



North Tyneside Council

Economic Prosperity Sub Committee

14 March 2022

Tuesday, 22 March 2022 Room 0.01, Quadrant, The Silverlink North, Cobalt Business Park, NE27 0BY commencing at **6.00 pm**.

Agenda Item	Page
1. Apologies for Absence To receive apologies for absence from the meeting.	
2. Appointment of Substitute Members To be notified of the appointment of any Substitute Members.	
3. Declarations of Interest and Dispensations You are invited to declare any registerable and/or nonregisterable interests in matters appearing on the agenda, and the nature of that interest. You are also invited to disclose any dispensation in relation to any registerable interests that have been granted to you in respect of any matters appearing on the agenda. You are also requested to complete the Declarations of Interests card available at the meeting and return it to the Democratic Services Officer before leaving the meeting.	
4. Minutes To confirm the minutes of the previous meeting held on 25 January 2022.	5 - 6
5. Green Skills Sub Group To receive an update on the work of the Green Skills Sub Group.	7 - 8

Members of the public are entitled to attend this meeting and receive information about it. North Tyneside Council wants to make it easier for you to get hold of the information you need. We are able to provide our documents in alternative formats including Braille, audiotape, large print and alternative languages.

Agenda Item	Page
6. The State of the North Tyneside Economy	9 - 30
To examine a dashboard of data providing an indication of the state of the economy in North Tyneside.	
7. Bus Partnership and Bus Services	31 - 52
To examine the progress made on the development of an Enhanced Bus Partnership and forthcoming changes to bus services in the borough.	

Circulation overleaf ...

Members of the Economic Prosperity Sub Committee

Councillor Liam Bones
Councillor Margaret Hall
Councillor Janet Hunter
Councillor Bruce Pickard
Councillor John Stirling
Councillor George Westwater

Councillor Trish Brady
Councillor John Harrison
Councillor Hannah Johnson
Councillor Willie Samuel
Councillor Joan Walker (Deputy Chair)
Councillor Matt Wilson (Chair)

This page is intentionally left blank

Economic Prosperity Sub Committee

Tuesday, 25 January 2022

Present: Councillor M Wilson (Chair)
Councillors L Bones, T Brady, M Hall, J Harrison,
Janet Hunter, B Pickard, W Samuel, J Walker and
G Westwater

Apologies: Councillors H Johnson

21/21 Appointment of Substitute Members

There were no substitute members appointed.

22/21 Declarations of Interest and Dispensations

There were no declarations of interest or dispensations reported.

23/21 Minutes

Resolved that the minutes of the previous meeting held on 30 November 2022 be confirmed and signed by the Chair.

24/21 Town Centres

Paul Dowling, Graham Sword and Sean Collier from the Council's Regeneration and Economic Development Team attended the meeting to update the sub-committee on work to support the development of the Borough's town and retail centres.

Reference was made to the key issues and findings to emerge from a sub group, appointed by the sub-committee in 2019, to examine the future of retail and town centres. Members heard how these issues had been addressed by the Council, driven by its Covid-19 town centre response and recovery programmes, its Ambition for North Tyneside, the formulation and delivery of the North Shields Masterplan and the development of masterplans for the North West, Wallsend and Whitley Bay. The sub-committee were also presented with the latest data relating to footfall and vacant properties in each town centre and the outcome of a survey of businesses and customers about their perceptions of the town centres. Charts were displayed at the meeting showing the location of vacant properties and the mix of uses in North Shields, Wallsend and Whitley Bay town centres.

The sub-committee were invited to reflect on the extent to which the recommendations contained in its earlier report had been delivered and to make comments on any key lessons or important factors to be taken into account when developing masterplans for the North West, Wallsend and Whitley Bay. During their discussion members considered the following key issues:

a) recognition that the north west of the borough did not have one single identifiable town

centre. Whilst the privately owned Killingworth Shopping Centre had been designed to be at the centre of the Killingworth, outlying communities retained their own separate identity, supported their own local shops and were likely to be drawn to neighbouring centres such as Newcastle and Cramlington due to the transport networks. Any masterplan for the area would have to identify what links the separate communities, engage with them so that they would buy-in to a broader plan or create separate plans for each community;

- b) the possibility of using automatic number plate recognition technology and public transport usage to analyse the origins of those using town centres;
- c) the detrimental impact on the appearance and perceptions of a town centre caused by clusters of property in a poor state of repair such as the North end of Whitley Road, Whitley Bay;
- d) the need for adequate broadband and other technological infrastructure as a prerequisite to converting retail property for alternative uses such as office space;
- e) the cost, availability and convenience of car parking in Wallsend and North Shields;
- f) the potential for more housing development in town centres;
- g) the need to involve young people in solving the problems, identifying their needs and shaping what their town centres will look like in 2040;
- h) the need to improve the quality of the leisure offer in town centres to increase the duration of visits;
- i) the importance of building a consensus and a shared vision with businesses, partners and communities for the regeneration of town centres.

The Chair thanked officers for their presentation and he hoped that the points raised during the meeting may help inform the future development of town centre masterplans.

25/21 The State of the North Tyneside Economy

The sub-committee was presented with data which provided an indication of the state of the economy in North Tyneside. The data included the numbers of people claiming Universal Credit, the number of employments furloughed, the town centre vacancy rate, numbers of job advertisements, levels of earnings and qualifications within the population and new business start-ups. Some of data was also compared with other regions across England.

The sub-committee asked whether future reports could include:

- a) local data relating to the numbers of sole traders setting up in business to provide a broader picture of business start ups;
- b) the rates of vacant properties in retail parks such as Royal Quays and Sliverlink; and
- c) the number of apprenticeships.

Members also considered the reasons for the apparent disparity between the high numbers of job vacancies and the continuing high rate of unemployment. This may have been attributable to a large number of people temporarily transferring from one employment sector to another and the situation may settle over time. It was also noted that data had been provided by Job Centre Plus who may not necessarily have a complete overall picture of the labour market due to reporting changes and the growth of on line recruitment agencies.

Meeting: Economic Prosperity Sub-Committee

Date: 22 March 2022

Title: Green Skills Sub Group

Author: Michael Robson

Tel: 643 5359

Service: Law and Governance

Wards affected: All

1. Purpose of Report

1.1 To provide an update on the work of the Green Skills Sub Group.

2. Details

- 2.1 In November 2022 the sub committee appointed a sub group to examine the Council's approach to adapting to a green industrial revolution and ensuring people have the right skills for the future green jobs. The sub group was set the following remit, to:
- a) consider the steps required to ensure residential, public, commercial and industrial buildings in the borough have the lowest possible carbon emissions to support the Council's 2030 net zero ambition;
 - b) analyse the skills, qualifications and accreditations that will need to be gained by the local workforce so that:
 - i. they are equipped to deliver energy efficient buildings;
 - ii. the need for imported skills is avoided; and
 - iii. the borough benefits from the low carbon economic growth;
 - c) identify sources of funding that could be accessed for skills and training from a variety of sources to support the local economy; and
 - d) make recommendations to the Elected Mayor and Cabinet on how the Council and its partners might stimulate the local training market so that the required skills, qualifications and accreditations can be taught to our residents by North Tyneside based providers.
- 2.2 Since then the sub group has held a series of evidence gathering meetings with officers and key stakeholders during January and February 2022 and also had regard to a wealth of policy documents and research papers which have been published in relation to decarbonising the built environment and the skills and jobs that will be required to deliver it. The sub group have reviewed the evidence received to date and formulated their preliminary findings and conclusions but agreed to arrange a further meeting with training providers before preparing and finalising its report and recommendations.
- 2.3 In accordance with the Constitution, the sub group is required to present its report and any recommendations to the sub-committee for consideration and to either approve,

amend or reject it for submission to the Overview, Scrutiny and Policy Development Committee and Cabinet. Given that this is the final scheduled meeting of the sub-committee until 5 July 2022, it may be necessary to convene an extraordinary meeting of the sub-committee to consider the report and recommendations so that it may be considered in a timely manner.

3. Background Information

The following documents have been used in the compilation of this report and may be inspected at the offices of the author:

- Green Skills Sub Group Scope & Work Programme
- North Tyneside Council Constitution

Meeting: Economic Prosperity Sub-Committee

Date: 22 March 2022

Title: State of the North Tyneside Economy

Author: Michael Robson

Tel: 643 5359

Service: Law and Governance

Wards affected: All

1. Purpose of Report

- 1.1 To explain the background to the presentation of data relating to the state of the economy in North Tyneside.

2. Details

- 3.1 At the commencement of the municipal year it was agreed that the sub-committee be presented on a regular basis with a dashboard of data to provide members with an indication of the state of the economy in North Tyneside as it recovered from the Covid-19 Pandemic.
- 3.2 The sub-committee has been presented with this data at its meetings in July, September and November when the data contained within the dashboard has been refined to serve the needs of members. The latest data is set out in the attached presentation slides.
- 3.3 The sub-committee is invited to note the data contained within the slides and any trends to emerge. This information is designed to aid the sub-committees understanding of the local economy and may help guide the development of its future work programme.

4. Background Information

The following documents have been used in the compilation of this report and may be inspected at the offices of the author:

- Economic Prosperity Sub-Committee minutes and work programme 2021/22
- State of the Economy Presentation Slides

This page is intentionally left blank

Economic Prosperity Sub-Committee

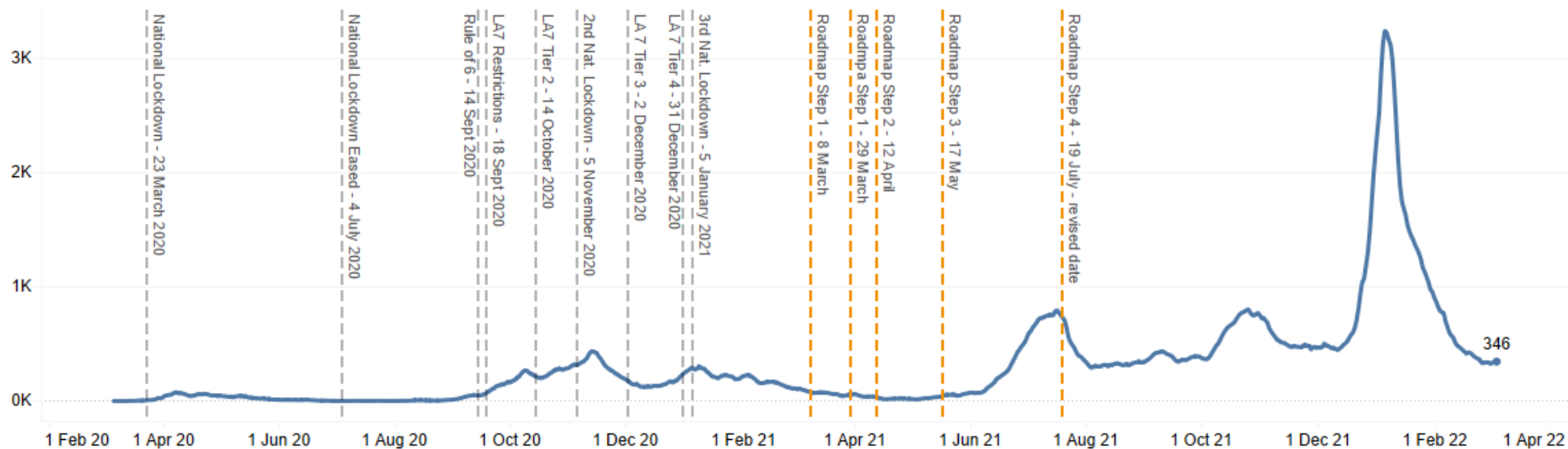
WE LISTEN | WE CARE | WE ARE AMBITIOUS | WE ARE GOOD VALUE FOR MONEY



Number of cases and 7 day infection rate have fallen

New cases in latest 7 days 5 March 2022	7 day infection rate 5 March 2022	% 18+ population vaccinated (2 doses) 27 October 2021
723	346	79.16%

North Tyneside - 7 day infection rate per 100k population
Source - GOV.UK



WE LISTEN | WE CARE | WE ARE AMBITIOUS | WE ARE GOOD VALUE FOR MONEY



Number of Universal Credit Claimants has “levelled off” since November 2020

Source – Department for Works and Pensions

Total Residents on Universal Credit January 2022	UC Claimants – searching/ planning/preparing for work January 2022	UC Claimants in work January 2022
18,536	6,488	7,134

People on Universal Credit in North Tyneside
Source - Department for Works and Pensions



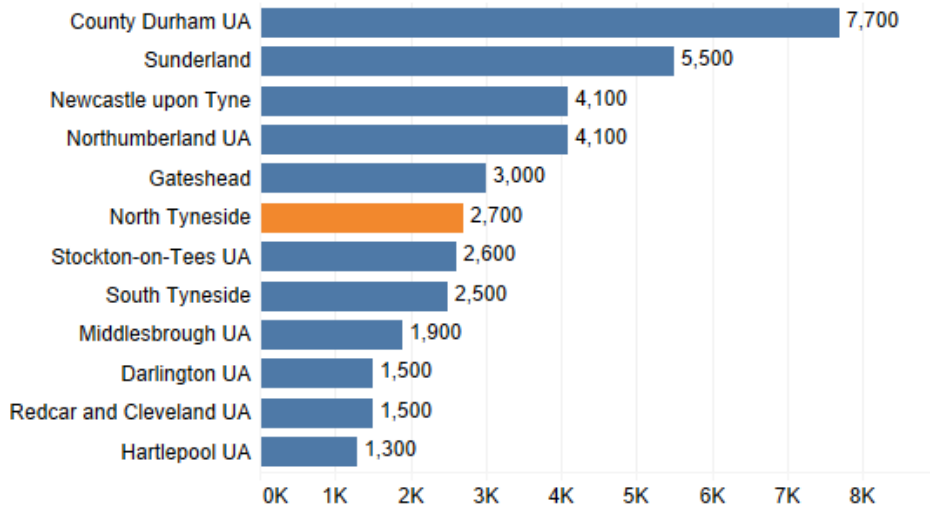
WE LISTEN | WE CARE | WE ARE AMBITIOUS | WE ARE GOOD VALUE FOR MONEY



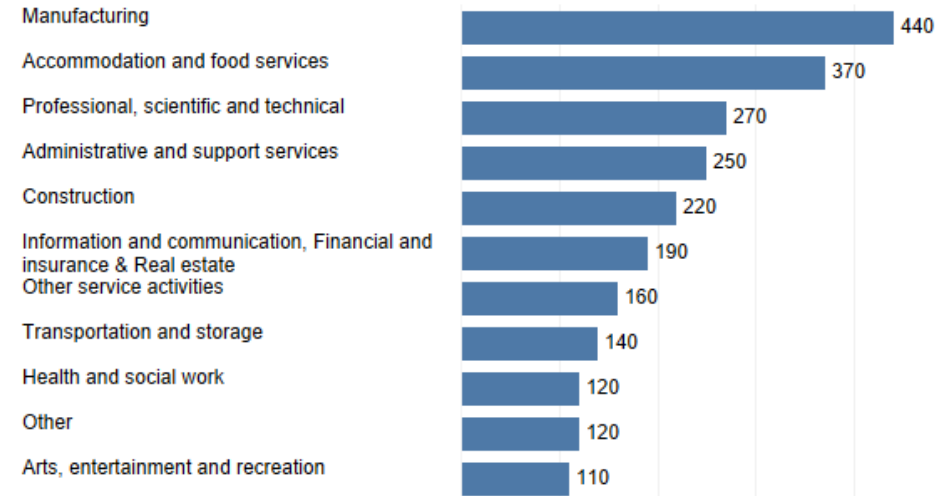
Employments on furlough have decreased to 2.7k. Largely in accommodation and food services and manufacturing. Furlough peaked in July 2020 at 28k employments

Employments Furloughed September 2021	Take up rate September 2021
2,700	3%

Employments furloughed by local authority

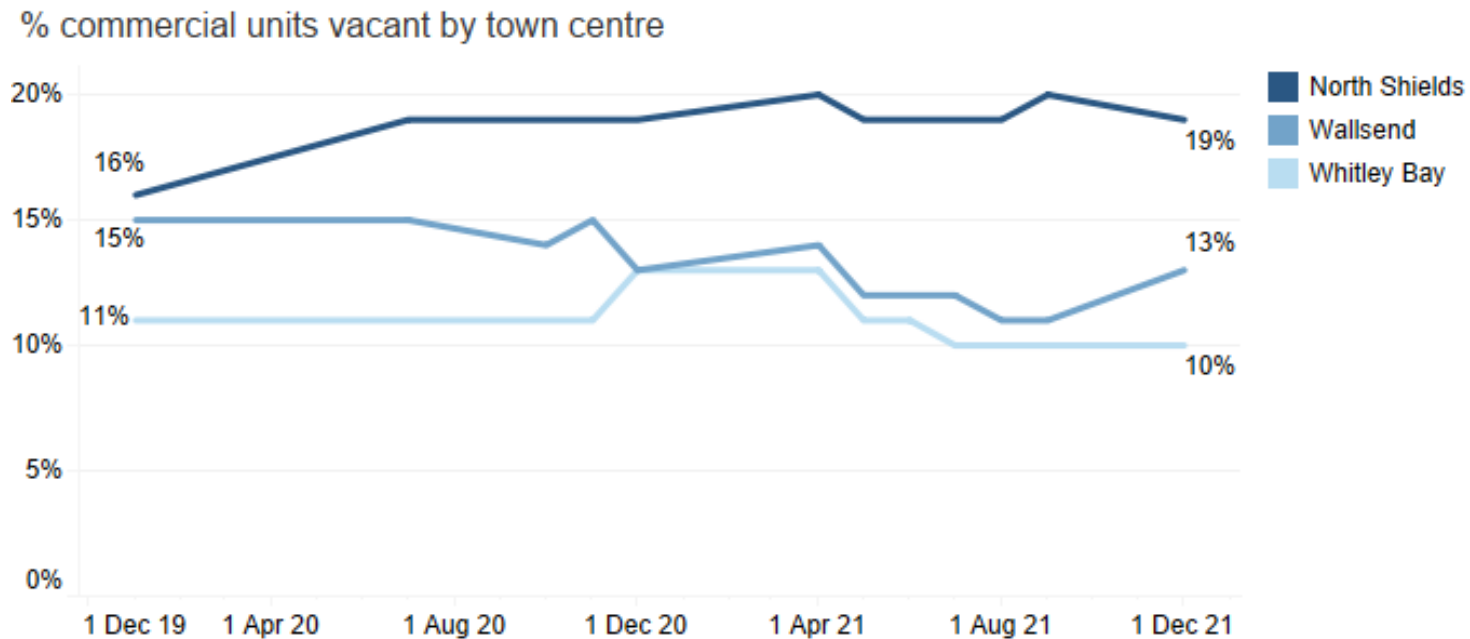


Employments furloughed by Sector in North Tyneside



Town Centre Vacancy Rate has risen in Wallsend, but has decreased in North Shields and is unchanged in Whitley Bay. Shops and showrooms represent nearly half of all empty units in town centres.

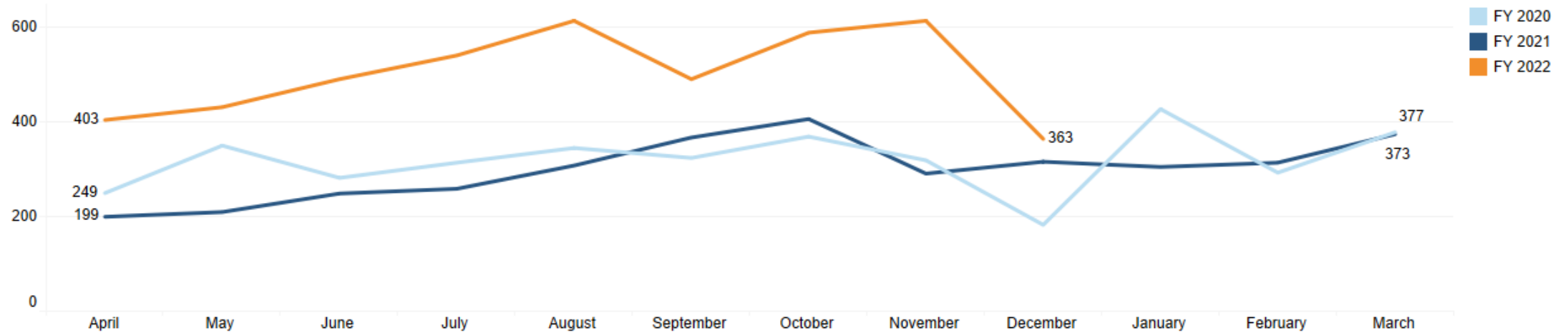
Silverlink vacancy rate December 2021	Killingworth vacancy rate December 2021	Royal Quays vacancy rate December 2021
14% (3 units)	0%	11% (6 units)
North Shields vacancy rate December 2021	Wallsend vacancy rate December 2021	Whitley Bay vacancy rate December 2021
19% (73 units)	13% (36 units)	10% (49 units)



Job advertisements have almost doubled compared to last year

Job advertisements April 2021- December 2021	Variance compared to last year
4,524	74%

Job advertisements - three year comparison



Page 16

The NHS, Akari Care Ltd and North Tyneside Council have advertised the highest number of job vacancies this year.

WE LISTEN | WE CARE | WE ARE AMBITIOUS | WE ARE GOOD VALUE FOR MONEY



North Tyneside Council

Job advertisements by industry for latest month (top ten industries at Standard Industrial Classification one-digit level)

Industry	Number of vacancies	% of vacancies
Human health and social work	134	49.6%
Education	32	11.9%
Financial and insurance	27	10.0%
Wholesale and retail trade; repair of motor vehicles	21	7.8%
Manufacturing	14	5.2%
Information and communication	9	3.3%
Public administration and defence, social security	6	2.2%
Professional, scientific and technical	6	2.2%
Accommodation and food service	6	2.2%
Administrative and support service	5	1.9%

Of the 363 vacancies for December, 93 did not include an industry classification at this level

WE LISTEN | WE CARE | WE ARE AMBITIOUS | WE ARE GOOD VALUE FOR MONEY



Job advertisements by industry for latest month (top ten industries at Standard Industrial Classification two-digit level)

Industry	Number of vacancies	% of vacancies
Human health	89	34.6%
Residential care	32	12.5%
Education	32	12.5%
Financial services, except insurance and pensions	27	10.5%
Retail trade, except motor vehicles	17	6.6%
Social work activities without accommodation	13	5.1%
Computer programming, consultancy and related	8	3.1%
Public administration and defence; social security	6	2.3%
Food and beverage service	6	2.3%
Wholesale and retail trade; repair of motor vehicles	4	1.6%

Of the 363 vacancies for December, 106 did not include an industry classification at this level

WE LISTEN | WE CARE | WE ARE AMBITIOUS | WE ARE GOOD VALUE FOR MONEY

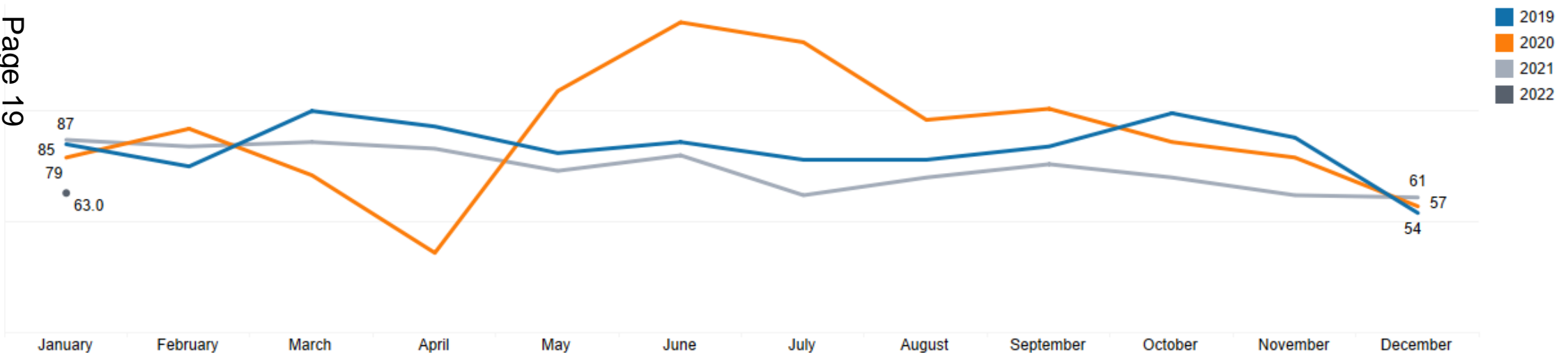


The number of new businesses is lower than previous years

New Business Start Ups January 2022	Variance compared to last year
63	-27.6%

Business Start ups by month

Page 19



WE LISTEN | WE CARE | WE ARE AMBITIOUS | WE ARE GOOD VALUE FOR MONEY

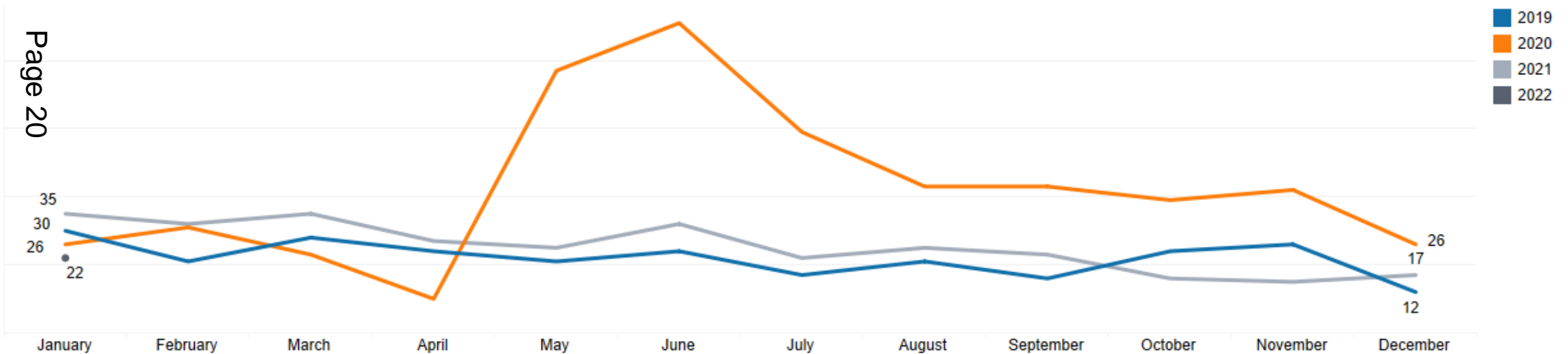


North Tyneside Council

The number of new sole trader businesses is also lower than previous years

Sole Trader Business Start Ups January 2022	Variance compared to last year
22	-37.1%

Sole trader business starts by month



Out of Work Benefit Claimants

Proportion of age 16-64 population

Source – Department for Work and Pensions

	August 2018	August 2019	August 2020	August 2021
North Tyneside	10.3%	11.6%	15.4%	14.4%
North East	12.4%	13.8%	18.1%	17.2%
North West	11.4%	12.4%	17.1%	16.3%
Yorkshire and The Humber	10.0%	11.0%	15.4%	14.7%
East Midlands	8.3%	9.3%	13.3%	12.6%
West Midlands	9.8%	10.9%	15.6%	15.0%
East	7.0%	7.8%	12.1%	11.3%



Out of Work Benefit Claimants

Proportion of age 16-64 population

Source – Department for Work and Pensions

	August 2018	August 2019	August 2020	August 2021
London	7.7%	8.6%	14.3%	13.7%
South East	6.3%	7.0%	11.2%	10.3%
South West	7.7%	8.5%	12.6%	11.5%
Great Britain	8.9%	9.9%	14.4%	13.6%



Earnings by residence

Median gross weekly pay for full-time workers

Source – Office for National Statistics Annual Survey of Hours and Earnings

	2018	2019	2020	2021
North Tyneside	£542.60	£574.90	£563.20	£575.10
North East	£511.10	£531.40	£525.20	£546.80
North West	£529.80	£555.80	£558.10	£578.00
Yorkshire and The Humber	£520.40	£540.80	£539.70	£568.50
East Midlands	£529.90	£547.50	£562.50	£573.40
West Midlands	£535.50	£550.80	£551.70	£581.80
East	£589.40	£610.20	£607.60	£628.60



Earnings by residence

Median gross weekly pay for full-time workers

Source – Office for National Statistics Annual Survey of Hours and Earnings

	2018	2019	2020	2021
London	£670.80	£699.30	£714.30	£728.40
South East	£614.90	£636.30	£629.00	£660.10
South West	£537.60	£560.90	£558.90	£577.30
Great Britain	£570.50	£587.50	£587.40	£613.10



Proportion of residents aged 16-64 with NVQ2+ qualification

Source – Office for National Statistics Annual Population Survey

	2017	2018	2019	2020
North Tyneside	78.1%	76.8%	74.6%	80.3%
North East	72.6%	73.0%	73.5%	75.5%
North West	74.0%	74.1%	74.5%	76.6%
Yorkshire and The Humber	71.1%	71.8%	72.5%	75.5%
East Midlands	70.9%	72.0%	74.4%	76.6%
West Midlands	69.3%	70.4%	71.7%	74.8%
East	73.2%	72.8%	74.2%	77.0%



Proportion of residents aged 16-64 with NVQ2+ qualification

Source – Office for National Statistics Annual Population Survey

	2017	2018	2019	2020
London	77.1%	78.0%	78.5%	81.5%
South East	78.7%	78.9%	79.1%	80.5%
South West	79.0%	78.6%	78.2%	79.6%
Great Britain	74.7%	74.9%	75.6%	78.1%



Proportion of residents aged 16-64 with NVQ4+ qualification

Source – Office for National Statistics Annual Population Survey

	2017	2018	2019	2020
North Tyneside	36.9%	33.6%	34.0%	41.9%
North East	31.7%	31.1%	31.9%	34.4%
North West	34.4%	35.5%	36.1%	38.6%
Yorkshire and The Humber	33.0%	33.3%	34.2%	37.0%
East Midlands	32.0%	33.2%	34.1%	37.2%
West Midlands	31.8%	33.1%	34.1%	37.1%
East	34.6%	35.2%	36.8%	39.3%



Proportion of residents aged 16-64 with NVQ4+ qualification

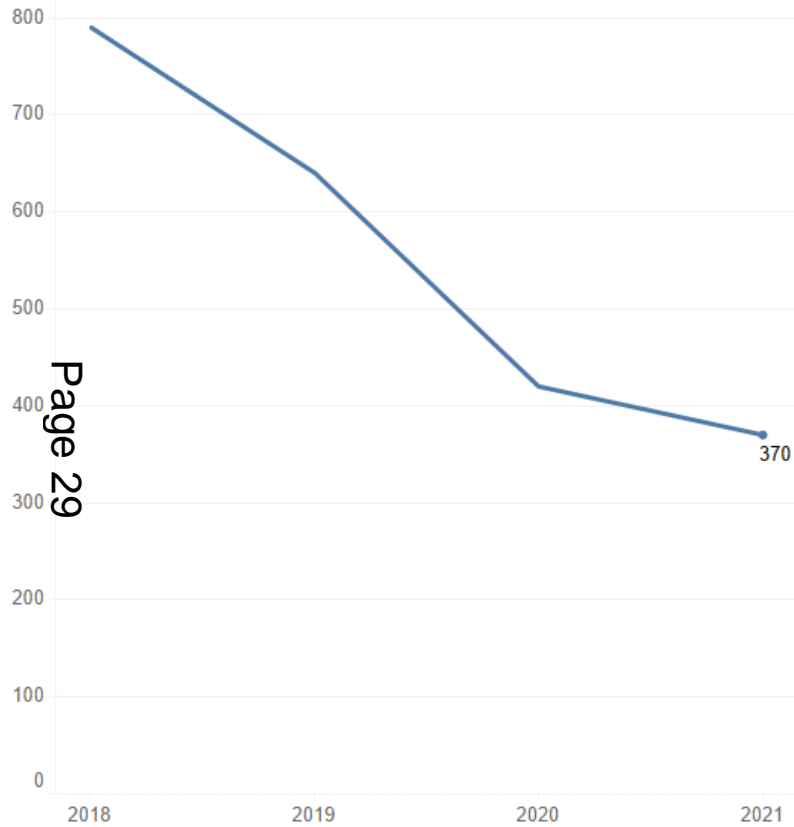
Source – Office for National Statistics Annual Population Survey

	2017	2018	2019	2020
London	51.6%	53.1%	54.2%	58.7%
South East	41.3%	42.2%	43.4%	45.1%
South West	39.1%	38.7%	39.2%	40.4%
Great Britain	38.5%	39.3%	40.3%	43.1%

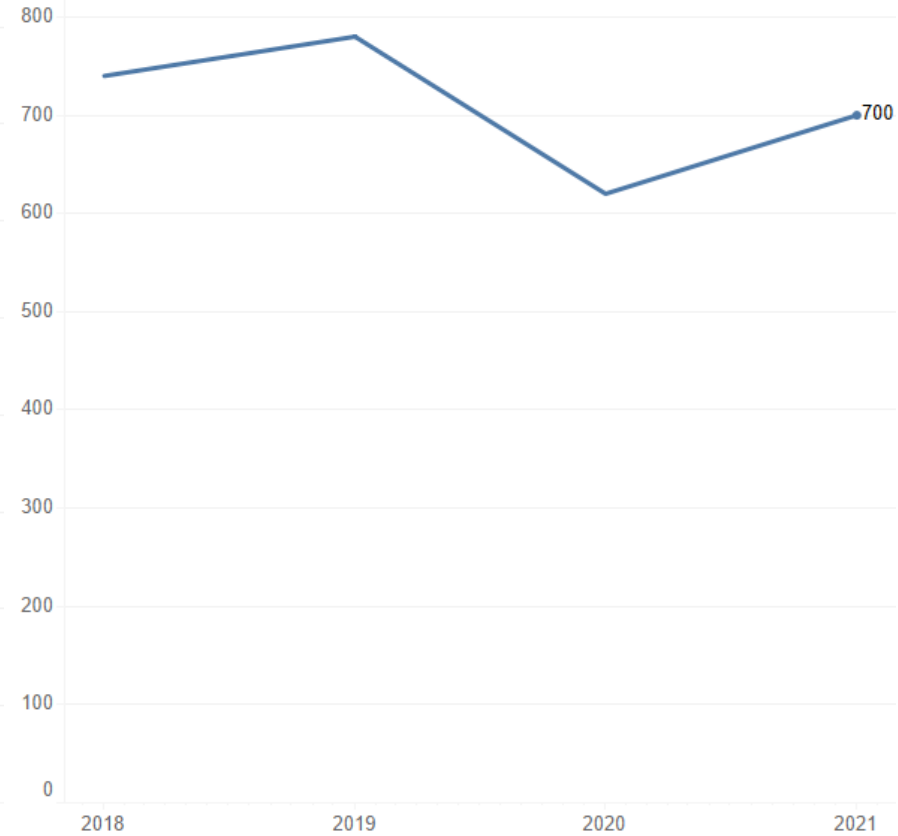


Number of apprenticeship starts

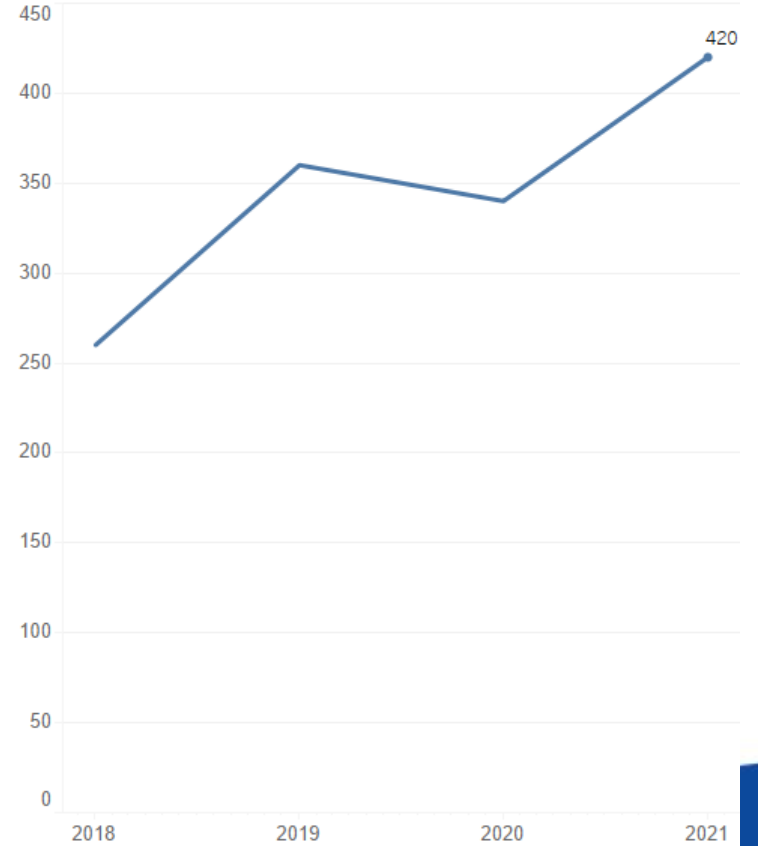
Number of level 1 (intermediate) apprenticeships starts



Number of level 2 (advanced) apprenticeships starts



Number of level 3 (higher) apprenticeships starts



WE LISTEN | WE CARE | WE ARE AMBITIOUS | WE ARE GOOD VALUE FOR MONEY



North Tyneside Council

This page is intentionally left blank

Meeting: Economic Prosperity Sub-Committee

Date: 22 March 2022

Title: Bus Partnership and Bus Services

Author: John Sparkes

Tel: 643 6215

Service: Regeneration and Economic Development

Wards affected: All

1. Purpose

- 1.1 This report presents an update on work at regional level to develop an Enhanced Partnership (EP) for bus services. As an appendix, it gives a summary of forthcoming bus service changes in the borough.
- 1.2 A presentation will be given at the meeting to provide further details.

2. Recommendations

- 2.1 The sub-committee is invited to note the information in this report.

3. Bus Partnership

- 3.1 The North East, comprising the 7 authority areas covered by the North of Tyne Combined Authority and North East Combined Authority, has a single Joint Transport Committee (JTC).
- 3.2 The Government announced in March 2021 that ongoing funding for bus services would be dependent on authorities' and bus operators' participation in new arrangements. These involve putting in place an Enhanced Partnership (EP) with bus operators. Each area was also required to develop a Bus Service Improvement Plan (BSIP). The North East's BSIP was approved by the JTC in October 2021.
- 3.3 On 29 November 2021 Cabinet authorised the Deputy Mayor, in consultation with the Cabinet Member for Finance and Resources and appropriate Directors, to approve the EP plan and scheme for consultation and to agree any amendments to the plan and scheme made following the conclusion of the consultation exercise.
- 3.4 The original timescales for the submission of the BSIP have since been changed by the Department of Transport (DfT). Each area is now required to share a draft EP plan and scheme with DfT by the end of April 2022. Once the draft has been considered by DfT and finalised, formal consultation with bus operators, and public consultation, will be undertaken prior to approval being sought for the final EP plan and scheme(s).

4. Bus service changes

- 4.1 Bus operators may register changes to their commercially operated services at any time. Bus patronage has not returned to full pre-Covid levels, and Government Covid grant support for bus operators is to end later in 2022.
- 4.2 The three main bus operators in the borough registered a number of service changes which will take effect from 27 March 2022. From the same date, Nexus has re-cast its network of secured bus services to seek to minimise the impact of these changes.
- 4.3 Despite a recent announcement from the Government that Covid grant funding will continue in some form until October 2022, the bus service changes have been registered and will proceed as planned.
- 4.4 The note on bus service changes, which was circulated to all members on 23 February 2022, is attached as the Appendix to this report. Full details of service changes can be found on the Nexus website.

5. Background Information

- 5.1 The following background documents have been used in the compilation of this report and are available from the report author:
 - [Cabinet Report dated 20 September 2021 'Bus Partnership'](#)
 - [Cabinet Report dated 29 November 2021 'Bus Partnership'](#)
 - [North East Joint Transport Committee \(JTC\) Report December 2021 'North East Enhanced Partnership'](#)
 - Nexus website – [summary of bus service changes from 27 March 2022](#)

6. Appendices

Appendix 1 Briefing note (circulated to all members) on bus service changes



North Tyneside Council

Quadrant, The Silverlink North,
Cobalt Business Park, North Tyneside, NE27 0BY
Tel: 0345 2000 101

Briefing note

To: Cabinet Members

Author: Nicholas Bryan, Highway
Network Manager

Date: 23 February 2022

DRAFT

Title of Briefing: Bus Service Changes

Purpose of note

This note provides an update to Councillors on the forthcoming changes to Bus Services in North Tyneside.

Background

Throughout the Covid pandemic public transport use has declined in part due to Government travel safety advice. As a consequence of this, Government supported local bus services through Covid grant payments, but this was replaced by the Bus Recovery Grant (BRG) in September 2021. Prior to the Covid pandemic, several bus services operating within North Tyneside were already marginal in terms of commercial viability with evening services secured by Nexus.

Payment of the BRG is expected to cease at the end of March 2022. Consequently, all commercial bus companies are proposing cuts to services in response to the funding pressure and subdued recovery in patronage levels.

Additionally, there continues to be a significant reduction in concessionary pass holders using the English National Concessionary Travel Scheme (ENCTS), with uptake only recovering to circa 60% at this time. In 2022/23, in accordance with DfT guidance, the reduction in concessionary journeys will require a reduction in concessionary fares reimbursement, which Nexus estimates at £7.5m. This introduces further financial pressure on bus operations.

Commercial bus companies operate 90% of bus routes in Tyne and Wear and decide where and how often these run. Nexus has powers to provide additional services, using funding from local authorities, where there are gaps in these commercial services which would otherwise leave people without access to public transport.

The three commercial bus companies – Arriva, Go North East and Stagecoach – each recently informed Nexus of plans to reduce their services in the Newcastle and North Tyneside areas to levels they consider to be financially sustainable as a consequence of the pandemic and in the absence of ongoing grant funding support. Bus companies are expected to make further changes in other parts of North East England, including Sunderland, Gateshead and South Tyneside, later in the spring.

The bus companies are currently experiencing passenger numbers that are around 75% of pre-Covid levels. This can be further broken down as non-concessionary travel reducing by approximately 20%, and ENTCS reducing by 40%.

Bus Operator Service Changes

The proposed changes to Arriva, Go North East, and Stagecoach services are summarised in the tables on the following pages. Appendix A of this note includes a network diagram highlighting which roads would be subject to service reductions.

Service changes are included in more detail in Appendix C but included below is a short list of the key withdrawals/service reductions with those Wards that are impacted identified.

DRAFT



Briefing note

Service	Operator	Route	Change	Wards Impacted
1	Stagecoach	Slatyford - Benwell - City Centre - Heaton - Coach Lane	Stagecoach service 1 revised to operate between Slatyford - Coach Lane Campus only (Coach Lane Campus - Cobalt section cancelled).	Benton, Killingworth, Valley, Collingwood
Page 35	GoNorthEast	Whitley Bay - Tynemouth - North Shields - Wallsend - Byker - Newcastle - Gateshead	Revised timetable which includes cancellation of the daily evening service .	Whitley Bay, Cullercoats, Tynemouth, Riverside, Chirton, Howdon, Wallsend
	6/7/8	Stagecoach	Four Lane Ends - Freeman Hospital - Gosforth - Kenton - Kingston Park (6) / Kenton Bar Estate (7/8) - Newbiggin Hall - Westerhope - West Denton - Lemington - Metrocentre (6/7) / Central Station (8)	STG 6/7 route revised to operate between Freeman Hospital - Metrocentre only. Freeman Hospital - Four Lane Ends (6/7/8) and Lemington - Central Station (8) sections cancelled .
11	GoNorthEast	Whitley Bay - NTGH - North Shields - Royal Quays - Percy Main - East Howdon - Howdon - Wallsend	Cancellation: Service 11 cancelled.	Whitley Bay, Monkseaton South, Cullercoats,

				Collingwood, Preston, Riverside, Chirton, Howdon, Wallsend
19	GoNorthEast	North Shields - Royal Quays - Percy Main - Silverlink - Cobalt - Northumberland Park - Cramlington - Ashington	Cancellation: GNE M-Sa daytime and evening/Sunday (Nexus funded) service 19 cancelled.	Riverside, Chirton, Collingwood, Valley
41/41A	GoNorthEast	Wallsend - Hadrian Lodge (41a) - High Farm - Batte Hill - Hadrian Park	GNE services 41/41a revised to operate between Wallsend - Hadrian Park only. Alternate daytime trips will additionally serve Hadrian Lodge (Wiltshire Gardens/Wiltshire Drive). The new 41/41a will operate up to every 15 minutes M- Sa daytime. Secured evening/Sunday provision TBC. The current route east of Wallsend serving Howdon/Holy Cross is cancelled.	Wallsend, Northumberland, Battle Hill
42/42A	GoNorthEast	42: Wallsend - Hadrian Lodge - ASDA - Forest Hall - Killingworth - Dudley - Cramlington 42a: Wallsend - Hadrian Lodge - ASDA - FLE - Quorum - Killingworth - Dudley - Seaton Burn - Hazlerigg - Airport - Kingston Park	Cancellation: GNE trips on services 42/42a cancelled.	Wallsend, Battle Hill, Killingworth, Benton, Camperdown, Weetslade
55	Arriva	Newcastle - South Gosforth - Four Lane Ends - Forest Hall	Minor AM peak timetable alterations. M-Sa daytime frequency remains every 20, reducing to every 60 in the	Longbenton, Benton, Killingworth

			evening. Su daytime frequency reduced to every 60 and Su evening trips after 1830 cancelled.	
--	--	--	---	--

DRAFT



Briefing note

Nexus Secured Network Changes

In response to the above proposed service reductions Nexus has drawn up a £4.5m plan, which includes the recently approved increase in their levy, to replace commercial services which would otherwise be lost in Newcastle and North Tyneside, or re-cast publicly-funded routes it already provides to mitigate the worst effects of cuts set to take effect.

Nexus uses a common criteria to assess where it will step-in to provide a publicly-funded bus built on the following priorities, which reflect consultation it has carried out with local people:

- A bus or Metro service within 400 metres of homes.
- Public transport at least hourly to essential shops, local services and local employment sites.
- A local service to a hub (such as a town centre or interchange) from which people can catch frequent bus or Metro services to a wider range of destinations.
- Reducing the time it takes to reach major employment sites and hospitals as far as possible, including changes.

Appendix B includes the resultant network plan where services will be retained (green) and those sections where service provision will be lost (red). To cover the significant network gaps that would result from the bus company proposals detailed above, it has been necessary to significantly revise the routes of many existing secured services. The following is a list of the secured services that need to be cancelled in their current form to release resource to allow for new/modified services to bridge the network gaps detailed. The vast majority of areas currently served by these secured services will remain so, but the routes, frequency and service numbers may differ.

Cancelled Services – 333, 359, K1/K2, W3

The proposed new services that will bridge the network gaps detailed above are complex. Nexus are currently preparing information campaigns for residents and Councillors that will illustrate the new routes and identify any changes in access to key amenities with advice on alternative travel arrangements where appropriate. Further details on this work will be presented at the forthcoming North Tyneside Bus Board in March.

The following [link](#) takes you to the Nexus press release on the proposed package of measures.

Communication and Timescales

As the bus companies will see the Bus Recovery Grant withdrawn at the end of March 2022, the proposed changes are planned to come into effect on the 27th March. Nexus and bus companies are working on information campaigns to make sure local people can find out what is changing, including Nexus replacing thousands of bus stop timetables.

North Tyneside and Nexus will be issuing a press release on Friday 18th February to inform the public of the proposed changes and how these seek to resolve the network gaps that would otherwise have formed due to the cuts planned by the bus companies.

Work will be ongoing with impacted residents between now and when the service changes come into operation at the end of March. This will include raising awareness of ticketing products such as the North Tyneside Smart Zone which offers unlimited weekly/monthly travel within the Borough across all operators. Further work between the Council, Nexus and bus operators around cross-operator ticketing is ongoing as we seek to ensure residents do not incur significant additional costs when undertaking the same regular journeys.

DRAFT

This page is intentionally left blank

Current Daytime Network (pre-notified commercial cancellations shown in red)



Legend

- Pre-notified commercial cancellation
- Current bus route

This page is intentionally left blank

Proposed Daytime Network following intervention (gaps shown in red)



Legend

- Current bus route
- Road left un-served following intervention

This page is intentionally left blank

Changes to bus services in Newcastle and North Tyneside

Commercial bus companies are reviewing the services they operate in Newcastle, North Tyneside and surrounding areas from April 2022. This is because passenger numbers have fallen since the start of the pandemic and additional Government subsidy to cover their financial losses is expected to end.

Commercial bus companies operate 90% of services in the region, and the changes expected would have a significant impact on the links local people currently enjoy to shops and community amenities, to places of work and to town and city centres.

Nexus provides the last 10% of local services using public funding. We aim to stave off the worst effects of commercial service cuts by redirecting our current funding to a recast pattern of routes and timetables which maintain the most important community links. We also expect that services in the rest of Tyne and Wear will be subject to similar levels of change later this spring, which we will have to consider as operators finalise their plans for areas south of the Tyne.

Below, you will find a list of changes we expect commercial companies to make in Newcastle and North Tyneside, and the changes we are proposing to reduce the impact of these. We expect the commercial changes to take effect from 27 March, and this aligns with the review date for Nexus contracts but leaves a limited period for consultation.

We welcome your feedback, however, both because you may still influence decisions we make now, and because it will help us plan for the future.

The list below contains the major changes we expect. We have not included services which are not changing, or where there are minor changes to timetables or exact routes. These will be listed on our website before they come in.

Service: 1 (Go North East) between Whitley Bay, Newcastle and Gateshead

What: Go North East is introducing a new Monday-Saturday daytime operating every 20 minutes and Sunday daytime every 30 minutes and has withdrawn evening services on this route. Nexus currently fund half hourly daily evening trips on service 1 between Whitley Bay - North Shields. This resource has been re-purposed to retain an hourly evening service between Whitley Bay Town Centre - Newcastle following cancellation of all commercial evening trips between Gateshead - North Shields.

Why: This means there will still be an evening service on most of the route, but with a lower frequency. We are unable to fund the whole route during the evening, but alternative buses and Metro exist.

Service 1 (Stagecoach) between Slatyford and Coach Lane/Cobalt via Newcastle City Centre.

What: Stagecoach has stated it is to withdraw one part of the service, between Coach Lane university campus and Cobalt. Nexus do not plan to replace this.

Why: Other bus routes are available in the area, although some direct local links will be lost.

Service: 6 (Nexus) between Jesmond Vale, Shieldfield and Newcastle

What: This route, funded by Nexus, will continue to exist with a new number – M6 – and different stops in Newcastle City Centre. Frequency as now (every 30 minutes Monday-Saturday interpeak) but with slightly later last trip from City Centre.

Why: The minor changes in the city centre are in response to major building works. The route will have a new number so there is no confusion with other number 6 buses in Newcastle

Services 6, 7 & 8 (Stagecoach) in Newcastle

What: Stagecoach has stated it is to withdraw two parts of these services, between Four Lane Ends and Freeman Hospital (services 6, 7 and 8) and between Lemington and Central Station (service 8). Nexus plans to fund additional evening services on Arriva route 52 between Four Lane Ends and Freeman Hospital. Connections between Lemington and Central Station are possible on other routes but direct peak links to Newcastle Business Park will be lost.

Services 6 and 7 will also follow new routes in the Lemington area, service 6 via West Denton Park (Valley View/Combe Drive) and service 7 via Dumpling Hall (Kirkstone Avenue/Neptune Road).

Why: Nexus has agreed to fund changes in the Lemington area which will provide local people with more direct links to West Denton shops than on the current service 13, which will be withdrawn (see below). Most journeys on the sections to be withdrawn will be possible on other buses

Service: 11 between Whitley Bay, North Tyneside Hospital, Howdon and Wallsend (also effects routes 41 & 41A)

What: Go North East has stated it is to withdraw this route, which is also currently operated in the evening by Central Taxis under contract to Nexus. Nexus will fund a new service – 317 – every 30 minutes day and evening to replace the 11 on the same route between Whitley Bay and Howdon, but also serving North Shields Ferry landing. The 317 will also serve parts of Howdon and Holy Cross where Go North East is expected to withdraw routes 41 & 41A.

Why: This means Nexus are maintaining important links between communities in North Tyneside and the hospital. Nexus are also providing a link between the Shields Ferry, Royal Quays and North Shields, links lost due to other expected changes.

Service: 13 in outer west Newcastle

What: Nexus plans to withdraw this service, which currently provides local links in outer west Newcastle and to West Denton Shops.

Why: Changes to Stagecoach services 6, 7 and 62 which Nexus has agreed and will fund provide the same or improved links, in particular the local desire for more direct journeys to West Denton shops.

Service: 18 from Walker and Byker to the Freeman Hospital, Longbenton, Four Lane Ends and Quorum.

What: Stagecoach has stated it is to withdraw this route during the daytime, while a contract Nexus funds for evening services expires at the same time. Nexus will fund the continuation of the whole route, daytime and evening. The 18 would operate every 30 minutes daytime with a reduced hourly evening service.

Why: Funding this route would allow people to complete direct journeys to shops, local amenities, and onward travel connections in Byker, schools in Heaton, Freeman hospital and Quorum employment site.

Service: 19 between North Shields, Percy Main, Silverlink, Cobalt, Northumberland Park, Cramlington and Ashington (also effects routes 333 and 359).

What: Go North East has stated it is to withdraw this route. Nexus will fund a replacement service jointly with Northumberland County Council and Cobalt Business Park. This would operate hourly from Cramlington via a new route through High Pit, Seaton Delaval, Seghill and Backworth Heritage Green (replacing the 359 in this area) and then by the existing 19 route every 30 minutes from Northumberland Park to Percy Main and then direct to North Shields also covering a loop of North Shields Fish Quay and the Ferry Landing (replacing the 333). The service between Cramlington and Ashington would be reduced to one peak time service in each direction.

Why: This maintains links at the best possible frequency throughout the route. There are frequent alternative buses between Cramlington and Ashington. Royal Quays will no longer be on the route, but will be connected to North Shields and the Ferry Landing by our new 317 service.

Service: 32/32A between Walker, Byker, Jesmond Vale, RVI, Spital Tongues, Benwell, Cowgate and Kenton

What: Stagecoach has stated it is to withdraw this route, which Nexus also provides an evening equivalent to, between Newcastle City Centre and Kenton. Nexus plans to replace the Monday – Saturday daytime 32/32a, following the existing route/timetable. The Nexus funded daily evening trips would be cancelled. Sunday daytime trips would operate hourly between Kenton and Walker. This is subject to the contract we are tendering being affordable.

Why: This will allow us to fund the most used hours of the service. The evening journeys currently funded by Nexus see very low demand, so we are redirecting resource to replace the better-used commercial daytime service being withdrawn.

Service: 33/33A between Fawdon, Hollywood Avenue, Regent Centre, Gosforth, Jesmond and Newcastle City Centre.

What: Nexus plans to withdraw these services. Go North East is expected to move its QuayCity services to Osborne Road in Jesmond, instead of Great North Road. This means a publicly-funded Nexus service would no longer be needed on this road. The 33/33A also provides the only buses on Hollywood Avenue, Gosforth (the Garden Village), and Nexus will replace this part of the route by paying Arriva to provide an hourly 46A bus during the day, Monday to Saturday. Evening and

Sunday services on Hollywood Avenue will be withdrawn, as patronage is low at these times and alternative buses are available on Great North Road or Salters Lane.

Service: 35 between Newcastle, Coxlodge, Fawdon and Red House Farm (Newcastle).

What: Stagecoach has stated it is to withdraw this service. Nexus will fund the continuation of the whole route during the day, as it operates now.

Why: The service provides a direct link from the Red House Farm estate and Coxlodge to Gosforth High Street and Newcastle City Centre.

Service: 41 & 41A between Wallsend, Hadrian Lodge, High Farm, Battle Hill and Hadrian Park.

What: Go North East has stated it is to withdraw this service through Howdon and Holy Cross. Nexus plans to step in to fund a new service – 317 – every 30 minutes to maintain links from these areas to Royal Quays, North Shields Ferry Landing, North Shields, North Tyneside Hospital and Whitley Bay. Go North East will re-route alternate 41 & 41A trips between Wallsend – Hadrian Park to also serve Hadrian Lodge.

Why: The new Nexus service maintains important local links, and creates some new ones, by redirecting funding from other services in the area.

Service: 42 & 42A between Wallsend, Forest Hall, Killingworth, Dudley, Seaton Burn, Hazlerigg, Airport and Kingston Park (also affects M71 in Newcastle)

What: Go North East has stated it is to withdraw these services, and Nexus contract funding for some trips on them will end at the same time. Nexus plan to replace these services with a new service – 342 – which would operate hourly between Wallsend, Kingston Park and Westerhope, following the 42 route as far as Killingworth (except Hadrian Lodge, see 41 above) and then to Hazlerigg on the 42A route and then direct to Kingston Park Tesco and Westerhope. Journeys on the 42 between Killingworth and Cramlington, and on the 42A between Bank Foot – Dinnington via the Airport, would be withdrawn..

Why: The Nexus proposal recasts existing contracts and redirects funding to maintain important links across North Tyneside, and to Kingston Park Tesco.

Service: 46 between Great Park (Featherstone Grove), Regent Centre and Newcastle.

What: Arriva is expected to withdraw evening and Sunday services plus one early morning journey. Nexus will replace the early morning service by extending our existing service 552. People living in the Featherstone Grove area will be able to use alternative buses on Brunton Lane or Great North Road. Alternate buses will operate as service 46A and also call along Hollywood Avenue, funded by Nexus.

Why: Nexus is making sure children will be able to reach school by sustainable transport. Alternative buses are within 400 metres' walk of homes when the 46 no longer operates evenings and Sundays.

Service 51 & 51A between Newcastle, Holystone and Whitley Bay

What: Nexus will fund an extension of the 51 to/from Whitley Bay Metro and a diversion of the 51A to additionally serve Hadrian Lodge.

Why: Diverting the 51a via Hadrian Lodge provides an improved half-hourly (daytime) direct link to/from Newcastle. It also maintains two (daytime) buses per hour to/from Benton ASDA helping to mitigate cancellation of the 42/42a.

Service 52 Newcastle - Freeman Hospital - Quorum Park - Killingworth - Dudley – Cramlington

What: With Go North East withdrawing the 42/42A daytime service, in order for Nexus to maintain connections currently funded on the 42/42A on an evening and Sunday, it is proposed that the funding will be used to deliver new daily evening contracted trips on service 52 between Newcastle - Cramlington.

Why: These new trips would provide replacement facilities for the cancelled 42 between Killingworth - Cramlington via Weetslade, maintaining unique links.

Service: 53 between North Shields, Killingworth and Cramlington

What: Arriva working in partnership with Nexus plan to divert the 53 between New York and Shiremoor to additionally serve Cobalt Business Park.

Why: The current Nexus-funded daily evening trips will be diverted via Cobalt to maintain late evening links with Metro. Arriva plan to adopt the same route for their daytime service so that the same simple, easy to understand, route applies at all times.

Service: 55 between Forest Hall, Four Lane Ends and Newcastle.

What: Arriva is expected to reduce the evening frequency to hourly, with no services on a Sunday evening. Nexus does not plan to replace these lost journeys, as alternative buses are available within 400 metres' walk of people's homes.

Service: 62 between Killingworth and outer west Newcastle

What: Stagecoach will be funded by Nexus to extend this route from Walbottle to Newburn and Throckley, replacing links lost by the planned withdrawal of the Stagecoach 71 service on a similar route. The 62 will provide direct links from these areas to West Denton shops. Nexus is withdrawing service 13 as a result.

Why: The extension meets local residents' aspirations for better direct links to West Denton shops, and to Newcastle city centre.

Route: 333 between North Shields Ferry Landing, Fish Quay, North Shields and Tynemouth Broadway.

What: Nexus plans to withdraw this service, with the changed 19 and new 317 services providing links between the Ferry Landing, Fish Quay and North Shields town centre. This does mean that Tynemouth Broadway, between Beach Road and Manor Road, will no longer have a bus service.

Why: Replacing the 333 means Nexus can redirect funding to maintain other routes in the area where commercial operators are expected to withdraw services. There are alternative buses (services 1 and 306) within 400 metres of those stops on Tynemouth Broadway losing their bus.

Route: 335 community service in North Tyneside (also affects 359 and K1 & K2)

What: Nexus currently provides this service and plans to change it to an hourly daytime service, but with a revised route which adds Murton Village, Silverlink and Quorum Park to Killingworth to the destinations served.

Why: Reducing the frequency of the 335 to hourly means we can redirect funding to maintain other routes in the area where commercial operators are expected to withdraw services. We are adding Murton Village (now on the 359 route) and Killingworth Drive (now on the K1 & K2 routes) to maintain links where Nexus is withdrawing local buses for the same reason. Passenger numbers on all these routes are low compared to those we are stepping in to save.

Service: 359 between Backworth Heritage Green, Northumberland Park, West Allotment, Murton, North Tyneside Hospital and the Marden Estate in Cullercoats.

What: Nexus currently provides this service and plans to withdraw it. Local people will still be able to make bus journeys to local amenities along the route by other services. From Backworth Village and Northumberland Park to the hospital by Arriva service 54, from Heritage Green to Northumberland Park by the new service 19, to and from Murton village by the revised service 335, and from Marden Estate to Morrisons by Arriva service 306. People travelling from West Allotment or the Marden Estate to the hospital will need to change buses to do so, at New York or Whitley Bay.

Why: Withdrawing the 359 means Nexus can redirect funding to maintain other routes in the area where commercial operators are expected to withdraw services. Passenger numbers on this route are low compared to those we are stepping in to save, and the majority of journeys can be made by other buses.

Service: K1 & K2 local services in Killingworth

What: Nexus funds these services and plan to withdraw them. Local people will be able to access alternative current services routes into Newcastle, as well as the new planned Nexus 335 and 342 services. However, in some limited cases, customers will be required to walk more than 400m to access their alternative bus service.

Why: Replacing the K1 & K2 means Nexus can redirect funding to maintain other routes in the area where commercial operators are expected to withdraw services.

Service: M71 between Westerhope, Newbiggin Hall Estate and Kingston Park Tesco

What: Nexus plans to replace this half-hourly service with a new hourly 342 bus maintaining links to Kingston Park Tesco from Newbiggin Hall and Westerhope.

Why: replacing the M71 service at a reduced frequency means Nexus can redirect funding to maintain other routes in the area where commercial operators are expected to withdraw services.

Service Q3: Wallsend - Walker - St Peter's Basin - City Centre - Regent Centre - Great Park

What: Go North East plan to withdraw the Q3 between St Peter's Basin and Wallsend and operate the service via Osborne Road. There are a number of alternative services available for customers in the areas affected by the withdrawal, including services 12,22 and 40. Nexus therefore propose no intervention.

Why: Alternative services are available for customers impacted by the changes to the Q3 and Nexus' resource has been focussed on areas where alternative services are not available.

Service: 'W' group of local services in the Whitley Bay area.

What: Nexus plans to merge services W1 and W1A into a single hourly service and withdraw the W3 service. The new W1 service will operate from Whitley Bay Metro via Whitley Bay, Monkseaton, Hillheads Estate, Drumoyne Gardens, West Monkseaton, South Wellfield, Earsdon Grange, and serve Valley Gardens to replace the W3. As a result some people will be further from their closest bus service, though within 400 metres' walk, and will see a reduced frequency. People will need to change buses to get from Monkseaton, West Chirton, Percy Main and Meadow Well to North Tyneside Hospital, and from parts of New York to Whitley Bay. The W2 service will see minor timetable changes to co-ordinate with service 51.

Why: Revising this group of local services maintains links within the communities around Whitley Bay, while allowing Nexus to redirect funding to other routes in the area where commercial operators are expected to withdraw services.

This page is intentionally left blank