

Proposed Stagecoach in Newcastle bus service changes, from Sunday 30 April 2017

In order to improve bus service reliability, and to closer meet contemporary customer demands, Stagecoach in Newcastle are proposing a number of changes to bus services in the area.

The current proposals are explained in the table below.

However, before any changes are made, we want to hear the views of customers and other key stakeholders. Please tell us what you think of these suggestions - perhaps you have some different ideas?

Visit our website (www.stagecoachbus.com) for more info, give us a ring on 0191 566 0231, or write to us at: Newcastle bus service proposals, Stagecoach North East, Wearsheaf, Sunderland, SR5 1AQ.

So that all views can be considered, we'd love to hear your feedback by **Friday 24 February 2017**. ***We look forward to hearing from you!***

Service number	Description of change
1	To improve reliability, we are proposing to withdraw the service between Coach Lane Campus and Four Lane Ends, with buses instead terminating at the Coach Lane Campus of Northumbria University. Customers from Four Lane Ends to the Heaton area can continue to use Services 62, 63 up to every 7 minutes.
6, 7, 8	Routes 6, 7, 8 would combine to run every 20 minutes on common sections with the following adjustments: The frequency of Service 6 would be revised with buses operating hourly (during daytimes). Service 7 would operate up to 2 trips per hour (during daytimes) and would run as Service 7 every 30 minutes during evening periods. A route extension will include stops between Freeman Hospital and Four Lane Ends (via Benton Road), with timetable changes to evening and Sunday buses of up to 10 minutes. Under this proposal, buses to the Monarch Road area of Newcastle Business Park would be withdrawn.
15, 15A	These buses would be revised to operate between the City Centre and Walker only. In the Walker area, Service 15 would operate from Coutts Road via Fossway, Westbourne Avenue, Titan Road, Wharrier Street, and Scrogg Road. Service 15A would operate this same loop in reverse. Under the proposals, the section of route between Kenton and Montagu would be replaced by revised 32/32A (details below). Links from Kenton Bar (Ponteland Road) and Blakelaw to RVI (Claremont Road) would be provided by the proposed changes to Services X47 and X87 and X88 (details below). Under the proposals, there would be no direct Stagecoach replacement bus service between Fenham and the RVI In the City Centre, we are proposing to terminate Service 15/15A on Pilgrim Street.
18	We are proposing to revise this service to only operate between Benton Estate, Freeman Hospital and Walker. In Walker, buses would serve stops on Titan Road, retaining links to Church Walk Shops. The section of route between Benton and Forest Hall would be replaced by Services 6,7,8. The section of route between Westbourne Avenue and Wallsend would be served by another operator's service, the Quaylink Q3. Monday to Friday peak time buses would be revised to run at approx 40 minute intervals, better reflecting current traffic conditions. We are also proposing to revise the route of Monday to Saturday daytime buses in Longbenton Estate, with Service 18 serving the full length of Stoneleigh Avenue, rather than West Farm Avenue. This would reinstate the requested local link to and from Four Lane Ends. Nexus has advised that it has no plans for any changes to the evening & Sunday timetable or route.
32, 32A	The route between City Centre, Benwell and Kenton Bar would continue unchanged. From Kenton Bar, daytime buses on Service 32 would operate an hourly clockwise loop via Kenton Bar Estate, Kenton Shops, Wyndley House, Harehills Tower, and Kenton Lane. An hourly Service 32A would operate via this loop in reverse, helping to retain local links between the Montagu and Kenton areas and replacing Service 15/15A. Between them, routes 32/32A would combine to run up to every 30 minutes during the day. Partial replacement links from Blakelaw and Kenton across to Gosforth, High Heaton and Four Lane Ends would be available on revised Service 6,7,8 (although the specific link along Benton Park Road would be withdrawn). Alternative facilities along Heaton Road would continue to be available on Service 18. Nexus has advised that it plans to change the evening & Sunday timetable and route as a result of the changes made to the Monday – Saturday daytime service. For details of the Nexus proposal please visit www.nexus.org.uk .
35	Following passenger requests, we are looking to slightly amend the Saturday morning timetable to offer an earlier arrival into Newcastle City Centre at 0857, rather than at 0927.
39, 40	Under our proposals, there would be various timetable alterations to Services 39 and 40. Monday to Saturday daytime buses would be revised to operate every 12 minutes (combining to run every 6 minutes along common sections of route), and timetables would be revised to better accommodate the increasing levels of traffic congestion.

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Service number	Description of change
62, 63	To reduce the impact of increasing levels of congestion, Monday to Saturday daytime buses would operate to a revised timetable, although frequencies would generally be unchanged. We are also proposing to remove Service 62 from Stoneleigh Avenue and replace it with Service 18. Service 62 would operate direct along West Farm Avenue. Between West Denton and the City Centre, we are also proposing to operate all trips on Service 62 and 63 via Cowgate. Whilst this would remove the local link between Fenham and West Denton, it would mean that buses would all operate the same way, and more direct to the City Centre. This would aim to improve reliability and journey times, but we would like to know your thoughts as to whether you would prefer this change, or to keep the routes in this area as they are.
71, 72,	We are proposing to change the overall frequency on these services. Between Westerhope and the City Centre, buses would be revised to run up to every 15 minutes combined. New frequencies would include an hourly Service 72, an hourly Service 87 (both during daytimes only) and a half hourly Service 71 (all day, everyday). Service 71 would be diverted to operate via Westerhope Estate, with Service 72 replacing it on the section of Stamfordham Road near the Golf Club. To match local customer demands, evening buses would be revised to run as a half hourly Service 71 only. We are also proposing to remove service 71 from the section of Ponteland Road in Throckley to the north of the Hexham Road roundabout. This will aid reliability for all customers. Under the proposals, between Westerhope and the City Centre, all trips would operate via Netherby Drive and Fenham Hall Drive, rather than via Cowgate, basically swapping with service 63 in this area. Whilst this change would remove the local link between Westerhope and Cowgate, it would create a new link between Westerhope and Fenham. To improve access in the City Centre, we are proposing to loop these buses via Market Street and Blackett Street, rather than via Newgate Street.
87, 88	These routes would be revised to operate as an hourly Service 87 during daytimes only. Alternative links between Newbiggin Hall and the City Centre would continue to be provided by routes X87, X88 (up to every 10 minutes), and services 6,7,8 would continue to provide other buses between Newbiggin Hall and Westerhope.
100	To reflect changing customer demands, we are proposing to change the main daytime timetable, with buses operating every 10 minutes. Under our proposals, mid-evening timetables would be revised, with the possibility of additional trips running during Saturday evenings.
X47	To improve reliability, we're proposing to operate this service to and from Eldon Square Bus Station, at 15 minute intervals. As a result, it would no longer serve New Bridge Street or Blackett Street. As part of these changes, Service X47 would serve stops on Claremont Road to offer alternative facilities from Kenton Bar and Ponteland Road to RVI.
X77, X78 X79	To further aid reliability, we are proposing minor timetable changes to these routes, and they would also serve stops on Claremont Road, close to the RVI.
X82	Monday to Saturday daytime buses would be revised to operate every 30 minutes (and hourly during evening times). Following earlier customer feedback, we are proposing for Service X82 to observe all stops between Lemington Road End and Denton Burn.
X87, X88	To offer alternative facilities from Blakelaw and Ponteland Road to RVI, we are proposing for Service X87, X88 to additionally serve bus stops on Claremont Road at Metz Court.

(The above proposals are as at 8 February 2017 - Please note this is a live document, and will be subject to change dependent upon consultation feedback received)