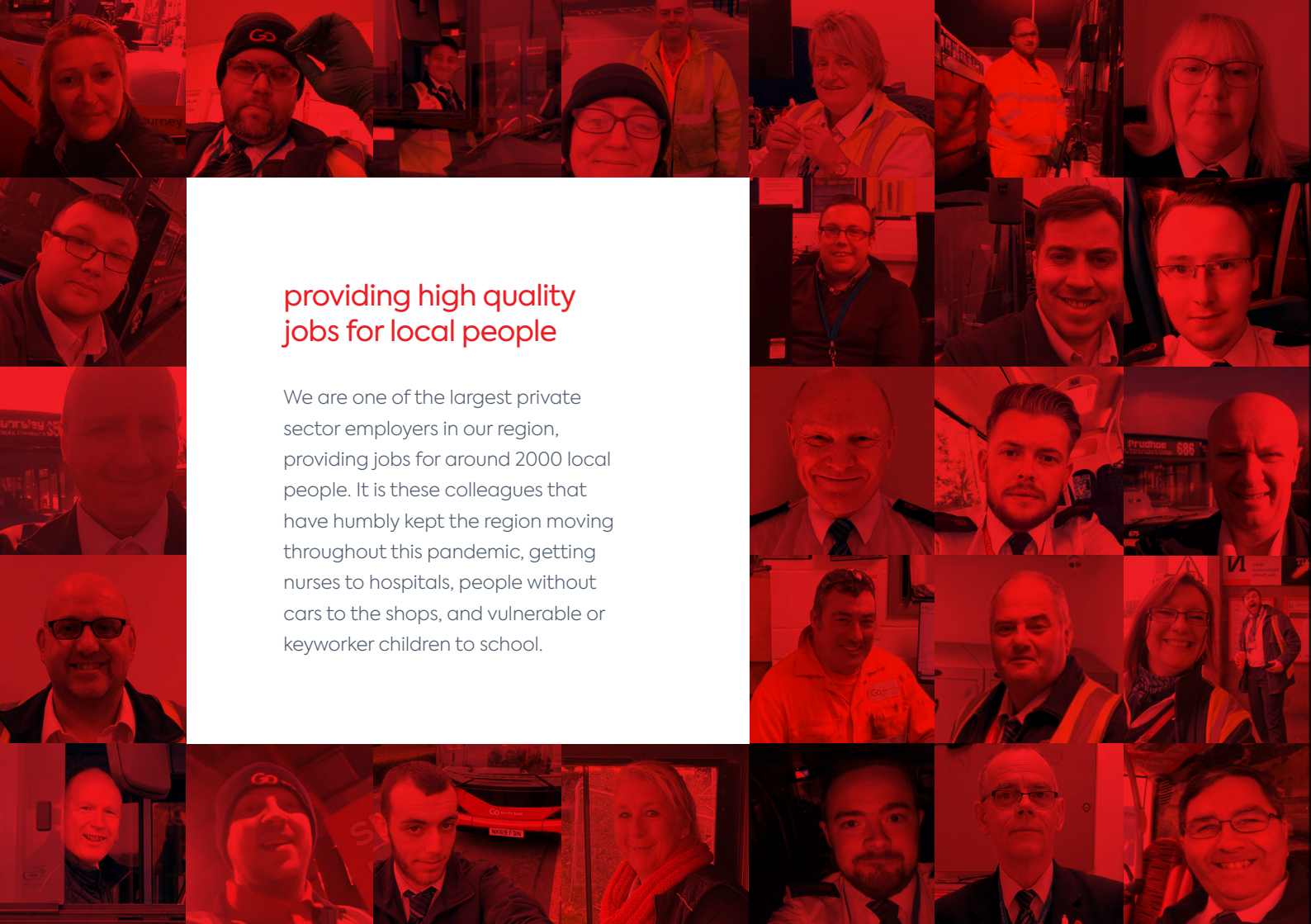
It is already clear that there will be some notable changes to travel patterns and demand which we must adapt to. As well as being

realistic, practical and efficient with Government's financial support for bus services, from September the bus industry needs to work to rebuild on a commercial footing. The Government's new National Bus Strategy requires bus operators and Local Authorities to work together in deeper collaboration as the region has agreed to take forward a formal Enhanced Partnership. Work is now underway on a Bus Service Improvement Plan for the region that, from April 2022, can start to deliver a stronger focus on highways infrastructure that can better support buses such as bus lanes, park and ride schemes and interchange/

waiting facilities. This will provide transformational benefits to bus passengers in respect of journey times, service reliability and efficiency. We want this to be built upon a sound and efficient network that is focused on moving large numbers of people, the basic principle of what buses are all about.

To have your say on the future strategic plans for the regions bus network and supporting infrastructure, check out the Transport North East Big Bus Conversation at

[transportnortheast.gov.uk/  
bigbusconversation](https://transportnortheast.gov.uk/bigbusconversation)



## providing high quality jobs for local people

We are one of the largest private sector employers in our region, providing jobs for around 2000 local people. It is these colleagues that have humbly kept the region moving throughout this pandemic, getting nurses to hospitals, people without cars to the shops, and vulnerable or keyworker children to school.

## investment in modern, green buses

We have a stronger than ever commitment to improve the green credentials of our fleet, with our buses contributing to reduced congestion and better air quality. Over the past three years we've invested over £17 million in new, low-emission buses, including the region's first fleet of all-electric buses.



invested over

**£17m**

**low emission buses**

in new, low-emission buses, including the region's first fleet of all-electric buses



Wi-Fi

**88%**

next stop audio-visual



**72%**

device charging



**57%**

euro 6 emissions



**41%**



stand back behind the line  
wait for the driver  
and the bus to  
stop  
Exit one way at  
front door only

how was your trip?

tip top

wed to know!

not so hot

at the

SOCIAL DISTANCING  
STAND BACK BEHIND THE LINE

PLEASE  
TO DISTANCE  
IF YOU CAN



## X-lines – our luxury interurban network

Our new X-lines network of fast, luxury, inter-urban bus services has transformed longer-distance journeys into our main town and city centres. Our X-lines buses have high-backed comfortable seats, free Wi-Fi, charging points for phones and laptops, audio-visual next-stop passenger information systems and contactless payment technology; some even have tables for customers to work at, toilets and luggage storage, and on routes to Consett and Hexham there is space for bikes to encourage active travel and tourism.



Many other buses in our fleet have these ultra-modern features as well. All of this helps to make bus travel more appealing, both to new and existing users, by making bus travel convenient, easy, and attractive too; on many of our routes, these modern features mean travellers can make the best use of their time by, for example, catching up with emails or even working on a laptop.



WIFI USB



TAP & PAY



TABLES

## making travel easier

In the past year we have also rolled out both a new improved website and smartphone app that makes journey planning much easier. Both vastly improve the overall travel experience for our customers, including a journey planner, mobile e-tickets and live bus tracking, with an 'uber style' map facility too. Responding to the pandemic, we have worked with our industry partners to bring realtime bus capacity information to customers, and have innovated on tickets, introducing new 'Flexi-5' tickets, offering more flexible value-for-money options for people no longer needing to travel to work five days a week.

Furthermore, in the past year, we

have begun to implement 'London style' tap-on, tap-off (ToTo) bankcard ticketing on local bus services, which vastly simplifies ticketing for customers by negating the need to buy specific fares. Starting as an initial trial on our Voltra 53 and 54 services, and now expanded to our QuayCity Q3 service, we aspire to rollout ToTo to more of our services soon.<sup>1</sup>

As part of seeking to accelerate the recovery of the network and also support the regional economy, in May we launched a simple £1 fare offer for any bus journey anywhere after 7pm. Uptake has grown every week since launch, with positive feedback from local pubs and restaurants too who

are seeing people travel in on the bus.

All of our buses now display simplified fare messaging by the entrance door, including advertising the multi-operator and multi-modal Network One tickets. A large number of our vehicles are also fitted with an onboard audio visual passenger information system and can display onward rail and Metro time and platform information on the approach to stations.

Where our buses connect into the Metro for key destinations, such as at Heworth, Metro logos and onward connection information is also being added to vehicles and publicity.

<sup>1</sup> With ToTo, customers tap their contactless bank card at the beginning of their journey, and again at the end, and the fare for that journey is automatically calculated and debited from their account. ToTo also offers 'capping', which limits how much a customer spends in any given period, i.e., 1 day or 7 days.



network **one** travel tickets

any local bus in Tyne & Wear, the Metro & the North Shields ferry

**£7.80** all day

longer periods on M-Ticket

North East **adult fares**

	Gateshead saver zone	one area zone	all zones
all day	£4.50	£5.30	£7
all week	£17	£23 £20 on app	£30 £25 on app

short hops from £1.20 returns capped at day prices

proud to support the Hidden Disabilities Sunflower scheme

pay

don't forget to tap off

if you tapped

North East

metro

ISO

VISA

Apple Pay

Google Pay

**BETTER TICKETS.**

5366

from North East

CITARO Mercedes-Benz

CONNECTIONS **4** Newcastle

from **£2.80** change to the Metro at Heworth M

transforme single

BX63 BDD

this stop

**Newcastle Market Street West**

VOLTRA 53

08 MAY 12:03

Next train departures from: Railway station

- 11:42 to Liverpool Lime Street (platform 3)
- 12:16 to Prudhoe (platform 11)
- 12:27 to London Kings Cross
- 12:39 to Edinburgh (platform 2)



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our changes in **Durham City**  
& **Chester-le-Street**

## our changes in Chester-le-Street & Durham City

The following pages detail changes to parts of our network around Chester-le-Street, Sacriston and Durham City that we believe will ensure the long-term viability of our bus services. Most existing links will be maintained at the same frequencies that they are now. We plan that a small number of services are withdrawn, but only where links can be maintained by other services on the network.

Our flagship network of high-frequency and X-lines services will remain, linking Durham to Newcastle, Sunderland and Consett.

These routes, which have recently benefited from a multi-million pound investment in new buses, have potential for growth post-Covid, as more people seek out leisure opportunities in the region's main cultural centres.

Supporting local journeys, last year we introduced the Durham 'Go Local Saver' tickets that allow travel in the Durham City area for £4 a day or £15 a week. This complements our Chester-le-Street local saver, also at £4 and £15 for a day and week respectively. Both these 'Go Local' tickets are also available as 'Flexi-5'

tickets – for £15, customers get 5 individual day tickets to use over the course of four weeks, benefitting those people who need to make regular journeys, but don't need to travel five days a week.

## 8

### Sunderland – Washington – Chester-le-Street – Stanley

This service will additionally serve Brady Square in Washington, replacing a section of route on service 85. A new evening and Sunday service will be introduced so that services at these times can be simplified and run as a standard route 8 and 78, instead of 78A. Some of these evening journeys will run via Teal Farm.

## 13

### Durham – Sacriston – Langley Park

This service has been suspended throughout the pandemic and will not be reinstated, as fewer passengers are now travelling between Durham, Sacriston and Langley Park. Alternate services are available for all sections of route: Langley Park to Durham on service X20, which has been upgraded to larger full-size single-deck buses, and Sacriston to Durham on services 16/16A, which is being upgraded to double-deck buses.

## 16

### Durham – Stanley – Dipton – Consett – Castleside

This service will be revised to run between Consett, Stanley and Durham only, no longer serving Castleside. Links to Castleside will be maintained on service 78, which will be extended from Consett to Castleside. Buses on the 16 will extend from Consett Bus Station to Tesco via Templetown to maintain access to the large retail facilities to the west of the town centre, and offer an improved service to Templetown. We will also be introducing newer double-deck buses to add extra capacity onto this route, as we know it gets busy at peak times.



## 21

### **Newcastle – Birtley – Chester-le-Street – Durham**

This service will be extended from Durham to Brandon twice every hour, to give new, direct links from Brandon to the University Hospital, County Hall, Framwellgate Moor (for New College) and Arnison Centre. These links were proposed prior to Covid but were postponed when passenger numbers fell because of the lockdown.

## 25

### **Newcastle – Gateshead – Wrekenton – Chester-le-Street – Langley Park**

The evening frequency on this service will be increased to every 60 minutes every day of the week. To improve reliability, this service will now omit Wrekenton High Street towards Langley Park only, instead stopping at Wrekenton Row.



## 28 | 28A

### **Newcastle – QE/Kibblesworth – Birtley – Ouston – Beamish – Pelton Fell – Chester-le-Street**

We are in discussions with Durham County Council regarding these services. We currently plan that these services will run between Newcastle and Ouston only, and would serve Market Street in Newcastle instead of Eldon Square. In Gateshead, the 28A would run via Whitehall Road instead of Bensham Bank.

Durham County Council are looking to secure a link between Ouston and Chester-le-Street, but Go North East may not necessarily be the operator of this service depending on the outcome of their procurement process for a supported service.

Links to Beamish Museum will still be possible on service 8 from Chester-le-Street, and would also be possible on our seasonal service B1 from Newcastle that would run at weekends and during school holidays.

Links from Pelton Fell to Chester le-Street will be maintained

with the changes to service 78/78A, which will be diverted to serve Pelton Fell instead of Pelton, Newfield and Grange Villa. Pelton, Grange Villa and Newfield will still be served by service 8, linking to both Stanley and Chester-le-Street.

People wanting travel from Pelton, West Pelton, Grange Villa or Pelton Fell to Gateshead or Newcastle will still be able to make these journeys by changing at Chester-le-Street.

## 34

### **Urpeth – Ouston – Pelton – Chester-le-Street – Waldridge Park**

This service will omit Pelaw Estate, instead running via A693 and Pelton Aged Miners. An extra journey will be added in the morning peak to provide extra capacity.



## 71

### **Chester-le-Street – Houghton-le-Spring – Seaham**

There aren't enough passengers using this service for us to cover our costs, so we are working with Durham County Council on possible support arrangements for it to continue running. They do intend to maintain the route, at least in part, but Go North East may not necessarily be the operator running it. Final details will be confirmed in advance of our change date.

## 78

### **Sunderland – Penshaw – Chester-le-Street – Stanley – Consett**

This service will now run via Pelton Fell instead of Pelton, Newfield and Grange Villa between Stanley and Chester-le-Street, which maintains a service to this area as a result of the changes to service 28. From Consett, the service will be extended to Castleside to replace service 16.

## 204

### **Durham – High Pittington – Sherburn**

This service is revised to omit High Grange Estate.

## 208

### **Durham – High Pittington – Peterlee**

Service 208 will be withdrawn, but with most links maintained by services 65, 204, and new service 62/62A that will run between Peterlee, Horden and Easington. A peak time express X62 will maintain a direct service between Peterlee, Easington Village, South Hetton and Durham for students that make use of service 208 currently.

## 265

### Durham – Hetton le Hole – Murton – Seaham

Service 265 will be increased in frequency, running every 30 minutes instead of the current hourly frequency, and renumbered to 65. There will also be later evening journeys, and a Sunday service added. The service will run the current 265 route, but with two small changes.

In Belmont, the service will run via Cheveley Park estate (to replace service 208 there), though it will operate via Buckinghamshire Drive only. In Murton, it will skip East Moor estate, which would instead be served by the 202.

The new, improved service will be numbered 65, and given its own unique brand and larger vehicles to provide greater capacity at peak times.

## X21

### Newcastle – Chester-le-Street – Durham – Bishop Auckland – West Auckland

Minor timetable changes to improve reliability.

## X22

### Durham – Chester-le-Street – Metrocentre

We will introduce some newer double-deck buses on this service in dedicated route branding, offering better features such as high-backed comfortable seating and free Wi-Fi. Aligned to this, there will be some minor timetable changes.







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our changes  
in **Sunderland**

## our changes in Sunderland

The following pages detail changes to parts of our network in and around Sunderland that that we believe will ensure the long-term viability of our bus services.

We've been running buses in the city of Sunderland for over 100 years, and they're better now than ever before! We're launching new and revitalised route specific-coloured brands across the city to make it easier for you to identify your bus – these buses have already started to hit the streets this summer and will continue to do so into the autumn.

Supporting local journeys, we will promote our excellent value-for-

money Sunderland Central tickets that allow travel in this area for £3.50 a day or £12 a week, alongside our usual day, week and month Go Zones tickets. Our Go Zones and Go Local are now also available as 'Flexi-5' tickets – for example, for £12

customers can get 5 individual day tickets to use over the course of four weeks in the Sunderland Central zone, benefitting those people who need to make regular journeys, but don't need to travel five days a week.



## 2 | 2A

### **Silkworth – Hollycarrside – Sunderland – Penshaw – Washington**

Service 2A will operate via Hollycarrside Road and Leechmere Way, offering better access to Leechmere ASDA.

On Sundays, service 2A will no longer serve Brady Square in Washington; this will instead be served by the 8, retaining links to Sunderland.

## 8

### **Sunderland – Washington – Chester-le-Street – Stanley**

This service will additionally serve Brady Square in Washington, replacing a section of route on service 85. A new evening and Sunday service will be introduced so that services at these times could be simplified and run as a standard route 8 and 78, instead of 78A. Some of these evening journeys will run via Teal Farm.

## 9

### **Sunderland – Boldon – Jarrow – Hebburn**

This service will be revised to operate between Sunderland and Jarrow only. Since re-organisation of services around Jarrow and Hebburn in 2018 (when the 9 was extended to Hebburn) we have seen very little growth in through passengers travelling from Hebburn to Sunderland. The section of route from Jarrow to Hebburn will therefore be covered by revisions to service 26, which will reintroduce links from Hebburn to South Tyneside Hospital.

## 38 | 938

### Docks – City Centre – Tunstall – Leechmere – Tunstall Bank Estate

Following feedback from customers and discussions with stakeholders, we plan the reinstatement of an hourly service 38 between Sunderland, Leechmere and Tunstall Bank Estate, allowing service 938 to be withdrawn. This service 38 will not operate via Burdon Lane and Bevan Avenue, as this will continue to be served by the 39A. Service 38 will also not serve Park Lane Interchange. An additional service 38A will also operate between City Centre and The Docks only to maintain a half-hourly service on this section of the route.

## 56

### Newcastle – Gateshead – QE – Concord – Nissan – Southwick – Sunderland

During the pandemic, service 56 was reduced in frequency from every 12 minutes to every 15. This service will maintain the 15-minute frequency it currently operates to allow us to offer an improved frequency on Old Durham Road, by coordinating with service 57 (which will increase to every 15 minutes) to provide a service up to every 7/8 minutes. The experimental late evening journeys to benefit shift workers will remain. This service will no longer serve Springwell Estate on evenings and Sundays so there is a consistent route across the day, with a service to Springwell Estate maintained on services 51/52.



## 60

### Sunderland – Ryhope – Seaham – Parkside

Evening timetable is revised to provide a more regular half hourly service.

## 61

### Sunderland – Dalton Park – Murton

Minor changes to evening and Sunday timetable to improve reliability.

## 78

### Sunderland – Penshaw – Chester-le-Street – Stanley – Consett

This service will now run via Pelton Fell instead of Pelton, Newfield and Grange Villa between Stanley and Chester-le-Street, which maintains a service to this area following proposed changes to service 28. From Consett, the service will be extended to Castleside to replace service 16.

## X6 | X7

### Sunderland – Seaham – Dalton Park – Peterlee

Service X7 has been suspended throughout the pandemic and will not be reinstated, due to low passenger numbers. Service X6 will continue running.





changes  
for **South Tyneside**

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and maps, pick  
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## our changes in South Tyneside

The following pages detail changes to parts of our network in and around South Tyneside that that we believe will ensure the long-term viability of our bus services.

Our plans for South Tyneside will primarily reinstate commercial links from Hebburn to South Tyneside hospital, and will improve links in Fellgate estate. Supporting local journeys, we will continue to have our South Tyneside 'Go Local' tickets that allow travel in this area for £4 a day or £12.50 a week. This 'Go Local' tickets is also available as 'Flexi-5' tickets – for

£12.50, customers get 5 individual day tickets to use over the course of four weeks, benefitting those people who need to make regular journeys, but don't need to travel five days a week.

## 5

### **Jarrow – Boldon – South Shields**

The timetable will be revised. Newer buses, offering free Wi-Fi and next stop announcements, will be introduced onto this route.

## 9

### **Sunderland – Boldon – Jarrow – Hebburn**

This service will be revised to operate between Sunderland and Jarrow only. Since re-organisation of services around Jarrow and Hebburn in 2018 (when the 9 was extended to Hebburn) we have seen very little growth in through passengers travelling from Hebburn to Sunderland. The section of route from Jarrow to Hebburn will therefore be covered by revisions to service 26, which will reintroduce links from Hebburn to South Tyneside Hospital.

## 26

### **South Shields – South Tyneside Hospital – Primrose – Jarrow**

This service will be extended from Jarrow to Hebburn and Lukes Lane Estate, to replace service 9 in this area, allowing the withdrawal of services H1 and H2.

## 27

### **South Shields – Jarrow – Hebburn – Gateshead – Newcastle**

Minor timetable changes.

## 50

### **South Shields – Boldon Colliery – Washington – Chester-le-Street – Arnison Centre – Durham**

Minor changes to times during the day.



## H1

### South Tyneside Hospital – Hebbun

As the links provided by this service will be maintained on our 26 service, which will be extended from Jarrow to Lukes Lane Estate from the same date, Nexus will now cancel the contract for this service and it will be withdrawn.

## H2

### South Tyneside Hospital – Jarrow – Hebbun

This service was introduced to provide direct connections to South Tyneside Hospital from Hebburn following feedback from the local community. Passenger numbers on this service have been very low, and the changes to service 26 would negate the need for it. This service will therefore be withdrawn.



# our changes in **Washington & Houghton-le-Spring**

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and maps, pick  
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## our changes in Washington & Houghton-le-Spring

The following pages set out the changes to our commercial bus services in the area that we believe will ensure the long-term viability of our network.

Our plans for Washington improve upon existing links by creating more services that run across Washington, enabling more local journeys by connecting the villages that make up the town.

These plans build on our recent relaunch of the Washington local network as 'Little Pinks', with its bright, distinctive, modern minibuses. For the Houghton-le-Spring area, we are mainly planning minor changes to some services that pass through here.

We are also in discussions with local authorities around service 71 that links Chester-le-Street to Seaham via Houghton-le-Spring; through these discussions, we hope to be able to maintain service 71, at least in part.

The changes also build upon recent improvements to our Connections 4 service, which now serves the new Amazon warehouse at Follingsby Max, to connect local people to employment opportunities here. We have also improved the evening and Sunday services on this service, to provide a more frequent service to Shiney Row, Bournmoor, Fence Houses and Houghton-le-Spring, and making it an easier-to-understand service with most buses running the full

length of the route rather than some buses terminating at Fatfield.

Supporting journeys in these areas, we will continue to have our excellent value-for-money day, week and month Go Zones tickets, alongside our Washington and Houghton-le-Spring Go Local Saver tickets, available for for £3.60 a day or £15 a week. Our Go Zones and Go Local are now also available as 'Flexi-5' tickets – for example, for £15 customers can get 5 individual day tickets to use over the course of four weeks in either the Washington or Houghton-le-Spring Go Local zones, benefitting those people who need to make regular journeys, but don't need to travel five days a week.

## 2 | 2A

### **Silksworth – Hollycarrside – Sunderland – Penshaw – Washington**

Service 2A will operate via Hollycarrside Road and Leechmere Way, offering better access to Leechmere ASDA.

On Sundays, service 2A will no longer serve Brady Square in Washington; this will instead be served by the 8, retaining links to Sunderland.

## 4

### **Houghton-le-Spring – Washington – Heworth**

Minor changes to times of early weekday morning journeys towards Heworth to improve reliability.

## 8

### **Sunderland – Washington – Chester-le-Street – Stanley**

This service will additionally serve Brady Square in Washington, replacing a section of route on service 85. A new evening and Sunday service will be introduced so that services at these times could be simplified and run as a standard route 8 and 78, instead of 78A. Some of these evening journeys will run via Teal Farm.

## 50

### **South Shields – Boldon Colliery – Washington – Chester-le-Street – Arnison Centre – Durham**

Minor changes to times during the day.



## 56

### **Newcastle – Gateshead – QE – Concord – Nissan – Southwick – Sunderland**

During the pandemic, service 56 was reduced in frequency from every 12 minutes to every 15. This service will maintain the 15-minute frequency it currently operates to allow us to offer an improved frequency on Old Durham Road, by coordinating with service 57 (which will increase to every 15 minutes) to provide a service up to every 7/8 minutes. The experimental late evening journeys to benefit shift workers will remain. This service will no longer serve Springwell Estate on evenings and Sundays so there is a consistent route across the day, with a service to Springwell Estate maintained on services 51/52.

## 71

### **Chester-le-Street – Houghton-le-Spring – Seaham**

There aren't enough passengers using this service for us to cover our costs, so we are working with Durham County Council on possible support arrangements for it to continue running. They do intend to maintain the route, at least in part, but Go North East may not necessarily be the operator running it. Final details will be confirmed in advance of our change date.

## 78

### **Sunderland – Penshaw – Chester-le-Street – Stanley – Consett**

This service will now run via Pelton Fell instead of Pelton, Newfield and Grange Villa between Stanley and Chester-le-Street, which maintains a service to this area following proposed changes to service 28. From Consett, the service will be extended to Castleside to replace service 16.



## 81 | 82 | 83 | 84 | 85 | 86

### Concord, Washington and Birtley local services

We are simplifying the Washington local network, in recognition that the current network can be difficult for customers to understand. Three new services – 82, 84 and 85 – will replace the current six services, with cross-Washington links reinstated.

Service 82 will run every 30 minutes between Birtley, Portmeads, Ayton (Dunnock Drive only), Lambton, Galleries, Sainsbury's, Glebe, Washington Village and Barmston Court, also extended to serve Teal Farm and Waterview Park on Monday to Saturday daytimes.

Service 84 will run every 20 minutes between Rickleton, Harraton, Ayton, Lambton, Galleries, Sainsbury's, Biddick, Barmston Waskerey Road, Barmston Village Centre, Peel and Spout Lane to Concord.

Service 85 will be revised to run as one 20-minute service between Concord, Oxclose, Galleries and Sainsbury's, and will interwork with service 84 at Concord. It will additionally

serve The Drive to maintain the connection to The Galleries from this area, and Brady Square will be served by the revised service 8.

## X1

### Newcastle – Washington – Houghton-le-Spring – Easington Lane – Peterlee

This service will be extended once per hour from Easington Lane through to Peterlee via South Hetton, and once per hour from Easington Lane through to Dalton Park, providing new direct links from Washington to Dalton Park and Peterlee.



# our changes in **West Gateshead**



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and maps, pick  
up a leaflet or visit  
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## our changes in West Gateshead

The following pages set out the changes to our commercial bus services in West Gateshead that we believe will ensure the long-term viability of our network.

Supporting journeys in the west of Gateshead, we will continue to have our excellent value-for-money day, week and month Go Zones tickets, alongside our Gateshead Go Local Saver ticket that is valid in some parts of this area (as far as Whickham, Blaydon and Winlaton). Our Go Zones and Go Local are now also available as 'Flexi-5' tickets – for example, for

£17 customers can get 5 individual day tickets to use over the course of four weeks in the Gateshead Go Local zone, benefitting those people who need to make regular journeys, but don't need to travel five days a week.



## 1A | 1B

### **Whitley Bay – North Shields – Wallsend – Newcastle – Gateshead – Lobley Hill – Metrocentre**

These services will continue to operate up to every 20 minutes between Whitley Bay, Wallsend and Gateshead, as one standard route (1). The section of route between Gateshead, Lobley Hill and Metrocentre will be replaced by new service 96, operating up to every 30 minutes. The southern side of Lobley Hill Estate (i.e. Cragside Gardens, Rothbury Gardens and Beechwood Gardens) will be served by new service X72. Any passengers travelling from Dunston and Lobley Hill towards Byker and North Tyneside will still be able to make these journeys by changing buses at Gateshead Interchange.

## 6 | 6A | M6 | M7 | M8

### **Newcastle – Metrocentre – Whickham – Sunnyside – Burnopfield – Stanley**

Passenger numbers on these services have been low for some time now, with many journeys operating with too few passengers for us to cover our costs. We have done our best to keep these services in their current form, but it is clear

now that, despite best efforts, we need to look at new, more efficient ways to serve the towns and villages between the Metrocentre and Stanley.

We therefore plan that services 6/6A are revised and services M6/M7/M8 are withdrawn, with links maintained by the revised service 6 and the new service X72

The planned changes to service 6 will see it operate as now between Newcastle and Crookgate, with all journeys serving Watergate Estate, then operating via Burnopfield and Tanfield Lea instead of Hobson, Annfield Plain and Dipton to replace M6/M7. Annfield Plain and Dipton will be served by the newly-introduced X-lines X72 service. Although passengers from Flint Hill, Dipton and Annfield Plain will no longer have a direct bus to the Metrocentre, you can catch the X70 or our new service X72 to Gateshead Interchange to connect with our X66 Metrocentre shuttle.

## 10A

### **Newcastle – Metrocentre – Blaydon – Crawcrook – Hexham/Blackhall Mill/Prudhoe**

Service 10A will be revised to run via South Road to the East Street turning circle in Chopwell, which will provide new links from this part of Chopwell to Blaydon, the Metrocentre and Newcastle. This will replace service V9 in this part of Chopwell, with links between Chopwell, Blackhall Mill and Consett being replaced by the revised service 47. Service 10X will be withdrawn.

Consequently, there will be timetable changes across all routes. An extra later journey will be added from Hexham to Blaydon, and the Sunday frequency will be revised to every 20 minutes on core section of route.

## 12 | 12A

### **Newcastle – Scotswood Road – Blaydon – Winlaton**

To simplify the route, all journeys on service 12 will run via Heddon View and all journeys on 12A will run via Parkhead Estate. Buses will continue to operate as they do now, just with these revised numbers. These services will now depart from stand A in Eldon Square.

## 49 | 49A

### **Winlaton – Metrocentre – Metrocentre**

Early evening frequency is reduced due to low demand.

## 90

### **Winlaton – Team Valley**

This service will be withdrawn. Passengers travelling from Winlaton, Blaydon and Swalwell can travel to Metrocentre on service 49. Direct peak-time only buses between Metrocentre and Team Valley will continue to be provided by Nexus on service 941.

## 96

### Gateshead – Lobley Hill – Metrocentre

This new service will operate every 30 minutes on daytimes and every 60 minutes on evenings between Gateshead Interchange and the Metrocentre, following the route of the current 1A service via Moorfoot Gardens, Malvern Gardens and Knightside Gardens, allowing the 1A service to be withdrawn.

## 97

### Newcastle – Gateshead – Whickham – Swalwell – Metrocentre – Newcastle

This service will be revised to revert back to the route it followed for many years prior to 2018, operating between Newcastle, Gateshead, Whickham and the Metrocentre. Alternate journeys will be extended to Metrocentre ASDA on Monday to Saturday daytimes to replace Coaster services 1A/1B. The section of route introduced in 2018 between Metrocentre and Newcastle Eldon Square, via Teams, will be withdrawn. Services 10, 10A and 10B will continue to operate between Metrocentre and Newcastle, serving all stops through Dunston and Teams.



## V9

### Consett – Chopwell

This service will be replaced and improved by changes to service 47, which will be extended to Consett on the existing V9 route from Blackhall Mill onwards. South Road/East Street in Chopwell will be served by the 10A instead of the V9, offering new links to Blaydon and the Metrocentre from this area. With these plans, there would be new Sunday journeys between Chopwell and Consett.

## X30 | X31

### Newcastle – Sunnyside – Stanley

Service X31 will be revised to operate via Dunston instead of Gateshead Interchange, following the same route as the X30 in this area. Combined, these services will operate every 20 minutes between Newcastle, Dunston, Sunnyside and Stanley (once per hour as service X30 via Shield Row and twice per hour as service X31 via East Stanley). Any passengers travelling from Stanley to Gateshead will be able to do so by changing onto service X70, X71 and X72 at Sunnyside, which will be timed to coordinate with the X30 and X31 for easy connections.

## X45 | X46 | X47

### Newcastle – Metrocentre – Rowlands Gill – Chopwell/ Hamsterley Mill – Shotley Bridge – Consett

The routes of services X45 and X46 will remain unchanged, but with changes to their times so that they are better co-ordinated. This will mean that buses would run at even 15-minute intervals (rather than 10/20 minute intervals at present) between Consett, Ebchester, Rowlands Gill, Metrocentre and Newcastle. Service X47 will be revised to become services 47 and 47A, offering improved links in the Chopwell and High Spen area.



## **X70 | X71 | X72**

### **Newcastle – Sunnyside – Burnopfield – Consett**

We plan the introduction of a new service, X72, that will complement services X70 and X71, to replace parts of services 1B, 6 and M8. Service X72 will operate hourly between Newcastle and Stanley via Gateshead, Lobley Hill Estate (around Cragside Gardens and Rothbury Gardens), Sunnyside, Tanfield Village, Tantobie, Flint Hill, Dipton and Annfield Plain.

Between services X70, X71 and X72, buses will operate up to every 20 minutes between Newcastle, Gateshead, Sunnyside, Marley Hill and Crookgate. Services X70 and X71 will stay the same, except the X70 will omit Tantobie Road Ends, offering a quicker service for people travelling between Consett, Gateshead and Newcastle. Tantobie Road Ends and White-le-Head would continue to have a direct bus to Newcastle on the new service X72. The current limited once-a-day X72 service will be withdrawn.

## **X97**

### **Whickham – Newcastle**

This service will be withdrawn. Alternative travel options will be made available by the improvements to services X30/X31, which will offer a 20-minute frequency service between Newcastle, Dunston and Whickham.

# our changes in **East Gateshead**



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## our changes in East Gateshead

The following pages set out the changes to parts of our network in East Gateshead, which reflect our commitment to growing usage in this area balanced with the need to be efficient and ensure the long-term viability of our network. Prior to the pandemic we introduced new, cheaper day and week tickets for the Gateshead area, recognising that many customers want to travel locally here.

Our plans represent improvements to the East Gateshead area, with buses better co-ordinated to run at more even intervals from most places to

Gateshead and Newcastle. All areas would continue to have frequent daytime services of every 15 minutes or better. There are a small number of changes to other buses that pass through the East Gateshead area.

Supporting local journeys, we will continue to have our Gateshead Local Saver tickets that allow travel in this area for £4.50 a day or £17 a week, alongside our usual day, week and month Go Zones tickets. Our Go Zones and Go Local are now also available as 'Flexi-5' tickets – for example, for £17 customers can get 5 individual day tickets to

use over the course of four weeks in the Gateshead Go Local zone, benefitting those people who need to make regular journeys, but don't need to travel five days a week.

The area has received substantial investment in its bus network in recent years and benefitted from the work of the East Gateshead Bus Partnership. We will shortly be launching a colour co-ordinated 'tube' style network map to bring together the various route coloured brands and help make the network even easier for people to use.

## 25

### **Newcastle – Gateshead – Wrekenton – Chester-le-Street – Langley Park**

The evening frequency on this service will be increased to every 60 minutes every day of the week. To improve reliability, this service will now omit Wrekenton High Street towards Langley Park only, instead stopping at Wrekenton Row.

## 28 | 28A

### **Newcastle – Gateshead – Chester-le-Street**

We are in discussions with Durham County Council regarding these services. We currently plan that these services will run between Newcastle and Ouston only, and would serve Market Street in Newcastle instead of Eldon Square. In Gateshead, the 28A would run via Whitehall Road instead of Bensham Bank.

Durham County Council are looking to secure a link

between Ouston and Chester-le-Street, but Go North East may not necessarily be the operator of this service depending on the outcome of their procurement process for a supported service.

Links to Beamish Museum will still be possible on service 8 from Chester-le-Street, and will also be possible on our seasonal service B1 from Newcastle that will run at weekends and during school holidays.

Links from Pelton Fell to Chester le-Street would be maintained with the changes to service 78/78A, which will be diverted to serve Pelton Fell instead of Pelton, Newfield and Grange Villa. Pelton, Grange Villa and Newfield will still be served by service 8, linking to both Stanley and Chester-le-Street.

People wanting travel from Pelton, West Pelton, Grange Villa or Pelton Fell to Gateshead or Newcastle will still be able to make these journeys by changing at Chester-le-Street.



## 29

### Gateshead – Kibblesworth

Minor timetable changes.

## 49 | 49A

### Winlaton – Metrocentre – Gateshead

Early evening frequency is reduced due to low demand.

## 53 | 54

### Newcastle – Saltwell Park circular

These services will be revised to operate via the Quayside between Gateshead and Newcastle, replacing the Q1 and Q2 in this area, and improving service to the Quayside area.

This plan will increase the frequency of buses between Gateshead and the Quayside (to every 12 minutes from every 15 minutes) and mean the iconic Quayside will be served by our game-changing zero-emission VOLTRA electric buses.

## 56

### Newcastle – Gateshead – QE – Concord – Nissan – Southwick – Sunderland

During the pandemic, service 56 was reduced in frequency from every 12 minutes to every 15. This service will maintain the 15-minute frequency it currently operates to allow us to offer an improved frequency on Old Durham Road, by coordinating with Riverside service 57 (which will increase to every 15 minutes) to provide a service up to every 7/8 minutes. The experimental late evening journeys to benefit shift workers will remain. This service will no longer serve Springwell Estate on evenings and Sundays so there is a consistent route across the day, with a service to Springwell Estate maintained on services 51/52.

## 57

### Newcastle – Gateshead – Heworth – Wardley

This service will be increased in frequency from every 20 minutes to every 15, to co-ordinate with the 56 to provide a bus every 7-8 minutes along Old Durham Road, and coordinate with service 58 to provide a bus every 7/8 minutes between Heworth and Leam Lane Estate.

## 58

### Newcastle – Gateshead – Heworth

This service will be reduced in frequency from every 12 minutes to every 15, as it operated during the Covid-19 pandemic lockdowns. The change will allow improvements to headways at both ends of the route, as the service will be timed to be co-ordinated with services 51/52 to provide a bus every 7-8 minutes between Newcastle, Gateshead and Deckham, and coordinated with service 57 to provide a bus every 7-8 minutes between Heworth and Leam Lane Estate.

## 84

### Washington – Concord – Heworth

This service will no longer run between Concord and Heworth. This means that High Lanes and part of Meresyde will lose a direct link to Washington, however frequent links will still be available on service 4 from nearby bus stops on the A184 or Lingey Lane.

## 925

### Barley Mow – QE Hospital

This service will be withdrawn. This dedicated link to the QE Hospital from Portmeads was introduced at the request of local people last year when we diverted service 25 to serve Harlow Green and Low Fell.

Since its introduction, the 925 has not been well-used, with typical daily usage being in single figures. It will still be possible for customers travelling from Portmeads or Barley Mow to reach the QE by travelling on the 25 and changing at Wrekenton, where there will be up to 9 buses an hour to the QE.

## Q1 | Q2

### **Gateshead – Heworth – Wrekenton – Gateshead – Newcastle**

These services will be revised to run as services 51 and 52, as they were for many years prior to 2016, no longer operating via the Quayside.

Service 51 will operate from Newcastle to Gateshead via the High Level Bridge, and then follow the existing Q1 route around East Gateshead, terminating at Gateshead Interchange. The 52 will operate in reverse, starting from Gateshead Interchange, following the current Q2 route around East Gateshead and then continuing to Newcastle via the Tyne Bridge.

The new service 51/52 will be coordinate with service 58 between Newcastle, Gateshead and Deckham to provide a service every 7/8 minutes. With this plan, services 51 and 52 will be relaunched with better buses and a new, eye-catching 'East Gateshead Orbit' brand.

The service around the Quayside will be replaced by VOLTRA 53/54.

## X1

### **Newcastle – Washington – Houghton-le-Spring – Easington Lane – Peterlee**

This service will be extended once per hour from Easington Lane through to Peterlee via South Hetton, and once per hour from Easington Lane through to Dalton Park, providing new direct links from Washington to Dalton Park and Peterlee.



our changes  
in **Consett, Stanley &**  
**surrounding villages**

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## our changes in Consett, Stanley & surrounding villages

This following pages detail changes to parts of our network around Stanley, Consett, and surrounding villages that we believe will ensure the long-term viability of our network. Most existing links will be maintained at the same frequencies that they are now. We plan that a small number of services are withdrawn, but replaced by new services, or existing services that are extended.

Our flagship X-lines network of services linking Consett and Stanley to Newcastle, and Consett to Durham, will remain. These routes, which have recently benefited from

a multi-million pound investment in new buses, have potential for good growth post-Covid as more people seek out leisure opportunities in the region's main cultural centres, and they provide fast commuting links into the main areas of city employment.

We will still have our great value tickets that support local journeys in Consett and Stanley. In Consett, we have our Go Local day and week tickets priced at £4 and £15 respectively, or a Flexi-5 ticket priced at £15, that allows travel on any five days over a month. In Stanley, the Go

Local day and week tickets are priced at £3.20 and £15 respectively, with a Flexi-5 ticket for £15 also

## 6 | 6A | M6 | M7 | M8

### Newcastle – Metrocentre – Whickham – Burnopfield – Stanley

Passenger numbers on these services have been low for some time now, with many journeys operating with too few passengers for us to cover our costs. We have done our best to keep these services in their current form, but it is clear now that, despite best efforts, we need to look at new, more efficient ways to serve the towns and villages between the Metrocentre and Stanley.

We therefore plan that services 6/6A are revised and services M6/M7/M8 are withdrawn, with links maintained by the revised service 6 and the new service X72.

The planned changes to service 6 will see it operate as now between Newcastle and Crookgate, with all journeys serving Watergate Estate, then operating via Burnopfield and Tanfield Lea instead of Hobson, Annfield Plain and Dipton to replace M6/M7. Annfield Plain and Dipton will be served by the newly-introduced X-lines X72 service. Although passengers from Flint Hill, Dipton and Annfield Plain will no longer have a direct bus to the Metrocentre, you can catch

the X70 or our new service X72 to Gateshead Interchange to connect with our X66 Metrocentre shuttle.

## 8

### Sunderland – Washington – Chester-le-Street – Stanley

This service will additionally serve Brady Square in Washington, replacing a section of route on service 85. A new evening and Sunday service will be introduced so that services at these times could be simplified and run as a standard route 8 and 78, instead of 78A. Some of these evening journeys will run via Teal Farm.



## 16

### **Durham – Stanley – Dipton – Consett – Castleside**

This service will be revised to run between Consett, Stanley and Durham only, no longer serving Castleside. Links to Castleside would be maintained on service 78, which will be extended from Consett to Castleside. Buses on the 16 will extend from Consett Bus Station to Tesco via Templetown to maintain access to the large retail facilities to the west of the town centre, and offer an improved service to Templetown. We will also be introducing newer double-deck buses to add extra capacity onto this route, as we know it gets busy at peak times.

## 30

### **Stanley – Lanchester**

There aren't enough passengers using this service for us to cover our costs, so this service will be revised to operate between Stanley and Quaking Houses only. We are in discussions with Durham County Council regarding the service to Burnhope and Lanchester, and they intend to maintain this service, at least in part, but Go North East may not necessarily be the operator running it.

## 31

### **Stanley – East Stanley circular**

Minor timetable changes.

## 32

### **Stanley – Fines Park**

There aren't enough passengers using this service for us to cover our costs, so this service will be withdrawn. Frequent services between Stanley and Annfield Plain will remain on services 16, 78 and new service X72. Those living in Fines Park estate will remain within 400 metres of bus stops served regularly on the main road through Annfield Plain.

## 47 | 47A

### Consett – Blackhall Mill – Rowlands Gill – Metrocentre – Newcastle

Service X47 will be revised to become services 47 and 47A, offering improved links in the Chopwell and High Spenn area. Services 47/47A will continue to operate the current X47 route as far as Blackhall Mill, every 30 minutes, but from Blackhall Mill will be extended to Consett, either via Medomsley Edge, Elm Park and Shotley Bridge, running as service 47 every hour (to replace service V9), or via Medomsley Edge, Medomsley, Pont and Leadgate, running as service 47A every hour (partially replacing service V5). Between the Metrocentre and Newcastle, the 47 will serve all stops.

## 78

### Sunderland – Penshaw – Chester-le-Street – Stanley – Consett

This service will now run via Pelton Fell instead of Pelton, Newfield and Grange Villa between Stanley and Chester-le-Street, which maintains a service to this area following proposed changes to service 28. From Consett, the service will be extended to Castleside to replace service 16.

## V1 | V2

### Consett – Delves

The timetable will be revised.

## V3 | V4

### Consett – Shotley Bridge

Service V4 will be withdrawn and service V3 will be revised to operate from Consett to Shotley Bridge Hospital, Medomsley Edge and onto the Dene, partially replacing services V3, V4 and V5. The local connections around Bridgehill, Blackhill and Shotley Bridge will be replaced by the revised X5/X15.

## V5

### Consett – Medomsley

This service will be replaced at The Dene by revised service V3, and at Medomsley, Bradley Bungalows and Leadgate by new service 47A.



## V9

### Consett – Chopwell

We plan that this service is replaced and improved by changes to service 47, which will be extended to Consett on the existing V9 route from Blackhall Mill onwards. South Road in Chopwell would be served by the 10A instead of the V9, offering new links to Blaydon and the Metrocentre from this area.

With these plans, there will be new Sunday journeys between Chopwell and Consett.

## X5 | X15

### Durham – Consett – Shotley Bridge

The route around Bridgehill, Blackhill and Shotley Bridge will be revised to replicate service V3/V4, as well as running to Shotley Bridge throughout the afternoon, providing better connections to Durham for people living in these areas.

## X30 | X31

### Newcastle – Sunnyside – Stanley

Service X31 will be revised to operate via Dunston instead of Gateshead Interchange, following the same route as the X30 in this area. Combined, these services will operate every 20 minutes between Newcastle, Dunston, Sunnyside and Stanley (once per hour as service X30 via Shield Row and twice per hour as service X31 via East Stanley). Any passengers travelling from Stanley to Gateshead would be able to do so by changing onto service X70, X71 and X72 at Sunnyside, which will be timed to coordinate with the X30 and X31 for easy connections.

## **X45 | X46 | X47**

**Newcastle – Metrocentre – Rowlands Gill – Chopwell/  
Hamsterley Mill – Shotley Bridge – Consett**

The routes of services X45 and X46 will remain unchanged, but with changes to their times so that they are better co-ordinated. This will mean that buses would run at even 15-minute intervals (rather than 10/20 minute intervals at present) between Consett, Ebchester, Rowlands Gill, Metrocentre and Newcastle. Service X47 will be revised to become services 47 and 47A, offering improved links in the Chopwell and High Spenn area.

## **X70 | X71 | X72**

**Newcastle – Sunnyside – Burnopfield – Medomsley/Dipton  
– Consett**

We plan the introduction of a new service, X72, that will complement services X70 and X71, to replace parts of services 1B, 6 and M8. Service X72 will operate hourly between Newcastle and Stanley via Gateshead, Lobley Hill Estate (around Craggside Gardens and Rothbury Gardens), Sunnyside, Tanfield Village, Tantobie, Flint Hill, Dipton and Annfield Plain.

Between services X70, X71 and X72, buses will operate up to every 20 minutes between Newcastle, Gateshead, Sunnyside, Marley Hill and Crookgate. Services X70 and X71 will stay the same, except the X70 will omit Tantobie Road Ends, offering a quicker service for people travelling between Consett, Gateshead and Newcastle. Tantobie Road Ends and Whitehead would continue to have a direct bus to Newcastle on the new service X72. The current limited once-a-day X72 service will be withdrawn.



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our changes  
in **East Durham**

## our changes in East Durham

The following pages set out the changes to our local bus services in the area that we believe will ensure the long-term viability of our network.

Supporting journeys in the East Durham area, we will continue to have some great value tickets available, including our day, week and month GoZones tickets, and our Seaham and Murton Go Local Saver tickets. We now also offer GoZones and Go Local 'Flexi-5' tickets – for example, for £20, customers can get 5 individual day tickets to use over the course of four weeks in any one zone,

benefitting those people who need to make regular journeys, but don't need to travel five days a week.

## 55

### **Sunderland – Doxford – Houghton-le-Spring – Peterlee – Wingate – Hutton Henry**

In 2020, service 55 was revised to operate from Peterlee to Wingate and Hutton Henry, replacing service 206. Following discussions with stakeholders, this service will be revised to operate between Sunderland and Peterlee only, with service 206 reinstated to provide the hourly local connection between Peterlee, Blackhall, Hesleden, Castle Eden, Wingate and Hutton Henry.

## 62 | 62A

### **Sunderland – Seaham – Dalton Park – Murton – South Hetton – Easington Colliery – Peterlee**

These new services will be introduced to replace parts of services 202, 208 and 265 in East Durham. Service 62 will run hourly between Sunderland and Peterlee. Between Seaham and Easington Village it will follow the route of the current service 202, but calling additionally at East Moor Estate in Murton, replacing service 265 there. From Easington Village to Peterlee, it will run via Horden, running direct via Seaside Lane in Easington.

Service 62A will operate via the current 208 route between Easington Village and Peterlee only, serving the estates in Easington Colliery. Between both the 62 and 62A, there will be a bus every 30 minutes between Easington Colliery, Horden and Peterlee, as at present.



## 71

### **Chester-le-Street – Houghton-le-Spring – Seaham**

There aren't enough passengers using this service for us to cover our costs, so we are working with Durham County Council on possible support arrangements for it to continue running. They do intend to maintain the route, at least in part, but Go North East may not necessarily be the operator running it. Final details will be confirmed in advance of our change date.

## 201

### **Peterlee – North West Industrial Estate**

This service will be revised to operate via York Road and Lowhills Road instead of The Moorcock.

## 202

### **Seaham – Dalton Park – Murton – South Hetton – Peterlee – Station Town**

This service will be withdrawn and replaced by new services 62/62A between Seaham and Peterlee. Crawford Avenue in Peterlee will be served by the revised 209/210. Links from Wingate and Station Town to Peterlee will be maintained by service a reintroduced service 206, and on Arriva services X21 and X22.

## 204

### **Durham – Sherburn Village**

This service is revised to omit High Grange Estate.



## 206

### Durham – Hutton Henry

In 2020, service 55 was revised to operate from Peterlee to Wingate and Hutton Henry, replacing service 206. Following discussions with stakeholders, this service will be revised to operate between Sunderland and Peterlee only, with service 206 reinstated to provide the hourly local connection between Peterlee, Blackhall, Hesleden, Castle Eden, Wingate and Hutton Henry.

## 208

### Durham – High Pittington – Peterlee

Service 208 will be withdrawn, but with most links maintained by services 65, 204, and new service 62/62A that will run between Peterlee, Horden and Easington. A peak time express X62 will maintain a direct service between Peterlee, Easington Village, South Hetton and Durham for students that make use of service 208 currently.

## 209 | 210

### Peterlee & Horden circular

These services will additionally serve Crawford Avenue, and will not serve the western part of Lowhills Road (which will instead be served by the 201).

## 239

### Easington Village – Peterlee – Sedgefield

Minor timetable changes.

## 265

### Durham – Hetton le Hole – Murton – Seaham

Service 265 will be increased in frequency, running every 30 minutes instead of the current hourly frequency, and renumbered to 65. There will also be later evening journeys, and a Sunday service added. The service will run the current 265 route, but with two small changes.

In Belmont, the service will run via Cheveley Park estate (to replace service 208 there), though it will operate via Buckinghamshire Drive only. In Murton, it would skip East Moor estate, which will instead be served by the 202.

The new, improved service will be numbered 65, and given its own unique brand and larger vehicles to provide greater capacity at peak times.

## X1

### Newcastle – Washington – Houghton-le-Spring – Easington Lane – Peterlee

This service will be extended once per hour from Easington Lane through to Peterlee via South Hetton, and once per hour from Easington Lane through to Dalton Park, providing new direct links from Washington to Dalton Park and Peterlee.

## X6 | X7

### Sunderland – Seaham – Dalton Park – Peterlee

Service X7 has been suspended throughout the pandemic and will not be reinstated, due to low passenger numbers.







our changes  
in **other areas**

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## our changes in other areas

### 41

#### Durham – Hetton le Hole – Murton – Seaham

Following passenger requests, alternate journeys will operate the opposite way around Holy Cross, running as service 41A.

### Q3

#### Great Park – Newcastle – Quayside – Wallsend

The morning peak timetable is revised to remove short journeys operating to the City Centre, due to lower demand, caused by the re-location of the Sage offices.

### X84 | X85

#### Hexham – Newcastle

Most journeys are re-timed to improve reliability.



Full timetables will be published nearer the change date, included printed copies. Timetables, maps and fare information will also be available on our website at [gonortheast.co.uk](http://gonortheast.co.uk)

Our changes are designed to bring in a stable and robust network from which to build our recovery and future improvements on, especially as part of the forthcoming regional Bus Service Improvement Plan linked to the Government's National Bus Strategy that will bring an improved focus on matters such as highways infrastructure from April 2022. Have your say on this online at:

[transportnortheast.gov.uk/  
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