



Jun 21, 2022 11:01 BST

Update on service changes from 24 July

Almost 9,000 people completed the service changes consultation last month, and we'd like to thank you all for taking the time to do so.

We've analysed your feedback and continued to work with local authorities, which has helped change some of our initial plans, including many lifeline bus services being saved, such as services 25, 28/28A, 29, 30/31, 82 and X70, which will now no longer be withdrawn.

The below summarises a revised version of the proposed changes that will come into effect from 24 July, with full timetables to be provided in the coming weeks once plans are finalised.

Coaster 1

- We consulted on extending this service to Eighton Banks, to partially replace service 25.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- There will now be no changes to service 25 between Eighton Banks and Newcastle, and as such the route of service 1 will remain unchanged.
- In partnership with Nexus, we will however introduce more frequent buses on an evening between Newcastle and Whitley Bay, now running up to every 30 minutes.

Sunderland and District Berries 2 & 2A

- We consulted on reducing the frequency of the service between Sunderland and Silksworth on evenings and Sundays, due to the lower numbers of passengers travelling at these times.
- We are going to proceed with this proposal, with evening services operating every 60 minutes between Washington and Silksworth, and Sunday daytime services operating every 30 minutes. The late evening journeys between Biddick and Washington Galleries on service 2A will continue to operate.

Connections 4

- We consulted on reducing the frequency of this service to better match demand for the number of passengers travelling.
- We are going to proceed with this proposal, with buses revised to run up to every 15 minutes on Monday to Saturday daytimes and every 30 minutes on Sunday daytimes. On evenings after 21:00, buses will be revised to run every 30 minutes between Heworth and The Galleries, and every 60 minutes beyond The Galleries to Houghton-le-Spring.
- East Gateshead Rider service 58 will be extended from Heworth to Follingsby and Amazon, providing a bus up to every 7 minutes between these points. This also means there will be a direct bus

from Amazon to Gateshead and Newcastle.

Service 5

- We consulted on withdrawing some early morning, evening and Sunday journeys on this service, due to the lower numbers of passengers travelling at these times.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- In partnership with Nexus, we will continue to operate most of these journeys. On Sundays, journeys will operate as service 5A and run via East Boldon.
- We also consulted on revising the route to operate via Calf Close Lane instead of Kirkstone Avenue. This change will be introduced, with Kirkstone Avenue being served by service 26.

Service 6

- There will be some small changes to the timetable of this service, but the service will continue to run the same route and at the same frequency as now.

Country Ranger 8 & 8A

- We consulted on making some changes to the route of this service around Washington, as well as changes to evening and Sunday journeys due to low passenger numbers.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- Following discussions with local authorities, we will be proceeding with these changes, which include:
 - Operating via Teal Farm all day, allowing Nexus to withdraw services 37 and 73
 - No longer serving Brady Square, which would instead be served by the revised Little Pinks 84 and 85 services.

- Evening and Sunday journeys will operate between Chester-le-Street and Stanley only.
- On Sundays, Little Pinks 81 will run between Sunderland and Washington Galleries to replace Country Ranger service 8.

Service 9

- We consulted on withdrawing some early morning journeys and reducing the frequency on an evening to hourly, due to the lower numbers of passengers travelling at these times.
- We are going to proceed with this proposal to better match demand.

Tyne Valley 10

- Minor changes to timetable.

Services 12 & 12A

- We consulted on revising the frequency of this service to every 20 minutes on Monday to Saturday daytimes between Newcastle and Winlaton, with all journeys operating via Shibdon Bank, Parkhead Estate and Hanover Estate.
- Following analysis of our customer consultation responses, we are implementing a different route to that which was proposed.
 - It will operate every 20 minutes between Newcastle, Blaydon, Shibdon Bank and Parkhead Estate.
 - From here, the service will operate direct to North Street then via Heddon View and Wylam View, to Winlaton Bus Station, and then operating via Hanover Estate before returning to Parkhead Estate and Shibdon Bank to Blaydon and Newcastle.
 - This provides a one-way loop around Winlaton so

that the majority of people maintain their direct service to Newcastle.

- To allow this extended loop in Winlaton, buses will serve Newcastle Business Park at peak times only, operating direct along Scotswood Road at other times.
- Buses on evenings and Sundays will be revised to operate on an hourly frequency, due to the lower numbers of passengers travelling at these times.

Durham Diamond 16 & 16A

- We consulted on running buses on a Sunday as service 16B, serving both South Stanley and South Moor.
- We are going to proceed with this proposal, running every 60 minutes on Sundays.
- In addition, following feedback, the service will be revised to operate the full length of Consett Front Street to Puddler's Corner, improving access to local facilities. From there, the service will operate to Hownsgill Industrial Estate instead of Genesis Way. Templetown will continue to be served by service X45.

Prince Bishops 20

- We consulted on splitting this service into two different services at Sunderland.
- We are going to proceed with this proposal.
- This means that, from 24 July, the northern section of route between Sunderland, Cleadon, Harton Nook and South Shields would operate as service 24. This would continue to run every 15 minutes on Monday to Saturday daytimes and every 30 minutes on Sunday daytimes, with evening frequency reduced to hourly.
- The southern section of route between Sunderland, Houghton-le-Spring, The Raintons and Durham would continue to operate as service 20 every 15 minutes on Monday to Saturday daytimes and every 30 minutes on evenings and Sundays. Late evening

journeys would operate hourly and no longer serve Doxford International due to low demand.

- In Sunderland City Centre, the service will operate to Burdon Road and via Holmeside, to maintain connections to the eastern part of Sunderland City Centre.

Angel 21 & N21

- We consulted on reducing the frequency of this service on Sundays to better match demand for the number of passengers travelling.
- We are going to proceed with this proposal, with buses revised to run every 15 minutes between Newcastle and Chester-le-Street.
- Last year we extended the operation of the Night Bus N21 service to be daily, in a bid to help re-build the night-time economy and to help shift workers get to work more easily, but due to low passenger numbers we proposed that the service would return to its previous (pre-Covid) timetable, only running on Friday night/Saturday morning and Saturday night/Sunday morning, due to low passenger numbers on other days of the week.
- We are going to proceed with this proposal.

NEW Service 24

- We consulted on splitting the Prince Bishops 20 route into two different services at Sunderland.
- We are going to proceed with this proposal.
- This means that, from 24 July, the northern section of route between Sunderland, Cleadon, Harton Nook and South Shields would operate as service 24. This would continue to run every 15 minutes on Monday to Saturday daytimes and every 30 minutes on Sunday daytimes, with evening frequency reduced to hourly.

Service 25

- We proposed, due to low passenger numbers, that this service would be revised to operate hourly on Monday to Saturday daytimes between Newcastle, Harlow Green and Eighton Banks only, and revised to operate as Coaster service 1.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- Following discussions with local authorities, we are pleased to confirm that service 25 will no longer be withdrawn and will instead be revised to operate hourly throughout.
- In partnership with Nexus, Go North East will remain the operator of service 25 between Newcastle and Chester-le-Street.
- Durham County Council have agreed to fund the route between Chester-le-Street and Langley Park, but discussions are still ongoing as to whether Go North East will remain as the operator of the service on this section of route.

Service 26

- We consulted on withdrawing some early morning journeys and reducing the frequency on an evening to hourly, due to the lower numbers of passengers travelling at these times.
- We are going to proceed with this proposal to better match demand.
- This service will additionally operate via Kirkstone Avenue, instead of service 5.

Crusader 27

- We consulted on withdrawing some early morning journeys and reducing the frequency on an evening to hourly, due to the lower numbers of passengers travelling at these times.
- We are going to proceed with this proposal to better match demand.

Services 28, 28A, 28B & 29

- These services do not have enough passengers travelling to cover the costs of operation, meaning that we could no longer run these services without financial support. We therefore consulted on the withdrawal of these services.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- Following discussions with local authorities, we are pleased to confirm that Durham County Council has agreed to fund these services, but discussions are still ongoing as to whether Go North East will remain as the operator of these services or if they will be provided by another company.
- Service 28 will run hourly between Newcastle, Gateshead, Wrekenton, Birtley, Ouston, Beamish, Grange Villa, Pelton Fell and Chester-le-Street.
- Service 28A will be withdrawn and replaced by an improved service 29, which will run hourly between Newcastle, Gateshead, Kibblesworth, Ouston, Beamish, Grange Villa, Pelton Fell and Chester-le-Street.
- Service 28B will continue to operate on evenings as now.
- Following your feedback, both services 28 and 29 will serve Eldon Square Bus Station in Newcastle City Centre.
- Unfortunately due to low demand, neither services 28 nor 29 will operate on Sundays.
- On Sundays, there will be an hourly bus to Chester-le-Street on service 28 and an hourly bus to Kibblesworth on service 28B.
- We hope to provide an update with further information on these services in the next few weeks.

Services 30 & 31

- These services do not have enough passengers travelling to cover the costs of operation, meaning that we could no longer run these services without financial support. We therefore consulted on the withdrawal of these services.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- Following discussions with local authorities, we are pleased to confirm that Durham County Council has agreed to fund these services on Mondays to Saturdays, but discussions are still ongoing as to whether Go North East will remain as the operator

- of these services or if they will be provided by another company.
- We hope to provide an update with further information on these services in the next few weeks.

Service 34

- Following feedback from customers, we consulted on this service returning to the route it used to operate, prior to the changes in September 2021.
- Following analysis of our customer consultation responses, we are pleased to confirm that we will proceed with this proposal.
- This means that service 34 will no longer serve Pelton Front Street, and will now serve Pelaw Estate again.
- There will be no other changes to the frequency of this service.

Sunderland District Cherry 35 & 35A

- These services do not have enough passengers travelling to cover the costs of operation at Rainton Bridge or between Town End Farm and Boldon, meaning that we could no longer run service 35 in these areas without financial support. We therefore consulted on withdrawing services 35 & 35A from these areas.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We have worked closely with Nexus to develop a sustainable service pattern for service 35 and 35A to better match demand, which will see the following changes:
 - Buses will no longer operate via Rainton Bridge, instead running direct between Hetton Downs and Houghton-le-Spring, providing faster journey times towards Houghton-le-Spring and Sunderland for customers travelling from Low Moorsley and Hetton-le-Hole. Service X20 continues to provide connections to Rainton Bridge, running up to every 30 minutes.
 - Buses will continue to run between Town End Farm and Boldon, and Monday to Saturday daytime journeys will additionally operate via Cotswolds

- Estate in Boldon to provide improved connections. Service 35A, operating on evenings and Sundays, will no longer run between Heworth Interchange and Boldon, and the rest of the route is revised to operate hourly due to lower demand.

Sunderland District Blonde 38, 38A and 38C

- These services do not have enough passengers travelling to cover the costs of operation, meaning that we could no longer run these services without financial support. We therefore consulted on the withdrawal of these services.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- Following discussions with local authorities, we have worked to ensure no area is left unserved, and as such, services 38, 38A and 38C will be withdrawn between Tunstall Bank Estate and Sunderland City Centre.
- Service 38 will be revised to operate between City Centre and The Docks only, operating hourly.
- Services to Ashbrooke are maintained on Monday to Saturday daytimes by Stagecoach service 12, and on evenings and Sundays by new service 61A (see below).
- Services to Leechmere and the western side of Hollycarrside are maintained on Monday to Saturday daytimes by service 2A, with services 2 and 61A providing links close by on evenings and Sundays.
- In partnership with Nexus, we will introduce a new 39B route to serve Tunstall Bank Estate. This will maintain a direct link to Sunderland City Centre, and offer new, direct links to Doxford Park, Shiney Row and Washington Galleries.

Sunderland District Graphite 39, 39A & NEW 39B

- We consulted on reducing the frequency on an evening to hourly, due to the lower numbers of passengers travelling at these

times, and to extend some journeys from Doxford International to Houghton-le-Spring to replace service 55.

- We are going to proceed with this proposal, but there will also be some additional changes.
- This service will continue to run between Pennywell, Sunderland City Centre and Doxford International every 15 minutes:
 - Once per hour as service 39, operating the same route as now
 - Twice per hour as service 39A, revised to operate via Burdon Lane, omitting Nelson Street, providing a more direct journey.
 - Once per hour as new service 39B, operating via Tunstall Bank Estate to replace service 38.
- The new 39B service will operate once per hour, and from Doxford International will extend to Washington Galleries, partially replacing service 37 provided by Nexus. This will offer new, direct links to East Herrington, Herrington Burn, Biddick Woods and Washington Galleries.
- Saturday daytime journeys are revised to operate every 30 minutes, with Sunday and evening services operating every 60 minutes, due to lower demand.
- Sunderland City Council have advised us of roadworks taking place on Burdon Road between Silksworth and Doxford Park which will start at the same time as these service changes. This means that for the first few weeks, buses will need to take a different route around Silksworth and Doxford Park. Further details regarding this will be issued in due course, but please be assured that the route via Burdon Road is unchanged in our plans and the different route which will be in place in this area is temporary.

Services 41 & 41A

- These services were not in our consultation to change, but we are delighted to announce that, in partnership with Nexus following the changes made to services in March 2022, that we will reinstate the connections between Battle Hill and Howdon, with service 41 extending from Hadrian Park to Howdon up to

every 30 minutes Monday to Saturday daytime.

Red Kite Ranger 47 & 47A

- We consulted on service 47A being withdrawn, with all journeys running a standard route in County Durham as service 47 via East Law and Bridgehill.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with this proposal. This means that:
 - The route will be as it is currently between Newcastle and Ebchester, though services will now run non-stop between Newcastle and Metrocentre.
 - From Ebchester, services will operate via East Law, Bridgehill, Genesis Way and Front Street to Consett, replacing service X46 which has been withdrawn.
 - From Consett Bus Station, the service will continue to Shotley Bridge Hospital via Number One, maintaining connections to the hospital as well as local links around Consett and Shotley Bridge
 - The service will continue to operate up to every 30 minutes on daytimes, and on evenings and Sundays the service will now run every 60 minutes to better match demand.
 - The section of route through Medomsley and Leadgate will be replaced by a new service V5, the details of which will be confirmed shortly following further discussions with Durham County Council.

Services 49 & 49A

- We consulted on withdrawing some early morning journeys on this service and to revise the Sunday frequency to operate every 20 minutes, due to the lower numbers of passengers travelling at these times.
- Following analysis of our customer consultation responses, we

engaged in further discussions with local authorities.

- We will proceed with our proposals, meaning that a small number of early morning journeys have a revised timetable and the Sunday service will be revised to operate every 20 minutes between Gateshead and Winlaton, with two buses per hour as service 49 and one bus per hour as service 49A.

Service 50

- We consulted on implementing a revised route on this service between Washington and Chester-le-Street, in order to replace service 84.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with this proposal. This means that journeys will now operate via Lambton, Ayton Fulmar Drive, Harraton, Rickleton and Picktree Village. This replaces service 84 in this area, and allows a better coordinated timetable with service 8 through Harraton and Rickleton.
- Due to low usage, the late evening journeys we recently introduced for shift workers at 23:37 and 00:37 from Concord will be withdrawn.
- There will be no changes to the frequency of this service, but we are pleased to announce that double-deckers will now be allocated to this service to provide more seats at busy times.
- On Sundays, we will also extend service 50 from South Shields Interchange to Marsden Bay, operating via Pier Head, Sea Road and the Coast Road – making it even easier to enjoy a day out at the seafront.

East Gateshead Orbit 51 & 52

- We consulted on withdrawing some early morning journeys on these services and reducing the frequency on evenings and Sundays, due to the lower numbers of passengers travelling at these times.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.

- We will proceed with our proposals, meaning that:
 - Some early morning journeys withdrawn due to low passenger numbers
 - Evening frequency revised to hourly
 - Sunday frequency revised to every 30 minutes

VOLTRA 53 & 54

- We consulted on reducing the frequency of these services on an evening to run every 40 minutes and withdrawing some early morning journeys due to the lower numbers of passengers travelling at these times. Due to low passenger numbers, we also proposed the service would no longer operate via Sage Gateshead turning circle, except in cases of high demand for special events.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with these proposals, meaning journey times will be sped up and reliability will be improved. Passengers can still access the Sage from bus stops on Hawks Road and Hillgate Quay, or by walking to other services from bus stops on Askew Road and Wellington Street.

Sunderland District Violet 55

- These services do not have enough passengers travelling to cover the costs of operation, meaning that we could no longer run these services without financial support. We therefore consulted on the withdrawal of these services.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities
- Following discussions with local authorities, we are sorry to announce that we will proceed with this proposal. The following alternatives are available:
 - Between Peterlee, Easington Village, South Hetton, Easington Lane, Hetton le Hole, and Houghton le

Spring, X-lines X1 operates twice per hour on Monday to Saturday daytimes and once per hour on Sundays.

- Between Houghton-le-Spring and Sunderland, Prince Bishops 20 and X-lines X20 provide a regular service.
- Between Sunderland and Doxford International, X-lines X20 will divert via Doxford at peak times, with Sunderland District Graphite 39, 39A and 39B providing the connection at other times of the day.
- Between Houghton-le-Spring and Doxford International, service 39A will provide a connection once per hour. This service then allows connections onto other services at Houghton-le-Spring for onward journeys.

Cityrider 56

- We consulted on withdrawing some early morning and night journeys on this service due to the lower numbers of passengers travelling at these times, and to re-route journeys on an evening via Beacon Lough to replace service 57.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with these proposals.

Service 57

- We consulted on withdrawing some early morning journeys, to reduce the frequency of this service on Sundays to every 30 minutes, and to run evening journeys between Heworth and Wardley only, due to the lower numbers of passengers travelling at these times.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with these proposals. This means that:

- The Sunday daytime frequency will be revised to run every 30 minutes, and continues to coordinate with service 58 to provide a service every 15 minutes between Heworth and Leam Lane.
- Evening journeys after 20:00 will operate between Heworth and Wardley only. Service 56 will additionally serve Beacon Lough Estate to maintain a service to this location at these times. Passengers travelling to Old Durham Road can instead use service 56, and passengers travelling to Leam Lane Estate can instead use service 58.

East Gateshead Rider 58

- We consulted on extending service 58 from Heworth to Follingsby, providing new and direct links, and to reduce the Sunday daytime frequency on this service to every 30 minutes.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with these proposals. This means that:
 - The service will be extended to Follingsby, providing a service up to every 7 minutes together with service 4 between Heworth, Lingey Lane and Follingsby.
 - At Amazon shift change times, some new journeys will be added as service X58 to provide a more direct link between Follingsby, Gateshead and Newcastle City Centre
 - Sunday daytime frequency revised to every 30 minutes, continuing to coordinate with service 57 to provide a service every 15 minutes between Heworth and Leam Lane, and coordinate with service 51/52 to provide a service every 15 minutes between Gateshead and Deckham.

Drifter 60

- Last year we introduced new night bus journeys on service 60, in a bid to help re-build the night-time economy and to help shift workers get to work more easily, but due to low passenger numbers we proposed that these would be withdrawn. We also consulted on revising the weekday afternoon timetable on this service to improve reliability.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with these proposals.

Service 61 & NEW 61A

- We consulted on revising the frequency of this service to operate every 30 minutes on Monday to Saturday daytimes, and every 60 minutes on Sundays. We also proposed that, once per hour, service 61 would additionally serve Wembley Estate to replace service 62.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities and have made some adjustments to our original proposals.
- Working in partnership with Nexus, we have made some changes to our original proposals and we will introduce a new 61A service which will run on Monday to Saturday evenings after 21:00 and all day Sunday to replace service 38C. This service will operate between Sunderland City Centre and Grangetown via Ashbrooke instead of Ryhope Road.
- Working in partnership with Durham County Council, we are pleased to confirm that once per hour, service 61 will be extended from Murton to Peterlee, replacing service 62 which will be withdrawn. These journeys will serve Wembley Estate as originally proposed.

Peterlee Purples 62 & 62A

- There aren't enough customers to cover the costs of running services 62/62A so we consulted on the withdrawal of these routes.
- Following analysis of our customer consultation responses, we

engaged in further discussions with local authorities.

- Nexus has decided to take no action within Tyne & Wear, which means there will be a loss of service on Sea View, but other options are available to customers on alternative services within 400m, including services 22, 23, 39/39A/39B, 60 and 61 from Ryhope Village.
- Durham County Council will continue to provide an hourly 62A bus service between Peterlee and Easington Village Green, with details to be finalised soon.

East Durham Explorer 65

- We consulted on withdrawing the late evening journeys on this service due to low use, and to revise the Sunday frequency on this service to run every two hours.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with these proposals – this means that the frequency on Monday to Friday daytimes remains at every 30 minutes, Saturday would remain at every 30 minutes (at the busiest times between approximately 10am and 3pm), and the Sunday daytime service will be every two hours.

Service 67

- This service does not have enough passengers travelling to cover the costs of operation between QE Hospital and Wardley, meaning that we could no longer run the section of this route without financial support. We therefore consulted on only running this service between Metrocentre and QE Hospital.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We are pleased to confirm that, in partnership with Nexus, there will be no change to this service, and it will continue to run as now between Metrocentre, QE Hospital and Wardley.

Services 69 & 69B

- These services do not have enough passengers travelling to cover the costs of operation, meaning that we could no longer run these services without financial support. We therefore consulted on the withdrawal of these services.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We are pleased to confirm that, in partnership with Nexus, service 69 will remain unchanged, continuing to run as now between Winlaton, QE Hospital and Wardley.
- Due to low passenger numbers, the journeys which run once per week on a Sunday morning as service 69B will continue to be withdrawn as proposed.

Service 74

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service. Our contract to operate this service has been extended by a year, and Northumberland County Council have asked us to introduce some minor tweaks as a result.
- There will be some small changes to the timetable of this service, but the service will continue to run the same route as now.

Country Ranger 78

- Following feedback from customers, we consulted on this service returning to the route it used to operate, prior to the changes in September 2021.
- Following analysis of our customer consultation responses, we are pleased to confirm that we will proceed with this proposal.
- This means that service 78 will no longer run via Pelton Fell (which will instead be served by the improved 28 and 29 services), serving Pelton instead.

- It also means that the service will now terminate at Consett Bus Station, no longer running to Castleside (which will instead be served by X-lines services X5/X15, due to customers in this area requesting a direct link to Durham).
- There will be no other changes to the frequency of this service.

Little Pinks 81

- We have been awarded the contract to run this service in partnership with Nexus.
- This service will run on Monday to Saturday evenings, and all day on Sunday.
- On evenings, the 81 will run from Washington Galleries to Gateshead, via Lambton, Ayton, Barley Mow, Portobello, Birtley, Eighton Banks, Wrekenton, Harlow Green, Allerdene and Low Fell.
- This service will run at times of day when service 25 does not run, ensuring that customers between Barley Mow and Gateshead continue to have a service late on an evening when service 25 does not operate.
- On Sundays, the 81 service will extend from Washington Galleries to Sunderland via Barmston Court, Teal Farm, Waterview Park, Castletown and Hylton Retail Park, ensuring that customers between Sunderland and Washington Galleries continue to have a service on a Sunday when service 8 does not operate.

Little Pinks 82

- This service does not have enough passengers travelling to cover the costs of operation, meaning that we could no longer run the section of this route without financial support. We therefore consulted on the withdrawal of this service.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We are pleased to confirm that Nexus will provide funding for service 82 to continue running.
- Unfortunately, daytime buses will be provided by another bus

company in partnership with Nexus, and the route and timetable of this service will also change.

- Evening buses will now be numbered 81, and we will continue to operate these journeys in partnership with Nexus.
- Visit [nexus.org.uk](https://www.nexus.org.uk) for more information.

Little Pinks 84 & 85

- We consulted on changing the route that these services take around Washington.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities
- We will proceed with these proposals – this means that:
 - These services would continue to operate every 20 minutes on Monday to Saturday daytimes between Concord, Peel, Barmston and Galleries, additionally serving Brady Square to replace service 8. They would then extend across Galleries to Oxclose and Blackfell, operating a circular service around Washington. Service 84 will operate clockwise and service 85 anti-clockwise.
 - The section of route between Galleries, Ayton and Rickleton would no longer be part of service 84, but other buses operate in these areas:
 - Lambton would continue to be served by services 2 and 50
 - Ayton with revised service 50
 - Rickleton and Harraton by services 8 and revised service 50

Service 91

- We consulted on withdrawing some of the journeys on this service which there isn't sufficient demand for.
- Following analysis of our customer consultation responses, we

preserved the busiest journeys that there is demand for, meaning that from 24 July, this service will have a revised timetable operating broadly hourly at peak times covering the busiest journeys.

- At other times, it is possible to travel between Team Valley and Newcastle by using services 93/94 between Team Valley and Gateshead and then changing onto another bus or Metro between Gateshead and Newcastle.

East Gateshead Loop 93 & 94

- We consulted on withdrawing a small number of early morning journeys on this service due to low use, and to maintain the hourly frequency evening that these services currently operate.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with these proposals.

Green Arrow 96

- We consulted on withdrawing a small number of early morning journeys on this service due to low use, and to revise the frequency on a Sunday daytime to be hourly.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with these proposals.

Green Arrow 97

- We consulted on withdrawing a small number of early morning journeys on this service due to low use
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with these proposals – these changes are mainly on Saturday and Sunday mornings.

Services 135 & 136

- These services were not a part of our customer consultation, but we have been in discussions with Nexus who provide funding for this service. Our contract to operate these services has been extended by a year, and Nexus have asked us to introduce some minor tweaks as a result.
- Some early morning journeys are revised or cancelled due to low passenger numbers. The journeys on a morning which remain will be re-numbered to 935.

Tynedale Links 185

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service.
- This service will be withdrawn and replaced by service 681.

Services 434 & 448

- These services were not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for these services.
- Our contract to run these services ends from 24 July 2022, and this means that these services will no longer be operated by Go North East.
- Further details of replacement services will be confirmed by Northumberland County Council in due course.

Tynedale Links 680

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service. Our contract to operate this service has been extended by a year, and Northumberland

County Council have asked us to introduce some minor tweaks as a result.

- There will be some small changes to the timetable of this service, but the service will continue to run the same route as now.

Tynedale Links 681

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service. Our contract to operate this service has been extended by a year, and Northumberland County Council have asked us to introduce some minor tweaks as a result.
- This service will be extended from Haltwhistle to Birdoswald via Gilsland to replace service 185, and as a consequence there will be a revised timetable on this service.

Tynedale Links 683

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service. Our contract to operate this service has been extended by a year, and Northumberland County Council have asked us to introduce some minor tweaks as a result.
- There will be some small changes to the timetable of this service, but the service will continue to run the same route as now.

Tynedale Links 684

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service. Our contract to operate this service has been extended by a year, and Northumberland

County Council have asked us to introduce some minor tweaks as a result.

- There will be some small changes to the timetable of this service, but the service will continue to run the same route as now.

Tynedale Links 686

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service. Our contract to operate this service has been extended by a year, and Northumberland County Council have asked us to introduce some minor tweaks as a result.
- There will be some small changes to the timetable of this service, but the service will continue to run the same route as now.

Tynedale Links 687

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service. Our contract to operate this service has been extended by a year, and Northumberland County Council have asked us to introduce some minor tweaks as a result.
- There will be some small changes to the timetable of this service, but the service will continue to run the same route as now.

Tynedale Links 688

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service. Our contract to operate this service has been extended by a year, and Northumberland

County Council have asked us to introduce some minor tweaks as a result.

- There will be some small changes to the timetable of this service, but the service will continue to run the same route as now.

Tynedale Links 689

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service. Our contract to operate this service has been extended by a year, and Northumberland County Council have asked us to introduce some minor tweaks as a result.
- There will be some small changes to the timetable of this service, but the service will continue to run the same route as now.

Service 734

- Following feedback from customers, we consulted on service 34 returning to the route it used to operate, prior to the changes in September 2021.
- Following analysis of our customer consultation responses, we are pleased to confirm that we will proceed with this proposal.
- This means that service 34 will serve Pelaw Estate again, meaning that service 734 can be withdrawn.

Hadrian's Wall Country Bus AD122

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service. Our contract to operate this service has been extended by a year, and Northumberland County Council have asked us to introduce some minor tweaks as a result.

- Following discussions with Northumberland County Council; due to low passenger numbers compared to pre-Covid levels, this service will be revised to operate every two hours between Hexham and Haltwhistle, but with all journeys following a standard route including Housesteads, Vindolanda, Walltown and Greenhead, providing a more consistent service and understandable timetable which will run all year round.

Quaycity Q3

- This service was not a part of our customer consultation, but we have been in discussions with Great Park and Nexus regarding this service.
- We are pleased to announce that, following discussions with Great Park, the route will be revised to operate clockwise and anti-clockwise loops around Great Park to improve access to local facilities. Because of this, services will be given new numbers QA and QB to signify which way around the loop they operate.
- We are similarly pleased to announce that, following the changes made to this service in March 2022 to curtail the service at St Peter's Basin, we will work in partnership with Nexus to restore the link to Wallsend from 24 July. The service will extend from St Peter's Basin to Walker and Wallsend every 30 minutes on Monday to Saturday daytimes.

Venture V1 & V2

- We consulted on this service being revised to run every 20 minutes between Consett and Delves.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with these proposals, and in addition, service V2 will be revised to no longer operate via Crookhall, which would instead be served by the new V5 service.

Venture V3 & NEW V5

- Service V3 does not have enough passengers travelling to cover the costs of operation, meaning that we could no longer run this service without financial support. We therefore consulted on the withdrawal of these service.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- Following discussions with local authorities, we are pleased to confirm that Durham County Council has agreed to fund these services on Mondays to Saturdays, but discussions are still ongoing as to whether Go North East will remain as the operator of these services or if they will be provided by another company.
- The V5 will operate between Crookhall, Consett, Leadgate, Bradley Bungalows, Medomsley and The Dene, replacing service 47A in this area.
- We hope to provide an update with further information on these services in the next few weeks.

X-lines X5 & X15

- Following customer feedback that service 78 did not run reliably and that customers would prefer a direct link to Lanchester and Durham rather than Stanley, Chester-le-Street and Sunderland, we consulted that this service would run to Castleside from Consett instead of Shotley Bridge.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We are pleased to confirm that we will proceed with this proposal – this will provide a more reliable service, as well as a faster, more direct link into Durham from this area.
- This service will continue to operate every 30 minutes between Durham, Lanchester and Consett.
- Customers travelling to Bridgehill or Shotley Bridge Hospital can continue to do so on revised service 47 from Consett.

Peterlee Purples X6

- There will be some small changes to the timetable of this service, but the service will continue to run the same route and at the same frequency as now.

X-lines X10

- Due to low passenger numbers on Sundays, we consulted on revising the frequency of this service to be once every two hours.
- Following analysis of our customer consultation responses, we could see a concern from customers that this service would be more difficult to use if it were reduced in frequency.
- As such, we have modified our original plan and will now continue to operate every hour between Newcastle and Peterlee, where journeys are busier. On the quieter section of route between Peterlee and Middlesbrough, we will still unfortunately need to proceed with our plan to revise the frequency to be once every two hours, as these journeys do not have enough passengers travelling to cover the costs of operation.

X-lines X20

- We consulted that this service would only run between Langley Park and Durham on Sundays, due to low passenger numbers between Durham and Sunderland.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities
- We will proceed with these proposals, which means that, on Sundays, this service will be revised to operate between Langley Park and Durham only. Customers can still travel between Durham, Houghton-le-Spring and Sunderland on Prince Bishops 20.
- In addition; on weekdays, some journeys at peak times will operate via Doxford International, continuing to provide quick links to Sunderland City Centre following the withdrawal of service 55

X-lines X21

- We consulted that this service would be revised to terminate at West Auckland Club instead of Eden Garage.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with these proposals, which means that there will be some changes to the timetable as a result.

Metrocentre Express X22

- This service does not have enough passengers travelling to cover the costs of operation, meaning that we could no longer run the section of this route without financial support. We therefore consulted that this service, which is currently suspended to assist with our staff shortage, would not be reinstated.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with this proposal. Customers are advised to catch the high-frequency Angel 21 or fast X-lines X21 to Gateshead and connect to our high-frequency Metrocentre Shuttle X66.

X-lines X30 & X31

- We consulted that this service would be revised to operate every 30 minutes on Monday to Saturday daytimes, once per hour as service X30 and once per hour as service X31.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with this proposal, but extra journeys will operate at peak times on Monday to Friday, maintaining a 20-minute service at the busiest times of day.
- Evening journeys will be revised to operate every 90 minutes.

X-lines X45 & X46

- Service X46 does not have enough passengers travelling to cover the costs of operation, meaning that we can no longer run this service without financial support. We therefore consulted on the withdrawal of service X46.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We will proceed with our proposals to withdraw service X46.
- Service X45 will continue to operate every 30 minutes between Consett and Newcastle, co-ordinating with Red Kite Ranger 47 between Rowlands Gill and Newcastle to provide a bus every 15 minutes on this section of route.
- Customers travelling from Bridgehill will still be able to travel to Consett and Newcastle on Red Kite Ranger 47, which would now see all journeys running via Bridgehill, providing a service up to every 30 minutes.
- In Consett, service X45 will also extend from Consett Bus Station to Hownsgill via Templetown.

Peterlee Purples X62

- This service does not have enough passengers travelling to cover the costs of operation, meaning that we could no longer run this service without financial support. We therefore consulted on the withdrawal of this service.
- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We are pleased to confirm that Durham County Council will provide funding for service X62 to keep running, but discussions are still ongoing as to whether Go North East will remain as the operator of these services or if they will be provided by another company.
- We hope to provide an update with further information on these services in the next few weeks.

X-lines X70, X71 & X72

- Service X70 does not have enough passengers travelling to cover the costs of operation, meaning that we could no longer this

service without financial support. We therefore consulted on the withdrawal of this service.

- Following analysis of our customer consultation responses, we engaged in further discussions with local authorities.
- We are pleased to confirm that we will work in partnership with Durham County Council to keep running service X70.
- There will be no changes to the route or frequency of services X70, X71 or X72, but there will be some minor changes to the timetable.

Tynedale Links X81

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service.
- They have advised that, due to low passenger numbers, this service will be withdrawn.

Tynedale Links X85

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service. Our contract to operate this service has been extended by a year, and Northumberland County Council have asked us to introduce some minor tweaks as a result.
- There will be some small changes to the timetable of this service, but the service will continue to run the same route as now.

Hadrian's Wall Country Bus X122

- This service was not a part of our customer consultation, but we have been in discussions with Northumberland County Council who provide funding for this service.
- They have advised that, due to low passenger numbers, this

service will be withdrawn.

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